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Rutland County Council

Catmose,
Oakham,
Rutland
LE15 6HP

Application:	2019/0830/FUL	ITEM 2	
Proposal:	Re-landscaping of front garden to include: Re-positioning of driveway access onto the highway. Erection of an oak framed double bay carport. Creation of additional parking space. Associated hard and soft landscaping.		
Address:	31 Ashwell Road Whissendine Rutland LE15 7EN		
Applicant:	Mr M Powell	Parish	Whissendine Parish Council
Agent:	None	Ward	Whissendine
Reason for presenting to Committee:	Applicant spouse is a Ward Councillor		
Date of Committee:	17 December 2019		

EXECUTIVE SUMMARY

The re-positioning of the existing vehicular access and driveway, the construction of an oak framed double bay carport creation of additional parking space and re-landscaping of the front garden with associated hard and soft landscaping would not have an adverse impact on the amenities of the streetscape. The proposed double carport would not have an adverse impact on neighbouring residential amenities and/or the character of the surrounding area. Off street car parking spaces complies with the Councils Adopted Parking Standards. This application is being reported to the Committee as the applicant is spouse of an elected Ward Councillor for Whissendine.

During the determination of the application the applicant has been requested to amend the current scheme and to provide a detailed drainage drawing showing how water will be prevented from flowing onto the highway.

Subject to the receipt of acceptable drawings showing a drainage scheme that avoids water flowing onto the highway it is recommended approval is granted.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The development shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers
Reason: For the avoidance of doubt and in the interests of proper planning.
3. No unbound material shall be used in the surface treatment of the vehicular access within 5 metres of the highway boundary, but the construction details used must be porous.
Reason: To avoid displacement of loose material onto the highway in the interests of highway safety and to ensure that drainage is sustainable.
4. Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the nearside edge of the carriageway.
Reason: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed in the interest of highway safety.

It is also recommended that the following in formatives are added for the applicants attention:

1. You will need to obtain a Highways Licence from Rutland County Council Highways Department before any work can commence on the new access. This will require that the access is built to a standard specification and that contractors are sufficiently insured against public liability whilst operating in the highway.
2. This permission shall not be construed as granting rights to development on, under or over land not in the control of the applicant.
3. The attached planning permission is for development which will involve building up to, or close to, the boundary of the site. Your attention is drawn to the fact that, if you should need access to neighbouring land in another ownership in order to facilitate the construction of the building and its future maintenance, you are advised to obtain permission from the owner of such land for such access before work is commenced.

Site & Surroundings

1. The application site is a two storey detached residential property located on the western side of Ashwell Road. The applications site is above the existing highway and is accessed via a steep driveway

Proposal

2. The current application proposes the re-positioning of the existing vehicular access and driveway, construction of an oak framed double bay carport. Creation of additional parking space and re-landscaping of the front garden with associated hard and soft landscaping.
3. The applicant has stated that the purpose of the project is to take advantage of the double width plot to create a driveway with a shallower gradient than the existing while retaining the overall topographical levels.
4. Planning permission had been previously granted for the construction of a single storey dwelling on the site. The access that would have served this dwelling will be closed as part of the works to reposition the existing access. The existing planning permission for a new dwelling has not being implemented and has time expired.

Relevant Planning History

Application	Description	Decision
APP/2012/0151	Extension of time for implementation of application FUL/2009/0196 - Erection of single-storey dwellinghouse and associated works	02/08/2012
FUL/2009/0196	Erection of single-storey dwellinghouse and associated works.	12/06/2009
RES/2006/0797	Erection of single storey dwellinghouse & associated works.	22/09/2006

Planning Guidance and Policy

National Planning Policy Framework

Chapter 12 - Achieving well-designed places

The Rutland Core Strategy (2011)

SP15 - Design and Amenity

Site Allocations and Policies DPD (2014)

CS19 - Promoting Good Design

Consultations

5. RCC Highways raised objection to the original submission. This is because Highways have concerns about the large impermeable area being created on the driveway. The site slopes significantly towards the highway and therefore any surface water will fall straight towards the road. The applicant has suggested a small section of blocks to aid drainage. However this will not be sufficient for the size of the impermeable area created.
6. RCC Highways have confirmed that in order to address the objection, it would be necessary to provide a detailed drainage drawing showing how water will be prevented from flowing onto the highway. This could be achieved by incorporating solutions such as soakaways/linear drains, ACO drains, permeable paving etc into the proposed design.
7. The applicant would need to obtain a Highways Licence from Rutland County Council Highways department before any work can commence alterations to the access to the property. This will require that the access is built to a standard specification and that contractors are sufficiently insured against public liability whilst operating in the highway

Neighbour and Parish Representations

Whissendine Parish Council – No comments received

Local residents - none

Planning Assessment

8. The main issue is the design of the access and the concerns identified by RCC Highways about the large impermeable area being created on the driveway. This is because the site slopes significantly towards the highway and therefore any surface water will fall straight towards the road and footpath.
9. During the determination of the application the applicant has been requested to amend to the current scheme and to provide a detailed drainage drawing showing how water will be prevented from flowing onto the highway and has been advised that this could be achieved by incorporating solutions such as soakaways/linear drains, ACO drains, permeable paving into the proposed design and to confirm the roofing materials and finish of the side and rear elevations of the oak framed carport.

Impact of the on the character of the area

10. The proposed carport would be sited inside the existing fenced garden area, approximately 11 m back from the front curtilage of the property adjacent the northern boundary and cover part of the site shown to accommodate the dwelling previously granted planning permission. The oak frame carport would have a footprint measuring 6m x 6m with a ridge height of approximately 4.5m. There is a difference in materials to be used for the roof between what is shown on the submitted drawing and what is stated on the application forms. The drawings state that the roof would be covered in tiles to match the existing house and rear (west elevation) and half of one side (southern elevation) would be timber clad. The application forms states that the roof would be cedar shingles or similar and that wooden doors would be attached on the rear elevation to access the garden. It is considered that either of the roofing's materials would be acceptable. However the applicant has been requested clarify which materials would be used.
11. It is not considered that the proposed carport by reason of the size, location and design would have an adverse impact upon the street scene.
12. The proposed driveway way is shown to be constructed from asphalt (black non permeable) and traditional tegula blocks. The scheme would see the closure of the existing access that would have been used to provide access to the new dwelling.
13. The replacement front boundary wall would be similar in height to the existing wall in front of No 31. The existing hedgerow on the southern side of the existing access would be replaced with a wall and piers of similar height of the existing. It is not considered that the proposed hard and soft landscaping scheme is would have an adverse impact upon the streetscene.

Impact on the neighbouring properties

14. The proposed carport would be sited gable to the boundary between No 29 and No 31 Ashwell Road. No 29 is sited along northern boundary of the plot.
15. Although part of the gable elevation will be visible above the existing garden fence it is not considered that the proposed development would have an adverse impact on the residential amenities of No 29 to justify refusal due to loss of light and/or overshadowing to the rear garden area and would be in accordance with Adopted Local Plan Policy.

Conclusion

16. The principal of the alterations to the access and driveway extension are considered acceptable. The proposed carport would not impact on the private amenity of any neighbours properties. Off Street car parking would comply with the Councils adopted standards. Subject to the receipt of acceptable drawings showing a drainage scheme that avoids water flowing onto the highway and confirmation of the roofing materials and finish of the side and rear elevations of the oak framed carport, it is recommended approval is granted