



Report of the Chief Planning Officer

NORTH AND EAST PLANS PANEL

Date: 14th March 2019

Subject: 17/05137/FU – Erection of nine houses, laying out of access road with ancillary car parking and landscaping; demolition of existing bungalow and outbuildings at, Welburn Cottage, Deighton Road, Wetherby, LS22 7QF

APPLICANT

CFK Developments Ltd

DATE VALID

14th August 2017

TARGET DATE

9th October 2017

Electoral Wards Affected:

WETHERBY

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: GRANT PERMISSION subject to the following condition(s):

1. Three year time limit for commencement;
2. Plans to be approved;
3. Materials to be approved prior to commencement of building works;
4. Construction management plan;
5. Ecologist on site for demolition and if vegetation cleared in bird nesting season;
6. Hours of working (0800 – 1800 Monday to Friday; 0800 – 1300 on Saturdays)
7. Building works not to be commenced until visibility splay laid out;
8. Visibility splay to be maintained clear of obstruction
9. No further insertion of windows (including rooflights) to the first and second floor of the south-western elevation of plot 1;
10. Boundary treatments and planting to be agreed and implemented prior to occupation;
11. Boundary treatments to be retained;
12. Removal of PD Rights Part 1 Classes A and B and Part 2 Class A,
13. Garages and driveways to be retained, free from obstruction as parking for private motor vehicles;
14. No occupation of any dwelling until a scheme for off-site highway management / improvement has been submitted, agreed and implemented;

15. Protection of off-site highway infrastructure during works;
16. EV charging points to be provided prior to first occupation;
17. No unit occupied until parking areas shown on plans have been provided;
18. Development shall not commence until a scheme for surface water drainage has been submitted to and approved in writing;
19. Development not to commence until all necessary site investigations have been carried out;
20. Verification reports to be submitted
21. Imported soils to be tested;

1.0 INTRODUCTION

- 1.1 The application seeks permission to erect nine dwellings on the site of a pair of semi-detached bungalows. The application was originally reported to the 6th September 2018 Panel. It was determined that the layout and siting of the terrace was acceptable but the application was deferred for further discussion in relation to the spatial layout of the houses to the rear development and also bin storage for the whole scheme. The original report is appended below, and this update report seeks only to address the revised layout of the development. The main amendment has been to the rear of the site where the three detached dwellings have now been amended to one detached dwelling and a pair of semi-detached houses. Bin storage areas have been made clearer on the plan, and additional landscaping proposed around the southern bin store.
- 1.2 Eighty-one objections have been received from seventeen properties; six support letters have been received. The objectors concerns originally focussed upon highway safety, design and character, loss of amenity and impacts upon ecology. Following the submission of revised plans further objections have been received from some original contributors which raise concern about the number of proposed dwellings, bin stores and highway safety.
- 1.3 Councillor Alan Lamb has requested that the application be brought to Plans Panel for determination due to concerns about the impact upon local character. A further objection has been received from Councillor Lamb citing concerns relating to character and highway safety. A Panel request was previously received from former Councillor John Procter raising concern about highways impact, materials and the overdevelopment of the site.

2.0 PROPOSAL:

- 2.1 The application proposes the erection of nine houses within an existing residential plot. The current dwelling(s) will be demolished and a terrace of six dwellings erected to the front of the site and one detached and two semi-detached dwellings to the rear. Access will be taken from the existing private road that leads off Deighton Road that would be upgraded and laid out to adoptable standards and a small rear cul-de-sac created to provide for vehicular access, bin collection and parking. Following the last Panel meeting, the front boundary wall would only be changed to accommodate the access visibility splay rather than over its whole length as previously proposed.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application relates to the plot of a detached bungalow which appears to have previously been a semi-detached pair of dwellings. The bungalow is set back within the site, behind a low stone wall and an open, lawned front garden. The site

is located off Deighton Road, to the northern side of Wetherby and lies within an established residential area that has a mixed architectural and spatial character.

- 3.2 Detached mid-late twentieth century stone built suburban housing lies to the opposite side of the road, and these dwellings are also set back from the highway behind open front gardens. Slightly earlier mid twentieth century brick built semi-detached housing is located around the Ainsty Road area, with a range of other brick built housing stretching back west from Deighton Road, including twentieth century council housing and newer, late twentieth century detached dwellings. To the immediate north of the site is a terrace of earlier, historic properties that date from the late nineteenth/early twentieth century. These are modest workers cottages constructed of brick although most dwellings are now almost wholly rendered and these are set close to the pavement edge behind small front yards. To the south-west of the site, set back from Deighton Road is a small collection of semi-detached houses that are also now largely rendered. The housing within Wetherby is largely gabled, with ridge lines that run parallel to the road and roofs are typically pantiled with chimneys.
- 3.3 Deighton Road is one of the main routes out of Wetherby leading north, giving access to Kirk Deighton, Knaresborough and Harrogate along smaller, country roads and also access to junction 46 of the A1(M) which includes the Wetherby Motorway Services. Deighton Gates primary school lies to the immediate rear of the site, and the new Aldi to the south at the junction with Sandbeck Lane. There is a European protected Special Area of Conservation approximately half a mile to the north which is a Great Crested Newt breeding pond. An area of public open space lies to the south of the site, adjacent to Deighton Road.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 31/248/00/FU Two storey front extension and attached garage to side and dormer window to rear.
Approved

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Discussions have been held during the consideration of the application to address concerns relating to the access point and highway safety. Before the September 2018 panel meeting changes were made to marginally alter the position and form of the detached dwellings to the rear to improve the sense of space between the houses.
- 5.2 After the September panel meeting further discussions have taken place between the applicant and local residents in the form of two public meetings, one of which was attended by officers. The plans currently under consideration are a result of these meetings, although the recent objection letters largely consider that residents' concerns have not been overcome.
- 5.3 Specific concern has also been raised by one of the residents of Allanfield Terrace about the ability to manoeuvre a large commercial van to the rear of the existing terrace. The agents have supplied additional tracking information to demonstrate that this is feasible.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The site has been advertised by Site Notice and letter in August 2017, March 2018 and also by letter again in July 2018.
- 6.2 Seventy-seven letters of objection have been received from seventeen properties, thirteen of which lie immediately adjacent to the site. The other objections and the six letters of support come from addresses within the wider town.
- 6.3 The objection letters raise concerns regarding loss of light and loss of view, highway safety and on-street parking, bin storage, spatial and architectural character, overdevelopment, loss of greenspace and habitat, loss of amenity (overlooking, overshadowing, noise and disturbance, general pollution), lack of affordable housing, impact upon local infrastructure, poor amenity for future residents, loss of view, impact upon property / land / access rights, overlooking of school land, bin storage, drainage, impact upon nature conservation (newts and bats), lack of consultation, land stability, and the cumulative impact of other developments.
- 6.4 Wetherby Town Council have previously raise concerns regarding density, highway safety and materials. Comments on the most recent plan note that they scheme is improved and ask that Highway officers are satisfied about the visibility splay and technical requirements.

