

COMMITTEE DATE: 03/09/2018

APPLICATION NO: 18/0884/ECC

APPLICANT: Mr Gary Stenning

PROPOSAL: Demolition of 13 no. garages and construction of three 3 bed terraced houses and associated parking and access.

LOCATION: Garages Between 28 And 36 Anthony Road,
Anthony Road, Exeter, EX1 2ST

REGISTRATION DATE: 07/06/2018

EXPIRY DATE:

HISTORY OF SITE

13/4323 - Demolition of 13 no. garages and erection of 3 no. new 3 bed 4 person terraced houses and associated parking and access. Approved 29/11/2013.

DESCRIPTION OF SITE/PROPOSAL

The application site comprises a parcel of land measuring 405 m² situated between numbers 28 and 36 Anthony Road. It is currently occupied by 13 garages which are accessed from North Lawn Court. Both sides of the site are bounded by access lanes which serve the rear of the existing properties on Anthony Road.

Full planning permission is now sought for the redevelopment of the site to provide three 3 bedroom dwellings with associated gardens and parking facilities. The proposed dwellings will be lifetime home compliant and constructed to a highly energy efficient design based on Passivhaus methodology. Each garden will contain a shed suitable for cycle storage and incorporate direct access to the rear gardens which will also contain a single parking space. Vehicular access would be obtained via North Lawn Court.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The application is accompanied by the following supporting documents -

- Design and Access Statement & Planning Statement
- Demolition Design Information
- Land contamination assessment

REPRESENTATIONS

3 letters of objection have been received raising the following issues -

- Concern regarding asbestos release during demolition
- Noise/dust pollution during construction
- Further pressure on limited street parking arising from loss of garages, and parking requirements of residents of new units
- Insufficient parking provided for residents of new dwellings

- Design out of character – visually overbearing
- Overshadowing
- Overlooking/privacy impact
- Disregard of community wishes
- Undesirable to fill all bits of space in established residential areas

CONSULTATIONS

SWW - Confirm water supply available to serve the development. State foul drainage only to be connected to public foul or combined sewer, and that surface water will discharge as high up hierarchy of drainage options as is reasonably practicable.

Environmental Health – No objection in principle – recommends conditions relating to Construction Environment Management Plan (CEMP) and contaminated land.

County Head of Planning, Transportation and Environment (Highways) – Comments as follows and raise no objection subject to cycle parking being provided (this has now been incorporated into the scheme by the provision of sheds within the rear gardens.

“The site is situated on namely Anthony Road. It is in a residential area which benefits from standard visibility, slow moving traffic with on-street parking along Anthony Road providing good traffic calming. The proposed site provides dedicated off carriageway parking which will meet the criteria of Exeter City Councils supplementary planning document. I would like to see in addition, a dedicated cycle parking facility for each dwelling to encourage sustainable travel. New dwellings are unable to apply for additional blue parking permits to utilise on-street parking, in order to encourage sustainable travel within Exeter.”

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance
NPPF – National Planning Policy Framework

Exeter Local Development Framework Core Strategy
CP1 - The Spatial Approach
CP3 - Housing Distribution
CP4 - Density
CP9 - Transport
CP11 - Pollution and Air Quality
CP15 - Sustainable Construction
CP16 - Green Infrastructure
CP17 - Design and Local Distinctiveness
CP18 - Infrastructure

Exeter Local Plan First Review 1995-2011
AP1 - Design and Location of Development
AP2 - Sequential Approach
H1 - Search Sequence

H2 - Location Priorities
H7 - Housing for Disabled People
T2 - Accessibility Criteria
T3 - Encouraging Use of Sustainable Modes
T10 - Car Parking Standards
EN2 - Contaminated Land
DG1 - Objectives of Urban Design
DG2 - Energy Conservation
DG4 - Residential Layout and Amenity
DG6 - Vehicle Circulation and Car Parking in Residential Development
DG7 - Crime Prevention and Safety

This document represents a material consideration but has not been adopted and does not form part of the Development Plan.

DD1 - Sustainable Development
DD8 - Housing on Unallocated Sites
DD9 - Accessibility, Adoptable and Wheelchair User Dwellings
DD13 - Residential Amenity
DD20 - Sustainable Movement
DD21 – Parking
DD25 - Design Principles
DD26 - Designing Out Crime
DD30 - Green Infrastructure
DD31 - Biodiversity
DD34 - Pollution

Exeter City Council Supplementary Planning Document
Residential Design Guide (adopted September 2010)
Sustainable Transport

OBSERVATIONS

The main consideration in respect of the application relate to compliance with relevant national and local planning policy, the relationship to surrounding properties, visual impact and highway/transportation impacts.

The proposal will assist in the provision of a wide choice of quality homes within the Exeter area, particularly in terms of addressing an identified and pressing need for further housing, and constitutes a quality design incorporating sustainable objectives. In this context the proposal is considered to be consistent with the NPPF and local plan policies. Although two of the gardens are marginally below the standards set in the Residential Design SPD they are comparable with existing gardens in the locality and in this context are considered acceptable. Furthermore, the internal space standards are generous and exceed the minimums in the SPD and this is considered to outweigh the minor deficiencies in external amenity space. Overall it is considered that the proposed dwellings will provide a decent standard of residential amenity.

Each dwelling will also be provided with a storage shed within the rear garden and purpose built refuse storage facilities located at the front of the property in a convenient position for collection. The dwellings are designed to Passivhaus and Lifetime Homes Standards.

