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Item No 04:-

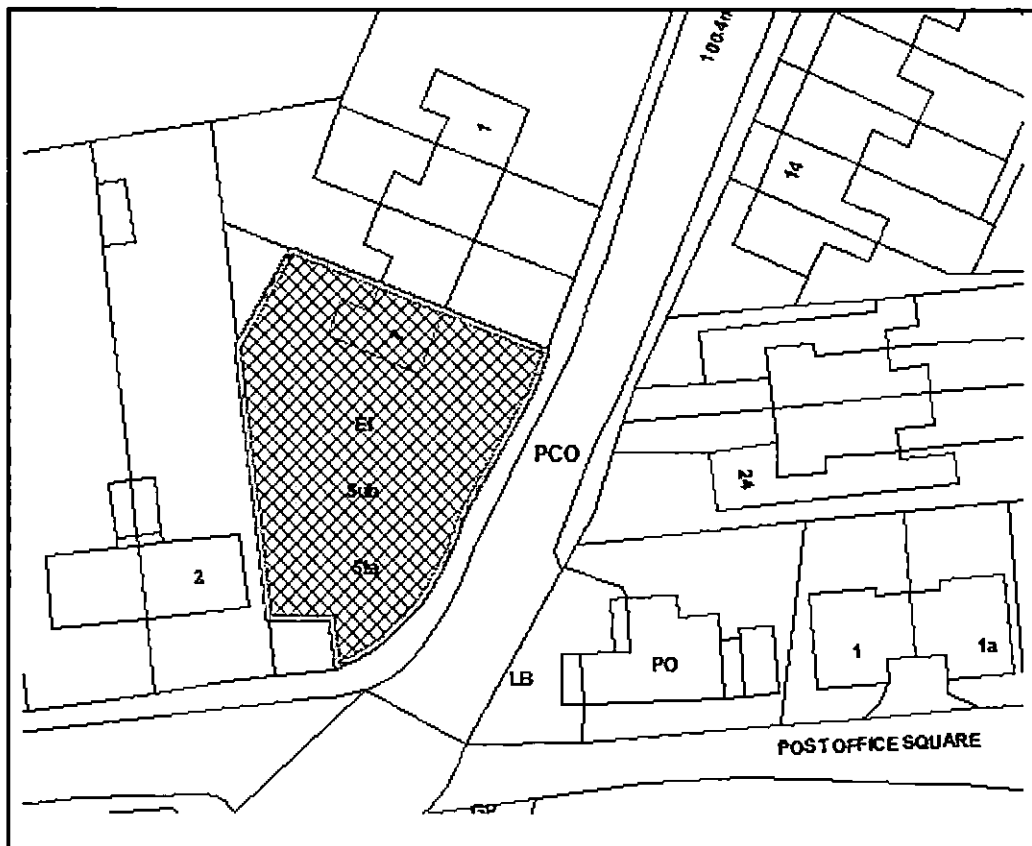
15/04480/OUT (CT.3452/B)

**7 Empire Villas
Ashton Road
Siddington
Cirencester
Glos
GL7 6HB**

**Outline application for the erection of one detached dwelling
(all matters reserved except access) at
7 Empire Villas Ashton Road Siddington Cirencester
Gloucestershire GL7 6HB**

Outline Application 15/04480/OUT (CT.3452/B)	
Applicant:	Mr B Louer
Agent:	Ken Fowler BDS
Case Officer:	Joe Seymour
Ward Member(s):	Councillor Shaun Parsons
Committee Date:	10th February 2016

Site Plan



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RECOMMENDATION: PERMIT

Main Issues:

- (a) Principle of Development
- (b) 5-year Land Supply
- (c) Highway Safety

Reasons for Referral:

Clr Parsons has requested the application is determined by the planning committee due to concerns that have been raised regarding highway safety.

1. Site Description:

The site consists of a corner plot where Ashton Road and Park Way intersect in the village of Siddington. To the north of the site adjacent to Ashton Road there is a terrace of four dwellings and to the west there is a series of semi-detached former Council houses that line the north side of Park Way. On the opposite side of Ashton Road to where the site is located there is a bus stop and a post office.

2. Relevant Planning History:

None.

3. Planning Policies:

NPPF National Planning Policy Framework
LPR19 Develop outside Development Boundaries
LPR38 Accessibility to & within New Develop
LPR39 Parking Provision

4. Observations of Consultees:

Gloucestershire County Council (Highways): No objection - comments incorporated into Officer's Assessment.

5. View of Parish Council:

The concerns were not about the use of the land to provide a new property but about the access. The proposed driveway exit is at the narrowest point in the road and the most difficult traffic flow position in the village. The road is only two vehicles wide at this point in the road and exit and entrance will be almost impossible with vehicles parked opposite. Also the Swindon bound 51 bus stop for the village is here and bus drivers already have difficulty picking up and dropping of passengers. Residents of the houses between 2 and 20 Ashton Road park in the road and on the pavement and cars stop for drivers to access the village shop. The same comments were sent to CDC regarding the two other planning applications in the vicinity - 15/03556/FUL and 15/02774/FUL.

6. Other Representations:

One local resident has raised concerns regarding highway safety.

7. Applicant's Supporting Information:

None.

8. Officer's Assessment:

(a) Principle of Development

Siddington is located outside of a development boundary as defined within the existing Local Plan. However, the Local Plan is time expired and little weight can now be given to Local Plan Policy 19 (development outside development boundaries). The emerging policy context states the Council should contemplate small scale housing development in rural areas such as Siddington where it would help to sustain local services. Siddington benefits from a post office (directly opposite the site), a pub and a regular bus service into Cirencester (number 51 bus runs every half an hour), therefore it can be considered a reasonably sustainable location for a small increase in housing.