7.0 CONSULTATIONS RESPONSES:

- 7.1 Highways Note that the visibility splay should be provided within the highway boundary, that ideally the pedestrian footway should be widened and a TRO be introduced to protect the junction and bus stop; EVC's should also be provided.
- Flood Risk Management Note the Drainage and Flood Risk Statement is acceptable and that the development is thus acceptable subject to conditions.
- Ainsty Drainage Board Notes the need to satisfactorily address surface water run-off.
- Environmental Health Note the need for further site investigation works, but raise no objections subject to conditions.

8.0 PLANNING POLICIES:

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy (2014), saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013), The Aire Valley Area Action Plan and any made Neighbourhood Development Plan.

8.2 The following Core Strategy policies are relevant to the proposal:

<u>SP1</u>	Seeks to ensure development accords with the spatial hierarchy.
<u>SP6</u>	Quantum and location of new housing allocations.
<u>SP7</u>	Distribution of new housing.
<u>H2</u>	Housing on non-allocated sites.
<u>H4</u>	Housing Mix
<u>P10</u>	Seeks to ensure that new development is well designed and respect its context.
<u>P12</u>	Seeks to ensure Leeds' landscapes are protected.
<u>T2</u>	Accessibility requirements and new development.
<u>G8</u>	Protection of important species and habitats.
<u>EN5</u>	Managing flood risk.

The following saved UDPR policies are also relevant:

<u>GP5:</u>	Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.
<u>BD6:</u>	Seeks to ensure that development proposals respect the scale, form and detail of the original building.
<u>BD5:</u>	Seeks to ensure new development protects amenity.

Emerging Policy - Core Strategy Selective Review (CSSR)

8.3 Hearing sessions relating to this limited review of the Core Strategy were completed at the end of February/beginning of March 2019 and the Inspector's main modifications are expected later this month. The advanced nature of this review is such that some weight can be attached to the revised policies where relevant:

H9 – Minimum Space Standards
H10 – Accessible Housing Standards
EN2 – Sustainable Design and Construction
EN8 – Electric Vehicle Charging Infrastructure

DCLG - Technical Housing Standards 2015

8.4 This document sets internal space standards within new dwellings and is suitable for application across all tenures. The government's Planning Practice Guidance advises that where a local planning authority wishes to require an internal space standard it should only do so by reference in the local plan to the nationally described space standard.

8.5 With this in mind the city council is currently progressing to adopt the national standard as part of the CSSR under new housing policy H9.

Neighbourhood Planning

8.6 The Wetherby Neighbourhood Area and Wetherby Neighbourhood Forum have been designated. The pre-submission plan was consulted on from January to April

2017. The plan has yet to be submitted for examination and is therefore yet to be made. As such, it carries limited weight in the determining of planning applications.

National Planning Policy

- 8.7 The National Planning Policy Framework (2019) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 8.8 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given. It is considered that the local planning policies mentioned above are consistent with the wider aims of the NPPF.
- 8.9 The Planning Practice Guidance (PPG) provides comment on the application of policies within the NPPF. The PPG also provides guidance in relation to the imposition of planning conditions. It sets out that conditions should only be imposed where they are necessary, relevant to planning and; to the development to be permitted; enforceable; precise and; reasonable in all other respects. The Neighbourhood Planning Act 2017 requires that all for all applications determined after October 2018 any pre-commencement conditions are agreed in advance with applicants.

9.0 MAIN ISSUES

- 1) Design and Character
- 2) Highway Matters
- 3) Residential Amenity
- 4) Representations

10.0 APPRAISAL

Design and Character

- 10.1 Section 12 of the National Planning Policy Framework highlights the importance of good design, and paragraph 127 provides a series of principles that should be followed to ensure developments are of good quality. Authorities are encouraged to refuse "development of poor design that fails to take the opportunities available for the improving the character and quality of an area and the way it functions. Policy P10 of the Core Strategy seek to ensure that new development is of high quality and is appropriate to its context whilst policy P12 seeks to protect the character, quality and biodiversity of Leeds' townscapes and landscapes. In order to be acceptable development should not harm either the architectural or spatial character of an area and these will be discussed in turn.
- 10.2 As outlined above the current site is occupied by a bungalow which is set back from the highway edge and within an open and verdant plot. There is no definitive and consistent character within the immediate area, although housing to the outer areas

of Wetherby is largely characterised by detached dwellings that are set back from the highway edge behind open front gardens. Moving north along Deighton Road from Wetherby's centre there is a gradual change in the spatial character of the street. This starts with a definite sense of enclosure within the town centre conservation area, moves to a slightly more open character around the area of Northfield Place, and then changes again to a more verdant streetscene to the south of the application site, and ultimately moves into the open Green Belt to the north of the town. The application site does lie within the more verdant area, and the front garden of the site does contribute to this character. However it must be remembered that the run of historic terraces lies to the immediate north of the application site and does interrupt this sense of space and openness without resulting in any appreciable harm to the spatial character of the area.

- 10.3 When the application was previously discussed by Plans Panel both the spatial and architectural character of the proposal was discussed. It was agreed that the location and siting of the terrace to the front of the site was appropriate to the spatial character of Deighton Road, and that its design and materials were also acceptable. Concerns were raised about the dwellings to the rear where it was felt that the architectural style of plot one, as well as the lack of space around the houses resulted in a layout that appeared cramped and overdeveloped.
- 10.4 As a result of Panel's concerns and the meetings with residents, the dwellings to the rear have been re-orientated so that they have an angled relationship to the internal cul-de-sac. Plots two and three which were originally detached dwellings have been combined into a pair of semi-detached houses. These two changes mean that there is now more space around the houses to the rear of the site, and they are also set further back from the highway edge. This means that the houses do not have such a dominant presence within the internal streetscene and mean that the spatial layout to the rear of the site is significantly better than previously proposed, and sufficient to overcome officer reservations in this respect.
- 10.5 The design of plot one has not been significantly amended, and has been designed to the bespoke specifications of the prospective owners. The house is rendered in appearance which is reflective of the properties within Allanfield Grove to the south. It is considered that the design, scale and materials of this dwelling is considered to be acceptable.
- 10.6 It is noted that significant concern has been raised among objectors in relation to overdevelopment, with neighbours concerned that the density of development is inappropriate, and with recent objection comments of the view that nine houses is inappropriate on a plot that currently contains a pair of semi-detached bungalows. It is acknowledged that there will be a noticeable step change in the quantum of development on site, however as has been discussed above it is considered that the amended scheme represents an acceptable response to previous concerns about the spatial character of the area. As will be discussed below there is also sufficient space within the development and to its edges to ensure that the dwellings do not overdominate, overshadow or overlook neighbours, and more than meet the minimum required distances as outlined within Neighbourhoods for Living. It is therefore difficult to conclude that a scheme which meets policy in respect of separation distances and does not cause harm to spatial character represents overdevelopment. Concern has been raised by one commentator about the possibility of the houses being subsequently extended through PD development. A condition removing the rights to construct dormers as well as fences/walls was previously proposed. The re-orientation of the dwellings has resulted in