The scale and massing of the proposed dwellings, and their proximity to existing properties, is considered acceptable and would not give rise to any significant adverse overlooking or overshadowing. Whilst it is acknowledged that the prevailing material in the area is brick there are examples of render. In this context the proposed render finish for the dwellings is considered acceptable and the terrace of 3 dwellings will form a discreet element on the street scene of Anthony Rd and will constitute a significant improvement upon the appearance of the rear end of a block of garages that currently form an unfortunate break in the street scene. Concerns about potential impact during the construction process can be minimised by a condition restricting working hours. It is inevitable that any construction project will have some adverse impact upon the locality in which it takes place but it is not considered that the issues raised in the representations will be so significant as to warrant refusal. Asbestos removal associated with the demolition of the garages would be covered by separate regulations.

Whilst the proposal will result in a loss of general parking facilities in the area the proposed dwellings are all provided with a single off-street parking space. This level of provision to meet the needs of the new dwellings is considered acceptable. It is acknowledged that some displaced parking associated with the existing garages will have to compete for existing on-street parking in the area. However it is not considered that this would amount to a reason to refuse this scheme. Furthermore, the loss of a relatively small number of parking spaces needs to be weighed against the overwhelming need for additional housing. Given the relatively low level of usage of the access road leading to the development it is considered that the proposed accesses and visibility are satisfactory to serve this level of development. Overall it is not considered that the proposal would have any significant long term adverse impact upon conditions of highway safety in the locality.

Sustainability

The buildings are designed based on 'Passiv-Haus' principles. A passive house is a building in which a comfortable interior climate can be maintained without active heating and cooling systems. The buildings heats and cool themselves. The principles were developed in Germany and are used to achieve the highest levels of energy efficiency and ecological design standards. Increased insulation standards, exceptional levels of air tightness and a compact building skin mean that heat losses can be reduced to a minimum resulting in a requirement for very low space heating. By choosing the best orientation for the buildings and by optimising solar gains, the energy performance of the proposed design has been improved so that a conventional heating system is not required. The proposal has also been designed such that part of the roof space of each dwelling is suitable for future provision of solar panels, and the level of provision possible would be sufficient to offset all remaining carbon emissions associated with the dwellings. Notwithstanding that the design of these dwellings is highly sustainable and will perform significantly above the standards required by the Building Regulations this future proofing of the design is welcomed.

Ecology matters

This development has been screened in respect of the need for an Appropriate Assessment (AA) and given the nature of the development it has been concluded that an AA is required in relation to potential impact on the relevant SPA's. This AA has been carried out and concludes that the development is such that it could have an impact primarily associated with recreational activity of future occupants of the development. This impact will be mitigated in line with the South-east Devon European Site Mitigation Strategy prepared by Footprint Ecology on behalf of

East Devon and Teignbridge District Councils and Exeter City Council (with particular reference to Table 26), which is being funded through a proportion of the CIL collected in respect of the development being allocated to funding the mitigation strategy.

The proposal incorporates the provision of integral bat/bird bricks within the fabric of the building in line with advice contained within the Council's Residential Design SPD.

Financial Considerations

The proposal will be CIL liable and generate New Homes Bonus.

Conclusion

This proposal will help to meet the demand for additional housing within the city and contribute to meeting the shortfall in the Council's 5 year housing land supply. It is considered to represent sustainable development and therefore approval is recommended subject to conditions.

RECOMMENDATION

Approve subject to the following conditions:

1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: To ensure compliance with sections 91-92 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 7th June and 9th August 2018 (*dwg. nos. AL (0) 10/501 Rev C2, AL(0)101 AR Rev P3, LL(0) 400-AR Rev PT2, E1206-GSA-TR-DR-A-2206 Rev C1, 170501/AR/110, 170501/AR/100 and 170501/AR/101*), as modified by other conditions of this consent.

Reason: In order to ensure compliance with the approved drawings.

3) In the event of failure of any trees or shrubs, planted in accordance with any scheme approved by the Local Planning Authority, to become established and to prosper for a period of five years from the date of the completion of implementation of that scheme, such trees or shrubs shall be replaced with such live specimens of such species of such size and in such number as may be approved by the Local Planning Authority.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

4) No part of the development hereby approved shall be brought into its intended use until the on-site parking facilities and access thereto, have been provided in accordance with the requirements of this permission. Thereafter the said facilities shall be retained for those purposes at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

5) Prior to occupation of the development hereby permitted, secure cycle parking shall be provided as shown on drawing no. AL(0)10/501 Rev C2, and the cycle parking shall be maintained at all times thereafter.

Reason: To ensure that cycle parking is provided, to encourage travel by sustainable means in accordance with Local Plan policy T3.

6) Construction Environment Management Plan (CEMP) condition.

7) The development shall be implemented in accordance with the approved remediation scheme (from South West Geotechnical Ltd Report No. 8851a, July 2017) unless otherwise agreed in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An updated investigation and risk assessment must be undertaken, and where remediation is necessary an updated remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: No site investigation can completely characterise a site. This condition is required to ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately.

8) Construction/demolition work shall not take place outside the following times: 8am to 6pm (Mondays to Fridays); 8am to 1pm (Saturdays); nor at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of local amenity.

Local Government (Access to Information) 1985 (as amended),

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223