

Item Number: 12
Application No: 18/01329/FUL
Parish: Pickering Town Council
Appn. Type: Full Application
Applicant: Mrs Auckland & Mrs Dunnett
Proposal: Erection of 2no. detached four bedroom dwellings with integral garages following demolition of existing dwelling
Location: Altringham 31 Thornton Road Pickering North Yorkshire YO18 7HZ

Registration Date: 18 December 2018
8/13 Wk Expiry Date: 12 February 2019
Overall Expiry Date: 17 May 2019
Case Officer: Alan Goforth **Ext:** 43332

CONSULTATIONS:

Initial consultation

Pickering Town Council	No objection but note loss of a building with character and historical value
Highways North Yorkshire	Recommend conditions

Re-consultation on revised details

Pickering Town Council	No objection- the amendments to the original plans regarding the roof structure and materials were improvements in helping retain the traditional street scene
Highways North Yorkshire	No objections- recommended conditions still apply
Neighbour responses:	Mr & Mrs M Farrow, Mr and Mrs Michael and Gillian Redgate, John & Amanda Clifton, Mr & Mrs Alan & Valerie Collinson

SITE:

The application site relates to land to the north of Thornton Road (A170) on the eastern edge of Pickering and amounts to approximately 900m². Access is via an opening in the southern side off a private lay by. The application site is within the town development limits.

The site comprises a three bed bungalow and detached garage with gardens to the front and rear. The bungalow is brick built with a tiled hipped roof.

To the north is residential development in the form of two storey, semi-detached properties on Whitfield Avenue (cul de sac) and there are detached and semi-detached two storey properties on Thornton Road to the west. To the east is open agricultural land. The residential properties to the south, on the opposite side of the A170, comprise detached bungalows. The nearest residents to the application site are the occupants of number 44 Whitfield Avenue to the north and number 29 Thornton Road to the west.

PROPOSAL:

Planning permission is sought for the erection of 2no. detached four bedroom dwellings with integral garages following demolition of existing dwelling.

The 2no. four bed detached dwellings would be constructed following the demolition of the bungalow and detached garage. Each dwelling would have a rectangular footprint measuring 8.9 metres in width

by 11.2 metres in depth and would stand 4.8 metres to the eaves and 7.7 metres to the apex of the hipped roof. There would be 2 metres between each dwelling and they would stand 1.5m in from the boundaries to the east and west. The dwellings would be constructed in brick under a clay tiled roof with upvc windows and composite doors.

At ground floor level each dwelling would comprise an entrance hall, living room, dining/kitchen area, utility room and WC and integral garage. There would be four bedrooms (one en suite) and a bathroom at first floor level.

The initial proposal was for two dwellings designed with pitched roof with side gables. The revised details comprise dwellings designed with a hipped roof with a gable element to the front and a single storey lean to element to the rear to serve the dining/kitchen area and a bay window to the front living room.

The principal windows would be in the front, south facing and rear, north facing elevations. There would be small side windows at the ground floor to serve the living room. Patio doors in the north elevation would provide access to the rear garden from the kitchen/dining area. The rear garden for each dwelling amounts to approximately 135m². The rear gardens would be separated by a 2 metre high close boarded timber fence which would drop down to 1.2 metre in height between the front gardens/parking and turning areas.

Access would continue to be via the private loop road to the front, south side of the plot. Each dwelling would have its own 16 metre long by 3.5 metre wide driveway with turning area and an integral garage. This would provide off street parking for 2-3 cars per property. The driveways would be constructed using either a gravel dressing or water permeable pavers.

