

Application No: 13/0971N

Location: LAND TO THE REAR OF 315 - 319 WEST STREET, CREWE, CW1 3HU

Proposal: Proposed Residential Development of 6 Two Bedroom Apartments.

Applicant: Mr Antony Molloy, Future Homes

Expiry Date: 26-Apr-2013

SUMMARY RECOMMENDATION

Approve with conditions

MAIN ISSUES

Impact of the development on:-

Principal of the Development

Highway Implications

Amenity

Design

Trees

Landscape

Ecology

REASON FOR REFERRAL

This application was called in to Committee by Councillor Roy Cartlidge on the following grounds:

“Impact on the highway network safety affecting residents and local shoppers parking and a right of way will be blocked”

DESCRIPTION OF SITE AND CONTEXT

The application site is located to the rear of properties on the northern side of West Street, Crewe. The site is ‘Brownfield’ and the surrounding development is a mixture of commercial and residential properties, with gated alleys on two of the boundaries.

DETAILS OF PROPOSAL

This is a full planning application for the erection of six 2 bedroom apartments in a two-storey block. Parking and bin and cycle storage would be provided within the site and there would be a communal area of open space at the southern end of the site.

RELEVANT HISTORY

P08/0734 2008 Refusal for 8 two bed apartments (Appeal dismissed)

POLICIES

National Policy

National Planning Policy Framework

Local Plan policy

BE.1 – Amenity
BE.2 – Design Standards
BE.3 – Access and Parking
BE.4 – Drainage, Utilities and Resources
BE.5 – Infrastructure
BE.6 – Development on Potentially Contaminated Land
NE.17 – Pollution Control
NE.20 – Flood Prevention
RES.7 – Affordable Housing
RES.2 – Unallocated Housing Sites
RES.3 – Housing Densities
TRAN.9 – Car Parking Standards

SPD – Development on Backland and Gardens

CONSULTATIONS (External to Planning)

Strategic Highways Manager:

This development proposal offer: car/motorcycle and cycle parking for residents. Four of the proposed spaces are remote from the site and declared as visitor spaces – this is acceptable.

The internal parking layout needs adjustment as the proposed layout does not meet standards in terms of turning movements for vehicles and in this tight site the interaction between pedestrians and vehicle parking must be properly designed.

The internal parking layout offers 7 spaces however only 5 are required by the S.H.M. and this will allow two perpendicular spaces to be provided at the northern end of the site with 3 set parallel to the western boundary (each 6 metres long).

This will give a total provision of 9 spaces which for this sustainable location is considered to be adequate to serve the site.

The following condition should be attached to any permission which may be granted for this site:

Condition:- Prior to first development the developer will provide an amended parking layout to demonstrate that 9 viable car spaces can be provided for this site.

Environmental Health:

Conditions suggested in relation to construction hours, piling works, and external lighting, bin storage and contaminated land.

Crime Reduction Advisor:

The general access to the site is poor with residents having to access the site down an alleyway.

The vehicle access is presently prohibited by the location of an alley gates. Alley gates cannot be installed at locations which restrict primary access to dwellings and as such these would need to be moved or withdrawn. This will require consultation with the wider community. Assuming a new location was agreed by all parties. The cost of this exercise would have to be met by the developer.

I have concerns over the parking provision and seemingly lacking of turning ability.

Furthermore boundary treatments to the boundary adjacent the proposed parking spaces would have to be secure enough to satisfy the borough council as it has a direct relationship with the integrity of the gating scheme that runs to the rear of Frank Webb Ave.

At the time that alley gates were installed the site owner agreed to the installation of alley gates on the basis that his site was secured. In order to achieve this, the borough council gifted the owner a set of gates and fencing which is currently in place.

United Utilities:

No Objection.

VIEWS OF TOWN COUNCIL:

None received at the time of report writing.

OTHER REPRESENTATIONS

One representation has been received relating to this proposal expressing concerns about loss privacy flooding and the alley gates.

APPLICANT'S SUPPORTING INFORMATION

Design and Access Statement

This document is available to view on the application file.