significantly smaller gardens for the dwellings to the rear of the site, and this fact, coupled with the small garden for plot 4 means that Class A rights will also be removed, to ensure that garden areas are not harmfully eroded. It is not considered that there is any need to remove class C (roof lights) across the whole development, although the right to insert roof lights to the south-western elevation of plot one is to be restricted.

- 10.7 Concern was raised at the previous Panel meeting about bin storage for the development, in particular whether the terrace would result in bins being stored on the Deighton Road frontage. The revised site plan has clarified this matter, with bin storage areas being created to the rear of the terraces for each household, and two communal storage points for use on collection day. It is of course not possible to control the behaviour of individual homeowners, however it is considered that the revised site plan makes adequate provision for refuse storage and should mean that bins are not routinely stored on the Deighton Road frontage. As such the development is acceptable in this respect.

Residential Amenity

- 10.8 As outlined within Policy P10 of the Core Strategy and saved policies GP5 and BD5 of the UDP new development must protect amenity, including residential amenity. For new housing developments this means that an adequate standard of amenity must be provided for future residents, and that the amenity of those around the development site must also be protected.
- 10.9 The previous officer report outlined that the development would provide an adequate standard of amenity for future residents, and also that the amenity of existing neighbours was adequately protected. The only real changes that would affect existing neighbours is the re-orientation of the dwellings to the rear, which marginally alters the relationship between the new dwellings and the site boundaries. The re-orientation of plot 1 angles the main rear windows further away from the houses on Allanfield Grove (to the south). There is no real change in the relationship between the new and existing houses, however it is likely that the angling of the dwellings will result in a lowered perception of overlooking, and thus be of marginal benefit to the amenity of Allanfield Grove residents.
- 10.10 It is generally expected that at least 12.5m is retained from main windows to new two storey development in order for neighbouring dwellings to retain a sense of outlook and adequate penetration of light. The submitted site plan shows that between 19 – 23m is retained from the houses on Allanfield Grove to the Plot 1. As such it is clear that the nearest dwelling more than exceeds the minimum distances, and thus adequate outlook and light penetration will be achieved. The distances retained between the terrace to the front and the houses on Deighton Road is approximately 25m, again far in excess of the minimum distances. The houses on Allanfield Terrace to the north of the site do not directly look out onto the development, and although the nearest dwellings will be aware of the new housing in oblique views this is not considered to cause significant harm to amenity.
- 10.11 Concern has previously been raised by objectors about the ground levels through the site. At present the site is set a little lower than Deighton Road, and this step is to be retained and is shown on the submitted site section plan. The existing levels are 27.22 and the proposed levels are to be 27.06, thus meaning that there will be a 16cm change in levels, which will not result in any perceptible change for

surrounding dwellings, not result in the houses being set above those of neighbouring dwellings.

- 10.12 Concern has also been raised in respect of overlooking. Neighbourhoods for Living outlines the minimum distances that are required from new windows to neighbouring boundaries in order to prevent harmful overlooking, with ground floor main windows needing to retain approximately 10.5m, and secondary windows such as bedrooms to retain 7.5m. The new houses do meet these minimum required distances, both within the development and in respect of surrounding houses. It is noted that the southern side elevation of plot 1 does include windows that face toward the front windows of Allanfield Terrace and thus it is necessary that there is no harmful conflict between the two sets of windows. The arrangement of accommodation within the houses on Allanfield Terrace is not known, but it is assumed that there are primary and secondary windows, and thus minimum distances of 21.0m and 15.0m are required. The side facing lounge window within the single storey 'side' extension retains approximately 19.0m to the nearest point of Allanfield Grove and thus is a little short in respect of the ground floor main window, however this is screened by the existing boundary wall, and thus there will be no harmful conflict.
- 10.13 As such, subject to conditions, the development will both retain an adequate standard of amenity to existing and future occupants.

Highway Matters

- 10.14 Core Strategy policy T2 and saved UDP policy GP5 note that development proposals must resolve detailed planning considerations and should seek to maximise highway safety. This means that the appellants must demonstrate that the development can achieve safe access and will not overburden the capacity of existing infrastructure. As outlined within the spatial policies of the Core Strategy it is also expected that development is sited within sustainable locations and meets the accessibility criteria of the Core Strategy.
- 10.15 The development does not fully meet the accessibility standards of the Core Strategy, however Wetherby is a major settlement within the Core Strategy settlement hierarchy and a demonstrably sustainable town offering a range of employment, health, shopping and leisure facilities in close proximity to the site. In addition, there are services local to the site, and primary and secondary education are both within an acceptable walking distance. The site does not fully meet the accessibility standards as a consequence of the frequency of bus services in Wetherby. It is noted that this is an issue in the wider settlement, however, the whole of the site is within an acceptable walk of several bus stops in the locality giving a direct service to Leeds and Wetherby amongst other locations. Therefore, whilst the application site does not meet the accessibility criteria as outlined within Policy T2, this is as a result of the bus service within the town as a whole, and is not a deficiency of the site itself. As such, on balance the proposals are considered acceptable in respect of accessibility.
- 10.16 The development will upgrade the existing access point onto Deighton Road and provide for an adequate visibility splay and thus will achieve safe access. Concern has been raised about the proposed new access and the ability of this to be constructed as the applicant does not own all the land. It is understood that the applicant intends to purchase the land, and it is has been included within the application redline. A condition is proposed that will prevent construction of

dwellings until the visibility splay is laid out in accordance with the approved drawings. As such, no house can be constructed until safe access has been secured, and thus there will be no harm to highway safety in this regard.