POLICIES:

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 planning authorities are required to determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise. The Development Plan for the determination of this particular application comprises the following:

- The Ryedale Plan- Local Plan Strategy (2013)

The Ryedale Plan - Local Plan Strategy (2013)

Local Plan Strategy -Policy SP1 General Location of Development and Settlement Hierarchy

Local Plan Strategy - Policy SP2 Delivery and Distribution of New Housing

Local Plan Strategy - Policy SP4 Type and Mix of New Housing

Local Plan Strategy - Policy SP16 Design

Local Plan Strategy - Policy SP19 Presumption in Favour of Sustainable Development

Local Plan Strategy - Policy SP20 Generic Development Management Issues

Material Considerations

National Planning Policy Framework 2019 (NPPF)

National Planning Practice Guidance 2014 (PPG)

REPRESENTATIONS:

The Authority received four objections to the initial proposal from the occupants of numbers 25, 29, 30 Thornton Road and number 44 Whitfield Avenue. In summary the objections relate to loss of privacy/overlooking, loss of light, density/overdevelopment, design, noise, run-off, traffic, parking and hours of construction.

The neighbours who made representations on the initial proposal were notified of the revised design and

a further letter from the occupants of number 44 Whitfield Avenue confirmed that their previously stated objections still apply.

The objections that relate to covenants and restrictions on deeds are not relevant to planning and neither are the concerns about loss of view from neighbouring dwellings.

APPRAISAL:

The main considerations in the determination of this application are:

- i) Principle of the development;
- ii) Design, form and layout;
- iii) Impact on residential amenity; and
- iv) Highway impact.

Principle of the development

The application site is within the town development limits. Development Limits for settlements define the boundary within which development in principle will be generally acceptable.

Policy SP1 identifies Pickering as a Local Service Centre (Market Town), and a secondary focus for growth where the role is the *“Growth to accommodate new homes and local employment opportunities. Centre for tourism and gateway to tourism and recreation opportunities further a field”*.

Policy SP2 (Delivery and Distribution of New Housing) establishes the amount of new housing to be delivered in Ryedale to 2027. It sets out how this is to be distributed across the settlement hierarchy (Policy SP1) and identifies the amount of new housing which will be provided at each of the different towns and some villages.

Policy SP2 identifies that sources of new housing in ‘Market Towns’ such as Pickering includes replacement dwellings and infill development. New housing growth is encouraged in Pickering and in principle the proposed development aligns with Policies SP1 and SP2 of the Local Plan.

Design, form and layout

The site comprises a modest bungalow and associated detached garage within a relatively large plot. The applicant states that the existing bungalow is inadequate in terms of design, layout, thermal efficiency and land use.

The site is located within the identified town development limits and the linear form of development proposed follows the pattern of existing residential development which fronts onto the A170. The new dwellings would be set back from the public highway in a similar position to the existing bungalow.

The plans show that adequate space can be provided between the existing and proposed dwellings so that the resulting development will sit comfortably in the street scene. Whilst the concerns of neighbours are noted it is considered that the new dwellings are of appropriate density and the two detached dwellings can be accommodated within the site.

With the exception of the application site all of the dwellings along the northern side of Thornton Road are two storey. The scale of development is considered to be acceptable in visual terms. The proposed ridge and eaves heights correspond with dwellings to the west and the building depth and the front and rear building lines are consistent with existing residential development fronting the northern side of Thornton Road.

The objections from neighbours raised concerns in relation to the character, scale and style of the proposed dwellings. The initial proposal was for two dwellings designed with pitched roof with side gables. It was requested that the design be revised to reflect an architectural style that complements the adjacent dwellings and is sympathetic to the character of the Thornton Road frontage. The revised

proposal incorporates a traditional hipped roof design and a front elevation containing a bay window sympathetic to the local vernacular. The front gable element provides added visual interest to the main elevation of the dwellings and would not unduly depart from the appearance of the street scene. The hipped roof reduces the overall bulk of the development and the dwellings are well proportioned.

The dwellings proposed would be constructed of brickwork with pantiles and it is considered that this would accord with the materials of the neighbouring dwellings and are appropriate in this location. A condition would secure approval of the material samples.

