



1. BACKGROUND AND PRESENT SITUATION

- 1.1. Following a firmly positive recommendation at pre-app stage that a formal application would be welcomed, a Full Planning Application was submitted 02 December 2016. The sketch proposals submitted for pre-app advice were on a slightly larger site area than the scheme submitted for the subsequent full application, but with the two pairs of semis rather than one pair of semi-detached houses and one detached house as submitted with the subsequent full application. The density of development (dwellings per hectare) reduced as a result by approximately 15%, making a generally more relaxed proposal from a density point of view
- 1.2. On 23 January 17 David Grant notified TaC Architects of concerns raised by Chairman's Committee when reviewing the submitted application, on perceived grounds of possible over-development. It was agreed that the application period would be extended by one month for the situation to be reviewed

2. SITE ASSESSMENT

- 2.1. The site sits almost immediately opposite the housing area on Nightingale Way, which supports rather typical estate housing for the District generally and for Sutton Bridge itself. Detached bungalows appear to sit side by side in rows alongside estate roads. The spaces between many of these bungalows appear to be no more than two footpaths in width. Front gardens consist mainly of small patches of grass and hard surfaced driveways. Bungalow depths appear to be in the region of 8000mm and rear gardens appear to be approximately the same, even in situations of rows of rear facing bungalows. Average site coverage with the bungalow footprints appears to be approximately 30 to 40 percent.

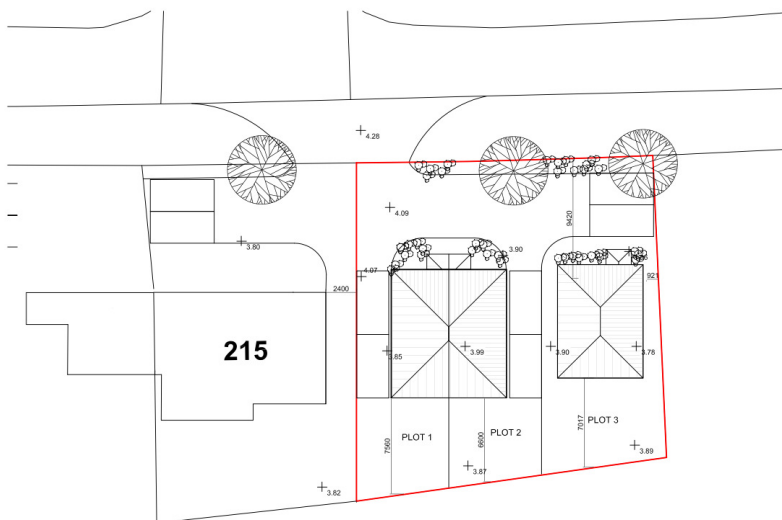
Indeed, actual density of development would be considerable overall were it not for the presence of the necessary estate roads themselves. This estate, it is contended therefore, sets a benchmark for the area immediately adjoining



- 2.2. A Planning Application has been approved for two pairs of semi-detached houses on land at the side of 217 Bridge Road (ref: H18-0910-14), and this also takes the form of side-by-side development. The proposed houses do not include side garages as is the case in the Nightingale Way estate, and so on-site parking takes the form of two tandem spaces alongside each unit. Frontage treatment consists of a private drive running the length of the frontage, serving the tandem parking referred to previously. Rear gardens are approximately 9000mm deep. Site coverage is approximately 22 percent building footprint / site.
- 2.3. The present Planning Application for the land alongside 215 Bridge Road follows the form of the approved development alongside 217 Bridge Road, with the exception that the parking to the detached unit sits in front of the dwelling rather than alongside. Rear gardens are a little smaller, ranging from an average of 5900 on the detached plot to an average of 6600mm on the westernmost semi. There is no overlooking as a result and there are uninterrupted views over the fields to the south. Garden spaces compare well with those approved and built on the Nightingale Way estate, without the confinement of surrounding dwellings. Site coverage is approximately 25 percent building footprint / site.

3. CONCLUSION

- 3.1. The proposed development does appear to be broadly in line with the grain of the area, and seeks to make best use of available land without unnecessary crowding, and the levels of amenity offered by this proposal are in line with the immediate area.
- 3.2. Front areas to Bridge Road reflect the form of that approved on land alongside 217 Bridge Road, and indeed some areas of the Nightingale Way estate. Private rear garden spaces are similar to those on the Nightingale Way estate, and have the added benefit of long views over open countryside.



- 3.3. The small sketch shown here however, indicates a possibility to increase rear garden depths by simply siting the proposed dwellings a little forward of the existing dwelling. This will have no effect of setting precedents to the building line, since no further development either to the east or the west of 215 and 217 Bridge Road seems likely in the foreseeable future. This simple adjustment would allow the rear gardens to plots 1,2 and 3 to have average garden depths of 7560, 6600 and 7017 respectively. Frontage areas, properly landscaped and no doubt covered to ensure this by Condition, would soften the effects of additional dwellings and allow them to settle into their environment.
- 3.4. Finally, it is appreciated that the appropriateness of developments within their respective environs should be carefully considered as proposals come forward, and this should also be measured against ever-changing pressures on housing growth. However, this proposal is a modest proposal, and the factors mentioned above indicate the appropriateness in this particular case. This was clearly the view of the Planning Officer at pre-app stage, and should now continue to be so if pre-app advice is to be considered as a tool of any value at all.