- 10.17 The submitted plans demonstrate that each dwelling will be provided with at least two car parking spaces and adequate facilities for cycle parking. Significant concern has been expressed about the possibility of increased on-street parking along Deighton Road and the possible impact upon traffic to the Deighton Gates Primary School (both vehicular and pedestrian). The development provides for its own parking needs and thus there is no evidence that there will be additional on-street parking as a result of the new houses. Highway officers have requested that the existing footway to the front of the site be widened, thus providing a significant betterment and a safer route to the school, particularly for those with push chairs. This was proposed on the previous iteration of the plans, however local residents consider that the integrity of the wall is important and would prefer it not be relocated, a view that was shared by Panel at the previous meeting. As such this has been removed from the proposal, and the narrow, substandard footway is to be retained, except where it is necessary to provide safe visibility from the site access. A TRO will be introduced to the section of Deighton Road that immediately abuts the development, which will thus reduce the availability of on-street parking within the area and thus help to discourage on-street parking associated with the development, and also to protect the bus stop.
- 10.18 As such it is considered that the development can achieve safe access, accommodate its own parking needs, and provide some degree of betterment within the immediate vicinity.

Representations

- 10.19 All material considerations raised through representations have been discussed above. It is noted objectors have raised concern about the impact of construction works both in relation to noise and disturbance and access, and this matter is addressed by the inclusion of a construction management plan and hours of working. Concern has also been raised about impact upon property rights, land stability and pollution / public health.
- 10.20 Whilst public health is a general material planning consideration, specific harmful impacts of any development are regulated by separate legislation and regimes. It is generally accepted that when considering planning applications a Local Planning Authority must assume that these regimes will operate effectively and not seek to duplicate the regulatory functions of other public bodies. The application site is not within an area where the impacts of historic coal mining are a recorded hazard, and thus it is not considered that it is reasonable to request further information in this respect. Any disputes that relate to property rights are a matter between the relevant parties which must be resolved outside the planning process.

11.0 CONCLUSION

The 'Tilted Balance' and the overall planning balance

- 11.1 At present Leeds is unable to demonstrate a five year housing land supply. The Framework directs that where an authority is unable to demonstrate a five year housing land supply, planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

- 11.2 As discussed in the report above plot 1 would cause some slight harm to the architectural character of the internal cul-de-sac and the residents of plot 4 will have a sub-standard level of private amenity space. There is thus some conflict with Policy P10 of the Core Strategy, however these harms are considered to be only slight, and thus this conflict attracts only modest weight. The application does not meet the accessibility criteria as outlined within Policy T2, and is likely to be a development with high private car usage. The harm caused by a car dominated development can be slightly off-set by the provision of EVC points, however this only really mitigates the harmful impacts of airborne particularities, and does not address the wider harms of a development that does not encourage walking, cycling and public transport usage. The conflict with policy T2 as well as paragraphs 108 and 103 of the Framework attracts moderate weight.
- 11.3 The development would not cause harm to neighbouring residential amenity, highway safety, biodiversity, flood risk nor public health. These are neutral matters which weigh neither for nor against the scheme, and which can be mitigated by conditions where required.
- 11.4 The application would deliver market housing which is capable of being considered a very significant benefit, albeit in this instance it is considered to be no more than significant due to the slight accessibility failures of the development.
- 11.5 It is thus considered that applying the tilted balance, the application should be recommended for approval as the adverse impacts of the scheme do not significantly and demonstrably outweigh the benefits of housing delivery. As such the application is recommended for approval.

Background Papers:

Application files 17/01579/FU
 Certificate of ownership: Certificate B signed by the agent

APPENDIX 1



Originator:	J Thomas
Tel:	0113 222 4409

Report of the Chief Planning Officer

NORTH AND EAST PLANS PANEL

Date: 6th September 2018

Subject: 17/05137/FU – Erection of nine houses, laying out of access road with ancillary car parking and landscaping; demolition of existing bungalow and outbuildings at, Welburn Cottage, Deighton Road, Wetherby, LS22 7QF

APPLICANT

DATE VALID

TARGET DATE

<p>Electoral Wards Affected:</p> <p>WETHERBY</p> <p><input checked="" type="checkbox"/> Yes Ward Members consulted (referred to in report)</p>	<p>Specific Implications For:</p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
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RECOMMENDATION: GRANT PERMISSION subject to the following condition(s):

22. Three year time limit for commencement;
23. Plans to be approved;
24. Materials to be approved prior to commencement of building works;
25. Construction management plan;
26. Ecologist on site for demolition and if vegetation cleared in bird nesting season;
27. Hours of working (0800 – 1800 Monday to Friday; 0800 – 1300 on Saturdays)
28. Building works not to be commenced until visibility splay laid out;
29. No further insertion of windows to the first and second floor of the southern elevation of plot 1;
30. Boundary treatments to be agreed and implemented prior to occupation;
31. Boundary treatments to be retained unless otherwise agreed in writing;
32. Removal of PD Rights Part 1 Class B and Part 2 Class A,
33. Garages and driveways to be retained, free from obstruction as parking for private motor vehicles;
34. No occupation of any dwelling until a scheme for off-site highway management / improvement has been submitted, agreed and implemented;
35. Protection of off-site highway infrastructure during works;
36. EVC charging points to be provided prior to first occupation;
37. No unit occupied until parking areas shown on plans have been provided;
38. Development shall not commence until a scheme for surface water drainage has been submitted to and approved in writing;
39. Development not to commence until all necessary site investigations have been carried out;
40. Verification reports to be submitted
41. Imported soils to be tested;

1.0 INTRODUCTION

1.4 The application seeks permission to erect nine dwellings on the site of a pair of semi-detached bungalows. Sixty objections have been received from seventeen properties; six support letters have been received. The objectors concerns largely focus upon highway safety, design and character, loss of amenity and impacts upon ecology.

1.5 Councillor Alan Lamb has requested that the application be brought to Plans Panel for determination due to concerns about the impact upon local character. A panel

request was previously received from former Councillor John Procter raising concern about highways impact, materials and the overdevelopment of the site.

7.0 PROPOSAL:

- 2.1 The application proposes the erection of nine houses within an existing residential plot. The current dwelling(s) will be demolished and a terrace of six dwellings erected to the front of the site and three detached dwellings to the rear. Access will be taken from the existing private road that leads off Deighton Road and a small rear cul-de-sac created to provide for vehicular access, bin collection and parking.