The development of the site for two detached dwellings would not harm the form or character of residential development in the settlement. It is considered that the design approach would not depart from the character of housing in this part of the town and the development is acceptable in terms of scale, layout, plot size and use of materials in compliance with policies SP16 and SP20.

Impact on residential amenity

As required by Policy SP20 development should respect the character of the area without having a material adverse impact on the amenity of present or future occupants, the users or occupants of neighbouring land and buildings or the wider community. Impacts on amenity can include, for example, noise, loss of privacy or natural daylight or an overbearing presence.

The objections raise concerns in relation loss of residential amenity arising from the proposed development. Policy SP20 requires that the proposed development would need to be compatible with the existing ambience of the immediate locality and the surrounding area and with neighbouring land uses. A neighbour has raised concerns that the new dwellings could house 5 people in each and give rise to noise disturbance from both the occupants and traffic. However, it is considered that the established residential use of the site is compatible with the surrounding area and the proposed development would not result in an intensification of use that would give rise to any significant disturbance in terms of noise.

The objections from the immediate neighbours to the north and west refer to concerns in relation to overlooking and loss of privacy from the first floor windows at the rear of the dwellings. The new dwellings would stand parallel to number 29 Thornton Road and perpendicular to number 44 Whitfield Avenue. It is noted that a two storey extension has recently been constructed off the east elevation of the neighbouring property on Thornton Road which has taken the property closer towards the boundary shared with the application site but is considered that the spacing between properties would be acceptable.

It is inevitable that a two storey property has the potential to give rise to greater overlooking than that of the existing bungalow. However, as discussed above, all of the existing dwellings along the northern side of Thornton Road are two storey and the proposed development would not be unusual in the context of existing residential development. The layout, separation distance and orientation would not be dissimilar to the existing relationship between number 23 Thornton Road and number 42 Whitfield Avenue to the west.

There are no windows directly facing towards habitable rooms in any neighbouring properties. The back bedroom windows would face across the rear gardens of the properties on Whitfield Avenue. The northern boundary is currently a 1.8m high timber fence which provides screening at ground level and there are outbuildings that stand parallel to the boundary within the rear garden of number 44 Whitfield Avenue. It is considered that any views available from the first floor would not result in an unacceptable loss of privacy for neighbours.

The proposed dwellings are a similar scale to neighbouring properties and it is not consider that they would give to any material adverse impact in terms of loss of light to indoor or outdoor areas associated with neighbouring properties. Likewise, given the separation distance of the new dwellings from number 44 Whitfield Avenue, it is not considered that it would result in an overbearing impact.

Taking account of existing residential properties to the west and north it is considered prudent to limit the hours of demolition, excavation and construction work by condition in the interests of residential amenity.

The layout shows that adequate amenity space can be provided for the occupiers of the two dwellings in accordance with Policy SP4. The plot sizes, spacing, siting and orientation of the dwellings together with the positioning of principal window openings would not result in any significant material harm to neighbouring amenity in terms of loss of privacy, disturbance, overbearing impact or loss of light. The final details of the boundary treatments within the site between plots and along the site perimeter will be secured by condition. It is considered that the proposed development can be accommodated without giving rise to a material adverse impact on the amenity of present or future occupants of neighbouring land and buildings in compliance with Policy SP20.

Highway impact

Policy SP20 (Generic Development Management Issues) of the Ryedale Local Plan Strategy (2013) requires that access to and movement within the site by vehicles, cycles and pedestrians should not have a detrimental impact on road safety, traffic movement or the safety of pedestrians and cyclists.

Access to the site is gained via an existing, privately maintained loop road that runs parallel to the A170 with vehicular access at either end. There are five dwellings that currently front onto the private road. The objections made by neighbours on Thornton Road include concerns in relation to inadequate parking provision and that, as a result, visitors are likely to park on the private road outside of the site causing an obstruction. In addition there is concern that the two dwellings will result in a significant increase in traffic along the private loop road. The comments made by a neighbour in relation to the maintenance of the private loop road however is a civil matter, and is not a material planning consideration.