A proposal for a single dwelling is considered to be compliant with the emerging local policy context and indeed the national policy context including NPPF paragraph 55 which states "to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities". Paragraph 55 is usually associated with its presumption against isolated dwellings, however Siddington is not considered to be isolated and so the second part of that paragraph which relates to rural worker's dwellings, etc. is not applicable here. Consequently, the principle of erecting one dwelling in Siddington is considered to be acceptable. This, in part, is aided by the fact the site is an infill plot and does not expand beyond the existing envelope of the village.

(b) 5-year Land Supply

The land supply position has recently been considered at a Public Inquiry in relation to a proposal to erect up to 90 dwellings on Land to the east of Broad Marston Road, Mickleton (APP/F1610/A/14/2228762, CDC Ref 14/02365/OUT). In his decision the Planning Inspector stated "I consider that a 5-year supply of deliverable housing land is demonstrated". He stated "the agreed supply of housing would be sufficient to satisfy the 'objectively assessed housing need' of 380dpa over almost the next 9 years". The Inspector also stated that he considered the Council was no longer a persistent under-deliverer of housing and that "it is thus inappropriate to apply the 20% buffer now". On this basis, it is considered that the Council can demonstrate a robust 5-year supply of housing land in accordance with paragraph 49 of the NPPF and is subject to a 5% buffer.

Notwithstanding the above, it is important to note that even though the Council can now demonstrate the requisite minimum supply of housing land, it does not in itself mean that proposals for residential development outside existing development boundaries should automatically be refused. The 5 year (plus 5%) figure is a minimum, it should not be treated as a ceiling and, as such, the Council should continually be seeking to ensure that housing land supply stays above this minimum in the future. As a result, there will continue to be a need to release suitable sites outside development boundaries identified in the current Local Plan for residential development. The application site in Siddington is considered to be one of these suitable sites outside of a development boundary because the principle of development is judged to be sound due to its sustainable credentials, as explained in the previous section above.

(c) Highway Safety

The case officer discussed standing advice with the Highways Technician at Gloucestershire County Council. Ashton Road is very straight at the proposed access point and visibility in either direction complies with the standing advice, which stipulates 41 metres of uninterrupted visibility should be available in both directions in a 30mph zone.

However, the standing advice does not specify a minimum distance that a vehicular access should be from an existing intersection. In this case, the proposed access is approximately 20 metres north of the intersection between Ashton Road and Park Way. Cars turning left out of Park

Way would be turning slowly and there is unlikely to be a highway safety issue for cars exiting the application site. With regard to the bus stop on the southbound side of Ashton Road opposite the proposed access, the Highways Technician advised this is a request stop and it is unlikely to be a major issue on the seldom chance that a car attempts to exit the application site at the same time as a bus arriving, in which case, the bus would have right of way anyway in accordance with Section 223 of the Highway Code.

It is noted that cars are often parked on the southbound carriageway of Ashton Road. The dwellings on Ashton Road were built at times when car ownership was much lower and they do not benefit from off-street parking, hence why occupants of these dwellings today have little choice but to park on Ashton Road itself. This can actually be beneficial because it acts as a natural traffic calming measure often reducing speeds below the designated 30mph for this area. However, the disadvantage of this constant on-street parking is that it continuously obstructs the highway as a result. The proposed development for a new dwelling aims to not exacerbate this issue of highway obstruction by providing vehicular access and off-street parking area, which is welcomed in this case.

Local Plan Policy 38: Accessibility to and Within New Development states that traffic arising from development should not have an "unacceptably detrimental effect" on the highway network in respect of the movement of traffic and road safety. Similarly, paragraph 32 of the NPPF maintains that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe". There would be situations where occupants of the proposed dwelling would have to wait patiently for traffic to subside in order to exit or enter the site, but these situations are not considered to be unacceptably detrimental or severe. Thus, the proposed vehicular access would not contravene the relevant local or national planning policies in this regard.

In summary, no objections were raised by the Highways Technician to the proposed vehicular access for one dwelling at the site. The proposal is considered to be in accordance with Local Plan Policies 38 and 39 in addition to NPPF paragraph 32 because the proposed access is considered not to have an unacceptably detrimental or severe impact on the highway network.

9. Conclusion:

The application is recommended for permission because the site is deemed to be an acceptable location in principle for one dwelling and the proposed vehicular access is deemed not to have an unacceptably detrimental or severe impact on the highway network. The proposal is judged to be in accordance with the National Planning Policy Framework, Cotswold District Local Plan Policies 38 and 39 and Gloucestershire County Council's Standing Advice regarding Highways Development.

10. Conditions:

Application for the approval of the reserved matters shall be made to the Local Planning Authority by three years from the date of this decision notice.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

The development shall be started by 2 years from the date that the last of the reserved matters is approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

The development shall not be started before approval of the details relating to appearance, landscaping, layout and scale has been given in writing by the Local Planning Authority.

Reason: These are "reserved matters" and were listed in the application for later approval. This is only an outline planning permission and these matters require further consideration by the Local Planning Authority. This condition is imposed to comply with the requirements of the Town and Country Planning Act 1990 as amended.

The development hereby approved shall be implemented in accordance with the following drawing number: 23125/5/2015 REV.A

Reason: For purposes of clarity and for the avoidance of doubt, in accordance with paragraphs 203 and 206 of the National Planning Policy Framework.

Notwithstanding the provisions of Condition 4 above, the dwelling hereby permitted shall have no more than two storeys.

Reason: To ensure that in accordance with Cotswold District Local Plan Policy 42 and Section 7 of the National Planning Policy Framework that the scale and proportions of the building will be appropriate to the site and its surroundings. It is important to protect and maintain the character and appearance of the area in which this development is located.