8.0 SITE AND SURROUNDINGS:

- 8.1 The application relates to the plot of a detached bungalow which appears to have previously been a semi-detached pair of dwellings. The bungalow is set back within the site, behind a low stone wall and an open, lawned front garden. The site is located off Deighton Road, to the northern side of Wetherby and lies within an established residential area that has a mixed architectural and spatial character.
- 8.2 Detached mid-late twentieth century stone built suburban housing lies to the opposite side of the road, and these dwellings are also set back from the highway behind open front gardens. Slightly earlier mid twentieth century brick built semi-detached housing is located around the Ainsty Road area, with a range of other brick built housing stretching back west from Deighton Road, including twentieth century council housing and newer, late twentieth century detached dwellings. To the immediate north of the site is a terrace of earlier, historic properties that date from the late nineteenth/early twentieth century. These are modest workers cottages constructed of brick although most dwellings are now almost wholly rendered and these are set close to the pavement edge behind small front yards. To the south-west of the site, set back from Deighton Road is a small collection of semi-detached houses that are also now largely rendered. The housing within Wetherby is largely gabled, with ridge lines that run parallel to the road and roofs are typically pantiled with chimneys.
- 8.3 Deighton Road is one of the main routes out of Wetherby leading north, giving access to Kirk Deighton, Knaresborough and Harrogate along smaller, country roads and also access to junction 46 of the A1(M) which includes the Wetherby Motorway Services. Deighton Gates primary school lies to the immediate rear of the site, and the new Aldi to the south at the junction with Sandbeck Lane. There is a European protected Special Area of Conservation approximately half a mile to the north which is a Great Crested Newt breeding pond. An area of public open space lies to the south of the site, adjacent to Deighton Road.

9.0 RELEVANT PLANNING HISTORY:

- 4.1 31/248/00/FU Two storey front extension and attached garage to side and dormer window to rear
Approved

10.0 HISTORY OF NEGOTIATIONS:

- 5.1 Discussions have been held during the consideration of the application to address concerns relating to the access point and highway safety. Other changes have been made to marginally alter the position and form of the detached dwellings to the rear to improve the sense of space between the houses.

11.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The site has been advertised by Site Notice and letter in August 2017, March 2018 and also by letter again in July 2018.
- 6.2 Seventy-seven letters of objection have been received from seventeen properties, thirteen of which lie immediately adjacent to the site. The other objections and the six letters of support come from addresses within the wider town.
- 6.3 The objection letters raise concerns regarding loss of light and loss of view, highway safety and on-street parking, bin storage, spatial and architectural character, overdevelopment, loss of greenspace and habitat, loss of amenity (overlooking, overshadowing, noise and disturbance, general pollution), lack of affordable housing, impact upon local infrastructure, poor amenity for future residents, loss of view, impact upon property / land / access rights, overlooking of school land, bin storage, drainage, impact upon nature conservation (newts and bats), lack of consultation, land stability, and the cumulative impact of other developments.
- 6.4 Wetherby Town Council raise concerns regarding density, highway safety and materials.

7.0 CONSULTATIONS RESPONSES:

- 7.1 Highways Note that the visibility splay should be provided within the highway boundary, that the pedestrian footway should be widened, that a TRO be introduced to protect the junction and bus stop and that EVC's should be provided.
- Flood Risk Management Note the Drainage and Flood Risk Statement is acceptable and that the development is thus acceptable subject to conditions.
- Ainsty Drainage Board Notes the need to satisfactorily address surface water run-off.
- Environmental Health Note the for further site investigation works, but raise no objections subject to conditions.

8.0 PLANNING POLICIES:

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy (2014), saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013), The Aire Valley Area Action Plan and any made Neighbourhood Development Plan.

Local Planning Policy

- 8.2 The following Core Strategy policy is relevant to the proposal:

<u>SP1</u>	Seeks to ensure development accords with the spatial hierarchy.
<u>SP6</u>	Quantum and location of new housing allocations.
<u>SP7</u>	Distribution of new housing.
<u>H2</u>	Housing on non-allocated sites.
<u>H4</u>	Housing Mix
<u>P10</u>	Seeks to ensure that new development is well designed and respect its context.
<u>P12</u>	Seeks to ensure Leeds' landscapes are protected.
<u>T2</u>	Accessibility requirements and new development.
<u>G8</u>	Protection of important species and habitats.
<u>EN5</u>	Managing flood risk.

The following saved UDPR policies are also relevant:

<u>GP5:</u>	Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.
<u>BD6:</u>	Seeks to ensure that development proposals respect the scale, form and detail of the original building.
<u>BD5:</u>	Seeks to ensure new development protects amenity.

National Planning Policy

- 8.3 The National Planning Policy Framework (2018) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 8.4 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given. It is considered that the local planning policies mentioned above are consistent with the wider aims of the NPPF.
- 8.5 The Planning Practice Guidance (PPG) provides comment on the application of policies within the NPPF. The PPG also provides guidance in relation to the imposition of planning conditions. It sets out that conditions should only be imposed where they are necessary, relevant to planning and; to the development to be permitted; enforceable; precise and; reasonable in all other respects. The Neighbourhood Planning Act 2017 requires that all for all applications determined after October 2018 any pre-commencement conditions are agreed in advance with applicants.

9.0 MAIN ISSUES

- 5) Principle of Development
- 6) Design and Character
- 7) Highway Safety
- 8) Residential Amenity
- 9) Biodiversity and Nature Conservation
- 10) Other Matters

11) Representations

12.0 APPRAISAL

Principle

- 12.1 Sustainable Development is a key aspect of the current planning policy framework at both national and a local level. Sustainable development has several facets, and includes siting new development in sustainable locations, using land efficiently and creating sustainable communities. Spatial Policy 1 of the Core Strategy seeks to ensure that new development is concentrated in the main urban areas in order to ensure that shops, services and public transport are easily accessible, whilst Spatial Policies 6 and 7 seek to ensure that the authority has an appropriate supply and distribution of housing land.
- 12.2 Within the Core Strategy Settlement Wetherby is not part of the main urban area but is a major settlement. As noted at bullet point (i) of SP1 the largest amount of development will be within the main urban area and major settlements, and as noted at bullet point (ii) focussing development on previously developed land will be the first priority. This is also reflected in policy H2 which relates to housing on non-allocated sites.
- 12.3 Policy H2 of the Core Strategy is applicable and this notes that housing on such sites will be acceptable in principle provided that the number of dwellings does not exceed the capacity of transport, educational and health infrastructure. Objections have been raised regarding the impact of the development upon the infrastructure of Wetherby, particularly in conjunction with other recent developments such as those at Spofforth Hill and Sandbeck Lane. Although these concerns are noted, it is unlikely that nine new houses will have an appreciable impact upon the services and infrastructure within Wetherby.
- 12.4 Policy H2 also notes that greenfield land should not be developed if it makes a valuable contribution to the visual, historic and/or spatial character of an area. Significant concern has been raised about the loss of a largely green, open site and the construction of nine dwellings, and the subsequent change that the development will make to the spatial character of the area. However, as will be outlined below whilst the currently low density of development on the site does help to create a sense of openness and verdure within the area, the varied spatial character within the immediate area is such that developing the site cannot be said to be harmful as a matter of principle.
- 12.5 As such the application is not considered contrary to the aims and intentions of policies SP1 and H2 and thus is acceptable in principle.