Each dwelling would have an integral garage and a substantial driveway with turning area constructed as a permeable surface. This would provide off street parking for 2-3 cars per property which complies with the minimum parking standards for this type of dwelling in this location.

The LHA have no objections to one additional dwelling being served off the loop road access. The LHA recommends the inclusion of conditions to cover the creation and retention of proposed parking areas, to restrict the conversion of the integral garage into domestic accommodation, and prior approval of details in relation to precautions to prevent mud and debris on the highway and on-site parking and material storage clear of the highway.

Any associated increase in vehicle movements would be limited and are not considered to give rise to a materially detrimental impact on users of the existing private road or the public highway. The proposed development incorporates suitable access, turning and on-site parking provision including a dedicated garage for each dwelling. The site is within a stretch of A170 subject to a 30mph speed limit and no safety concerns have been raised by the LHA in terms of access and visibility where the loop road meets the public highway. It is considered that the traffic generated by the additional dwelling would not have any significant impact upon highway safety, congestion or parking provision and complies with the requirements of Policy SP20.

Conclusion

In light of the above, it is considered that the site is capable of being developed for two detached dwellings and meets the relevant policy criteria outlined above and would not have an unacceptable on local amenity or highway safety. The new dwellings can be accommodated without having an unacceptable impact on the appearance of the street frontage or the character and form of the settlement.

It is considered that, the proposal is acceptable and complies with Policies SP1, SP2, SP4, SP16, SP19 and SP20 of the adopted Ryedale Plan - Local Plan Strategy and the revised National Planning Policy Framework. The recommendation to Members is one of conditional approval.

RECOMMENDATION:**Approval**

- 1 The development hereby permitted shall be begun on or before .

Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan
Plot 1 elevations ref. 181 129 05
Plot 2 elevations ref. 181 129 06
Floor & site plans ref. 181 129 01 A

Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Before the development hereby permitted is commenced, or such longer period as may be agreed in writing with the Local Planning Authority, details and samples of the materials to be used on the exterior of the buildings the subject of this permission shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP20 of the Ryedale Plan, the Local Plan Strategy.
- 4 Before the development hereby permitted commences, details of the ground surfacing materials shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance.
- 5 Before the development hereby permitted is commenced, details of the boundary treatment of the site (planting and means of enclosure) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice the enjoyment by the neighbouring occupiers of their properties or the appearance of the locality.
- 6 No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing ref. 181 129 01 A. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.
- 7 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: To ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.
- 8 There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway

Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal.

Reason: To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

- 9 Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

- a. on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
- b. on-site materials storage area capable of accommodating all materials required for the operation of the site.

The approved areas shall be kept available for their intended use at all times that construction works are in operation.

Reason: To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

- 10 Any demolition, excavation or construction work associated with the development hereby approved shall be carried out only between the hours of:-

0800 -1800 hours Mondays to Fridays
0800 -1300 hours Saturdays
and at no time on Sundays and Bank (or Public) Holidays.

Reason: To protect local amenity during construction.

- 11 Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or amending that Order) development of the following classes shall not be undertaken other than as may be approved in writing by the Local Planning Authority following a specific application in that respect:

Class A: Enlargement, improvement or alteration of a dwellinghouse

Class B: Roof alteration to enlarge a dwellinghouse

Class C: Any other alteration to the roof of a dwellinghouse

Class E: Provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of a dwellinghouse or the maintenance, improvement or other alteration of such a building or enclosure

Reason: To ensure that the appearance of the areas is not prejudiced by the introduction of unacceptable materials and/or structure(s).

INFORMATIVE

The development is required to be undertaken without harming breeding birds or destroying their nests. The main nesting and breeding season runs from 1 March to 31 August. Reason: In order to prevent disturbance to breeding birds which are protected by the Wildlife and Countryside Act 1981 (as amended).