OFFICER APPRAISAL

Principal of Development

The site is within the settlement boundary of Crewe where Policy RES.2 (Unallocated Housing Sites), states that applications for housing will be permitted provided they are in accordance with Policies BE.1 – BE.5. The proposal would result in the re-use of an area of derelict brownfield land. The proposal is therefore considered to be acceptable in principle.

Affordable Housing

The Interim Planning Statement: Affordable Housing states in section 3.2 that there is a requirement for affordable housing to be provided in settlements with a population of over 3,000 on any windfall sites with more than 15 dwellings or that exceed 0.4ha.

The proposal is for 6 apartments on a site less than 0.4ha, therefore there is no requirement for the provision of affordable housing.

Highways Implications

The proposed parking shown on the layout plan would not allow for safe turning movements within the site. However; The Strategic Highways Manager (SHM) has stated that it will be possible to provide a safe and adequate parking layout within the site. Therefore a revised parking layout should be secured by condition.

The issue of impact on the existing alley gates has been raised; however there is to be no changes to the alley gates or how they operate. In order to ensure that this remains the case a condition should be imposed.

The access also serves the rear of the properties on West Street and customers of the Video shop and it is considered that the small increase in traffic created by the development would not have a significant or severe impact on highway safety.

The proposal is therefore considered to be in compliance with BE. 3 of the adopted local plan.

Amenity

There are residential properties to the south and west of the proposed development.

To the south are residential properties which front West Street and the closest part of the development would be two-stories in height. In this direction there would be a separation distance of 22 metres to the rear out-rigger and 26.5 metres to the rear elevation. This separation distance exceeds the guidance contained within the SPD which states that there should be a separation distance of 13.5 metres.

To the west the development would face the rear elevations of residential properties which front onto Frank Webb Avenue. The proposed development would have a separation distance of 26 metres to the rear elevations of dwellings on Frank Webb Avenue. In this case the Councils SPD states that;

'in the case of flats there should be 30m between principal elevations with windows to first floor habitable rooms. Each application will be judged on its own merits dependent upon the context and character of the site involved, for example the presence of natural screening, difference in levels and physical site features can impact upon the spacing standards required by the Borough Council'

In this case it is noted that the proposed development does not meet the guidance contained within the SPD. However it should be noted that all first floor windows facing the rear elevations of the dwellings which front onto Frank Webb Avenue would be bedrooms and there would be no greater impact than a two-storey dwelling where a 21 metres separation distance would apply. The impact upon residential amenity is therefore considered to be acceptable.

There would be no amenity issues raised to the north or east of the site.

Environmental Protection have recommended conditions relating to construction, piling, contaminated land and external lighting and these are considered to be reasonable and should be imposed should the application be approved.

Having regard to the amenity of future residents of the apartments, the amended scheme now provides an adequate amount of usable amenity space to the eastern end of the site, which with suitable boundary treatments would be acceptable. Bin and cycle storage would also be provided within the site.

Design

The importance of securing high quality design is specified within the NPPF and paragraph 61 states that:

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

The scheme as originally submitted was considered to be a cramped form of development that would not be in keeping with the character of the site or the surrounding development. This was subsequently amended to an acceptable scale and massing. The building would now take the form of a 2 storey block, which would be rendered at first floor level with brickwork at ground floor level and with a traditional pitched roof. It is considered that the design is acceptable and would not appear out of character in this part of Crewe, subject to the LPA approval the final details of the finishing materials.

Other Matters

Concerns were expressed by a local resident over flooding and the alley gates. It should be noted that the site is not within a flood risk area and that the arrangement of the alley gates would not be altered.

CONCLUSIONS

The site is within the Crewe Settlement Boundary and the principle of residential development is considered to be acceptable.

The impacts on design and amenity are considered to be acceptable.

Subject to the submission of a revised parking layout the proposal is acceptable in highway safety terms.

RECOMMENDATIONS

APPROVE subject to the following conditions:

- 1. Time limit**
- 2. Approved plans**
- 3. Submission of details of materials**
- 4. Hours of construction**
- 5. Details of piling**
- 6. Submission of a Phase 1 Contaminated Land Survey**
- 7. Submission of revised parking layout plan**
- 8. Landscaping scheme**
- 9. Implementation of landscaping scheme**
- 10. No alterations to the siting or function of the alley gates**

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