Design and Character

- 12.6 Section 12 of the National Planning Policy Framework highlights the importance of good design, and paragraph 127 provides a series of principles that should be followed to ensure developments are of good quality. Authorities are encouraged to refuse “development of poor design that fails to take the opportunities available for the improving the character and quality of an area and the way it functions. Policy P10 of the Core Strategy seek to ensure that new development is of high quality and is appropriate to its context whilst policy P12 seeks to protect the character, quality and biodiversity of Leeds’ townscapes and landscapes. In order

to be acceptable development should not harm either the architectural or spatial character of an area and these will be discussed in turn.

- 12.7 As outlined above the current site is occupied by a bungalow which is set back from the highway edge and within an open and verdant plot. There is no definitive and consistent character within the immediate area, although housing to the outer areas of Wetherby is largely characterised by detached dwellings that are set back from the highway edge behind open front gardens. Moving north along Deighton Road from Wetherby's centre there is a gradual change in the spatial character of the street. This starts with a definite sense of enclosure within the town centre conservation area, moves to a slightly more open character around the area of Northfield Place, and then changes again to a more verdant streetscene to the south of the application site, and ultimately moves into the open Green Belt to the north of the town. The application site does lie within the more verdant area, and the front garden of the sites does contribute to this character. However it must be remembered that the run of historic terraces lies to the immediate north of the application site and does interrupt this sense of space and openness without resulting in any appreciable harm to the spatial character of the area.
- 12.8 The proposed terrace of six dwellings is sited such that it is directly comparable to these historic terraces, and thus it is difficult to conclude that the loss of a small area of private front garden and the construction of a small block of terraces that mirror an existing form of development will cause such substantial harm to the character of the area that refusal of planning permission would be warranted. Ultimately the dwellings to the front of site respect the pattern of existing development and would not cause a substantial change to the character of the area.
- 12.9 The dwellings to the rear of the site are detached houses that are similar in size and scale to the other detached dwellings within the area, albeit they are not located on such generous plots, although they are comparable to those within recently approved housing developments. The three houses are not particularly set back from the highway frontage, and certainly plots 1 and 2 are separated by only approximately 2.0 - 2.5m which is narrower than most gaps within the area. However, the sense of gap between plots 2 and 3 is more generous, with a significant proportion of the house on plot two including a recessed side 'extension' to ensure that there is a greater sense of space around each house. The question therefore is whether the lack of set back from the internal road frontage for plots 1-3 and the slightly substandard gap between plots 1 and 2 create such a poor form of development that refusal on the grounds of design and character would be warranted. There is no doubt that the change from an open green field site with a pair of semi-detached bungalows, to a denser form of residential development, which includes large hard surfaced areas will have some detrimental impact upon the spatial character of the area. However, whilst the development is less than ideal in this respect, it is not considered that the harm caused is so substantial that refusal would be warranted, particularly as the greatest impact is within the development itself, and thus will not be overly visible from public areas.
- 12.10 Turning then to the impact upon architectural character. As outlined above there is a significant variety of house types and materials within the surrounding area, including rendered terraces, red brick semi-detached house, and detached housing constructed from brick and stone; gabled housing does predominate. The block of terraces to the front of the site reflects the basic vernacular form of the terraced block to the north, and includes chimney detail to its gabled roofscape. The materials include a mix of artificial stone and render, which is appropriate within the

immediate context and will help to articulate the run of walling along the line of the front elevations. To the rear the houses are predominately red brick and have a hipped roof form, and many of the objection letters raise concern about the use of brick, and the design of these dwellings. Whilst, the use of hipped / pyramidal roofs is not typical of Wetherby, it is also not a characteristic, and indeed houses with pyramidal roofs are present immediately opposite the application site. The design of the houses with plots 2 and 3 remains relatively simple, and cannot be said to be out of character with other housing in the vicinity. The house on plot one has a distinctly more busy and cluttered design, and is far from ideal, particularly given its location at the entrance to the rear roadway. However, as with spatial character, some slight harm to the internal architectural character of the site is not considered to result in sufficient wider harm to suggest refusal is warranted.

12.11 It is noted that significant concern has been raised among objectors in relation to overdevelopment, with neighbours concerned that the density of development is inappropriate. It is acknowledged that there will be a noticeable step change in the quantum of development on site, however as has been discussed above it is considered that the scheme represents a broadly acceptable response to the spatial character of the area. As will be discussed below there is also sufficient space within the development and to its edges to ensure that the dwellings do not overdominate, overshadow or overlook neighbours, and more than meet the minimum required distances as outlined within Neighbourhoods for Living. It is therefore difficult to conclude that a scheme which meets policy in respect of separation distances and does not cause harm to spatial character represents overdevelopment.

12.12 As such, on balance, the development is acceptable in this respect.

Residential Amenity

12.13 As outlined within Policy P10 of the Core Strategy and saved policy BD5 of the UDP new development must protect amenity, including residential amenity. For new housing developments this means that an adequate standard of amenity must be provided for future residents, and that the amenity of those around the development site must also be protected.

12.14 Turning first to the residential amenity of those living with the proposed development. Neighbourhoods for Living provide guidance regarding housing developments and among other things requires that rooms are of an adequate size, achieve appropriate outlook and have good penetration of natural light, and also that dwellings provide an adequate standard of outdoor amenity space (usually two thirds the gross floor area of the house). The floor plans indicate that all dwellings will provide an appropriate standard of internal accommodation and all main living areas and bedrooms have a good standard of outlook. The rear gardens of the majority of the dwellings do meet the required two thirds quantum and are set a sufficient distance from neighbouring windows to prevent harmful overlooking. It is noted that sections of the garden area to plot 4 will need to retain low boundary treatments in order to allow adequate intervisibility between sections of the access road. As such some of the garden of this plot cannot be considered private amenity space, however it is clear that the house has a reasonably sized, defensible area to its immediate rear that can be made private. As such the development is considered to afford future residents an adequate standard of amenity.

- 12.15 Concern has been raised from many of those living around the site about the impact of the development upon existing residential amenity, with the loss of views and loss of the existing green aspect being of particular concern. The development will result in a significant change, particularly for the houses on Allanfield Grove and to the opposite side of Deighton Road, however the right to a pleasant view is not protected within planning policy, and provided that the development allows existing windows a reasonable outlook and does not result in significant overdominance, then it is generally considered that a reasonable standard of amenity is retained. It is generally expected that at least 12.5m is retained from main windows to new two storey development in order for neighbouring dwellings to retain a sense of outlook and adequate penetration of light. The submitted site plan shows that between 20 – 27m is retained from the houses on Allanfield Grove to the two storey corner of Plot 1. As such it is clear that the nearest dwelling more than exceeds the minimum distances, and thus adequate outlook and light penetration will be achieved. The distances retained between the terrace to the front and the houses on Deighton Road is approximately 25m, again far in excess of the minimum distances. The houses on Allanfield Terrace to the north of the site do not directly look out onto the development, and although the nearest dwellings will be aware of the new housing in oblique views this is not considered to cause significant harm to amenity.
- 12.16 The development will result in a greater sense of enclosure and some loss of direct sunlight, given that a low density plot with a bungalow is being redeveloped with two storey housing, however this change alone is not sufficient to suggest that harm to residential amenity will occur. The development will mean that the houses on Allanfield Grove lose some of the very early morning sun in high summer, however given that the houses are north facing, the front facing windows will be largely unaffected and thus significant harm to amenity is not anticipated. The houses to the opposite side of Deighton Road will lose some late evening sun, however the distance between the new development and the neighbouring housing is such that light will be received until the point the sun is low to the horizon. The terrace to the north of the site has the potential to be most affected through direct overshadowing. These dwellings do not have clearly defined rear garden areas, although small areas that can function as amenity space are located beyond the access road that runs around to the rear of the houses. Whilst the presence of small tables and chairs and a domestic barbeque set was observed on site, it was also noted that these areas are largely hard surfaced and function as space for parking and/or bin stores, some also include ancillary outbuildings, and most are directly overlooked by buildings within the school grounds. Thus, whilst plot three will undoubtedly lead to a greater sense of enclosure for the outdoor areas of the nearest dwellings, it is not considered that this will lead to significant harm to residential amenity. Thus in terms of outlook, overshadowing and overdominance it is considered that the development will not cause harm to immediate neighbours.
- 12.17 Concern has also been raised in respect of overlooking. Neighbourhoods for Living outlines the minimum distances that are required from new windows to neighbouring boundaries in order to prevent harmful overlooking, with ground floor main windows needing to retain approximately 10.5m, and secondary windows such as bedrooms to retain 7.5m. The new houses do meet these minimum required distances, both within the development and in respect of surrounding houses. It is noted that the southern side elevation of plot 1 does include windows that obliquely face toward the front windows of Allanfield Terrace and thus it is necessary that there is no harmful conflict between the two sets of windows. The arrangement of accommodation within the houses on Allanfield Terrace is not known, but it is assumed that there are primary and secondary windows, and thus

minimum distances of 21.0m and 15.0m are required. The side facing lounge window within the single storey 'side' extension retains approximately 19.0m to the nearest point of Allanfield Grove and thus is a little short in respect of the ground floor main window, however this is screened by the existing boundary wall, and thus there will be no harmful conflict.

- 12.18 As such the development will both retain an adequate standard of amenity to existing and future occupants.

Highway Safety

- 12.19 Core Strategy policy T2 and saved UDP policy GP5 note that development proposals must resolve detailed planning considerations and should seek to maximise highway safety. This means that the appellants must demonstrate that the development can achieve safe access and will not overburden the capacity of existing infrastructure. As outlined within the spatial policies of the Core Strategy it is also expected that development is sited within sustainable locations and meets the accessibility criteria of the Core Strategy.
- 12.20 The development does not fully meet the accessibility standards of the Core Strategy, however Wetherby is a major settlement within the Core Strategy settlement hierarchy and a demonstrably sustainable town offering a range of employment, health, shopping and leisure facilities. Public transport links in the immediate vicinity of the site are poor, and journeys to the site will largely be car borne, use of a private car is not sufficient to render a development unsustainable and taking into account the range of nearby services on balance the proposals are considered acceptable in respect of sustainability/accessibility.
- 12.21 The development will upgrade the existing access point onto Deighton Road and provide for an adequate visibility splay and thus will achieve safe access. The submitted plans demonstrate that each dwelling will be provided with at least two car parking spaces, and adequate facilities for cycle parking. Significant concern has been expressed about the possibility of increased on-street parking along Deighton Road and the possible impact upon traffic to the Deighton Gates Primary School (both vehicular and pedestrian). The development provides for its own parking needs and thus there is no evidence that there will be additional on-street parking as a result of the new houses. Highway officers have requested that the existing footway to the front of the site be widened, thus providing a significant betterment and a safer route to the school, particularly for those with push chairs. A TRO will also be introduced to the section of Deighton Road that immediately abuts the development, which will thus reduce the availability of on-street parking within the area. The plans also demonstrate that refuse vehicles will be able to access the two collection points provided within the rear street, and thus there will be no harm through the accretion of domestic waste bins on pavements during collection day.
- 12.22 As such it is considered that the development can achieve safe access, accommodate its own parking needs, and provide some degree of betterment within the immediate vicinity.

Biodiversity and Ecology

- 12.23 Policy G8 of the Core Strategy and section 15 of the Framework require that important species and habitats are protected. As outlined above there is a pond

approximately half a mile to the north of the site which is of European importance as it supports a large breeding population of newts. Attention has been drawn to this pond within objection letters, as well as the findings of the preliminary ecological survey that bats could be present on the site.

- 12.24 The impact upon protected species has been discussed with the Nature Conservation officer who notes that as a minor housing the site lies outside the consultation zones for Natural England, that the site does not display a habitat that would be attractive to newts, nor is there a continuous terrestrial commuting route between the pond and the site, and thus the chance that newts are present is so negligible that further survey work would be an unreasonable request. The recommendation for dawn and dusk emergence surveys within the bat roost potential survey is noted, however the report notes that the vegetation on site provides no potential habitats for bats, and that the surveyed roof space of the buildings yielded no evidence of bat activity, and that in general the roofs and walls of the buildings were well sealed. Therefore whilst there is noted bat activity within the wider area, the chance of bats roosting within the buildings is only moderate, and with no evidence of bats having been found on the site, a request for emergence surveys would be unreasonable. As a precautionary measure a condition will be imposed requiring an ecologist to be present during the demolition of the buildings; the recommended condition relating to the clearance of vegetation during the bird breeding season will also be imposed.
- 12.25 As such, with these safeguards, it is considered that protected species will not be harmed.

Other Matters

- 12.26 Other Matters such as drainage and land contamination are also material considerations. Drainage officers have reviewed the submitted infiltration studies and note that infiltration drainage is therefore impractical. They are therefore content that subject to the submission of a drainage scheme to address surface water run-off and all other matters, the development will not cause harm through increased flood risk. Contaminated Land officers note that the phase II DTS concludes that further ground investigation works are required, however are content that these matters can be conditioned.
- 12.27 As both drainage and land contamination relate to ground preparation works these conditions will be pre-commencement.

Representations

- 12.28 All material considerations raised through representations have been discussed above. It is noted objectors have raised concern about the impact of construction works both in relation to noise and disturbance and access, and this matter is addressed by the inclusion of a construction management plan and hours of working. Concern has also been raised about impact upon property rights, land stability and pollution / public health.
- 12.29 Whilst public health is a general material planning consideration, specific harmful impacts of any development are regulated by separate legislation and regimes. It is generally accepted that when considering planning applications a Local Planning Authority must assume that these regimes will operate effectively and not seek to duplicate the regulatory functions of other public bodies. The application site is not within an area where the impacts of historic coal mining are a recorded hazard, and

thus it is not considered that it is reasonable to request further information in this respect. Any disputes that relate to property rights are a matter between the relevant parties which must be resolved outside the planning process.

11.0 CONCLUSION

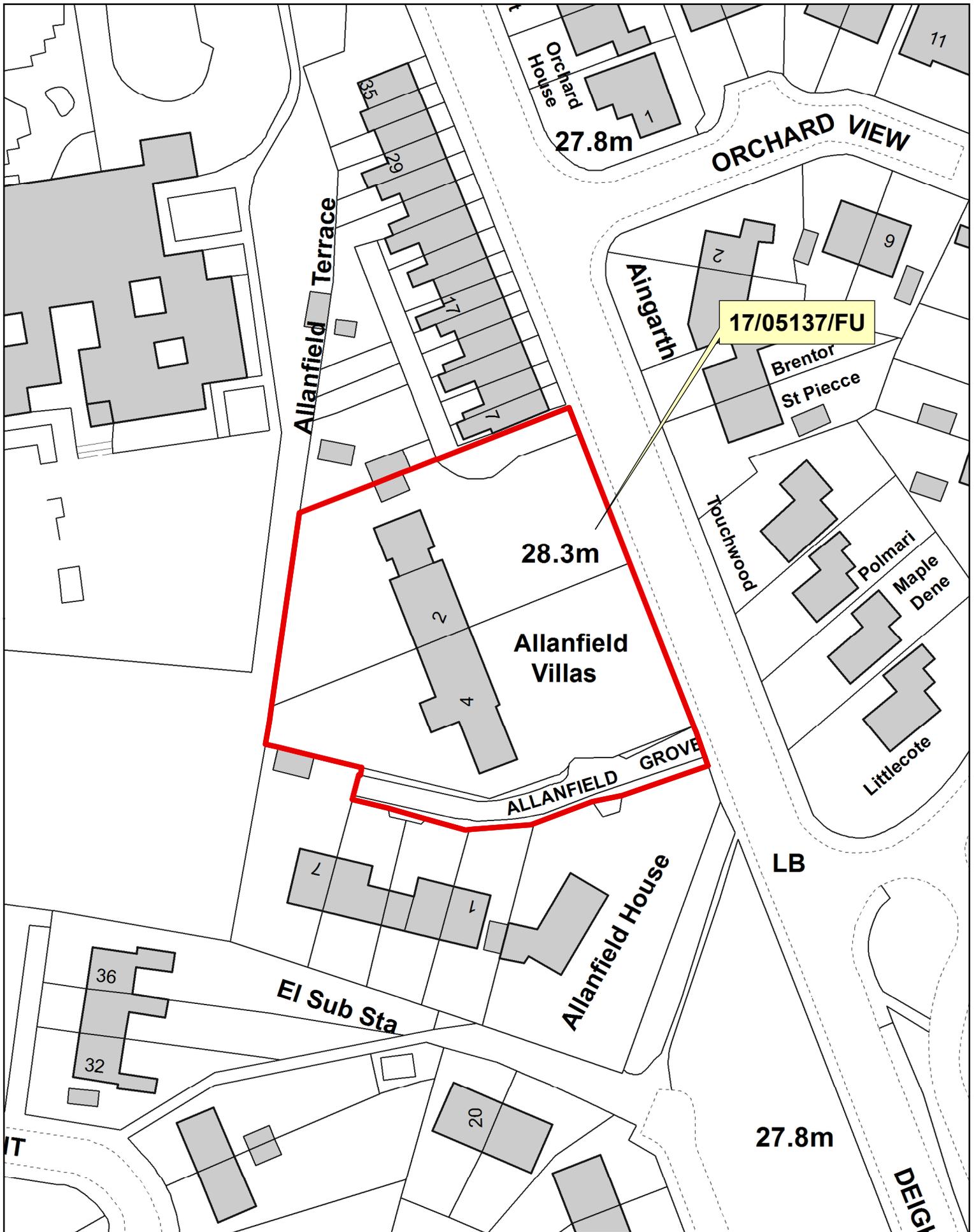
- 11.1 The application is therefore considered to be acceptable. The use of the site for housing is acceptable in principle, and although the development is not ideal in some respects, its impact upon spatial and architectural character will not cause sufficient harm to warrant refusal. The development will afford new residents an acceptable standard of amenity, and will also not cause unacceptable harm to neighbouring residential amenity, protected species, highway safety nor flood risk, and all other material impacts can be mitigated by condition.

Background Papers:

Application files

17/01579/FU

Certificate of ownership: Certificate B signed by the agent



NORTH AND EAST PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/750





SCHEDULE OF ACCOMMODATION:

Areas excl garages and attic storage areas		
	floor area	garden area
PLOT 1	160m ²	205m ²
PLOT 2	93m ²	74m ²
PLOT 3	120m ²	77m ²
PLOT 4	130m ²	97m ²
PLOTS 5 to 9	95m ²	63m ² -74m ²
TOTAL	978m²	

Car parking: 200%
 ALL GARAGES TO BE 6m x 3m INTERNAL DIMENSION OR 5m x 2.8m IF A SEPARATE CYCLE STORE IS PROVIDED

ALL DRIVEWAYS SHALL BE 3m WIDE OR 3.3m IF ALSO PROVIDING PEDESTRIAN ACCESS. DRIVEWAYS TO BE 5.6m min. LENGTH IN FRONT OF GARAGES

ALL GARDEN AREAS TO MEET AMENITY STANDARD OF 66% GFA

27.22 EXISTING LEVELS
 27.00 PROPOSED LEVELS

Refuse collection point:
 5 x 250L Allanfield House +
 1-7 Allanfield Grove
 5 x 250L plots 1, 2, 4, 5 and 6

Dashed line represents outline of existing Welburn Cottage to be demolished

Refuse collection point:
 16 x 250L 7 - 29 Allanfield Terrace

New 1.0m high fence on low retaining wall - 1.8m high in total

SITE LAYOUT PLAN