

NORTH NORTHAMPTONSHIRE AREA PLANNING COMMITTEE (CORBY AREA)
21st June 2021

Application Number:	20/00594/DPA		
Decision Due By:	24 February 2021 Agreed Extension of Time 17 May 2021		
Case Officer	Fernando Barber-Martinez, Planning Officer. Fernando.Martinez@northnorthants.gov.uk		
Proposal:	Revised Proposal: Erection of a pair of 2 storey semi-detached dwellings together with associated car and cycle parking		
Site Address:	Land Rear Of 26 To 40 Oakley Road Corby Northamptonshire		
Ward	Stanion And Corby Village		
Agent:	Hives Associates Ltd	Applicant:	Mr R Thompson

Purpose of Report:

This planning application is being reported to the Planning Committee in accordance with the Council's scheme of delegation as the threshold of more than three objections has been received.

Recommendation:

That planning permission be REFUSED.

1.0 Description of Proposal

1.1.1 The revised proposal is for a pair of semi-detached two storey dwellings in brick and tile with two car parking spaces per dwelling (ie 4 in total), and a separate shared cycle shed to the north of the site near to the entrance onto Railside Lane (the application was amended on 1st April 2021 to show two storey instead of three storey house design to which some neighbour objection was received). The dwellings have a

north-south orientation (with a window-to-window separation distance of 31.6 metres with those rear windows on Oakley Road). An 8 metres deep rear garden is shown for both houses. To the north of the site lies a large site currently being cleared for new homes to be constructed.

2.0 Site surroundings:

2.1.1 The site comprises a former overgrown (but now cleared) unused plot of land at the western end of Railside Lane (some 84 metres in length), with access to it via a single carriageway potholed but privately surfaced maintained track from the busy public highway (the B6481 Cottingham Road (Station Road) near its junction with the A427 dual carriageway (Oakley Road). Corby Railway Station is in proximity to the application site (north-west) with access to it further to the north of Cottingham Road. The access onto Railside Lane can be found next to the Podiatry Plus clinic on Cottingham Road. The large site to the immediate north has recently been cleared to make way for new 150 flats housing under permission 17/00663/DPA.

2.1.2 Railside Lane serves six or more rear outbuildings some used as garages by Oakley Road residents. No.22-26 Oakley Road (evens) lie to the immediate south of the site on a busy main road (A427 road) and are two storey terraced dwellings with pedestrian access off the dual carriageway (easterly direction).

2.1.3 The applicant has since provided a Land Contamination Survey Report (received 31.03.2021) and a basic survey of Railside Lane (for consideration of the Highway Engineer) has been submitted detailing carriageway widths namely 3.6m, 3.65m, 3.7m, 3.9m, 3.9m from Station Road along Railside Lane and to the site entrance.

3.0 Planning History

3.1.1 None recent to site itself.

3.1.2 17/00663/DPA: Permitted site under redevelopment to the north- "*150 residential units, car-park, new landscaping and associated works.*". In particular 4 storey Block C and Block B overlook the application site from the north-west at a nearest separation distance of 19.3 metres. A new car park is shown along the boundary of Railside Lane as part of that redevelopment.

4.0 Policy Context:

4.1.1 National Planning Policy Framework 2019:

- 5. Delivering a sufficient supply of homes;
- 8. Promoting healthy and safe communities;
- 9. Promoting sustainable transport;
- 11. Making effective use of land;
- 12. Achieving well designed places;
- 15 Conserving and enhancing the natural environment;
- 16. Conserving and enhancing the historic environment.

4.1.2 Corby has a 5-year housing land supply for the purposes of the NPPF 2019 (currently 5.0 years at last survey in April 2021).

4.1.2 North Northamptonshire Core Strategy adopted 2016 Policies:

- 1 (sustainable design);
- 2 (historic environment);
- 5 (water environment, resources, and flood risk management);
- 6 (development on brownfield land and land affected by contamination);
- 8 (place shaping principles);
- 11 (towns and villages strategy for housing);
- 28 (housing requirements);
- 30 (housing tenure and mix).

5.0 Consultations/Representations

Internal

5.1.1 Housing Strategy: No objection. No affordable provision required.

Further to your letter dated 11th January 2021 in respect of this detailed planning application the proposed development appears to be consistent with the growth ambitions for the Borough being in accordance with the Borough Council's Corporate Plan and priority 2.1 in particular 'To build new houses for sale and rent and to improve existing stock' The development also helps to maintain a supply of specific deliverable sites and maintains the 5-year land supply. However, as this development will only create two new dwellings this section does not have any further comment to make as affordable housing provision is not required in this instance.

5.1.2 Environmental Health: I have reviewed report reference 3125D P1 Thompson – Corby Phase 1 Land Contamination Risk Assessment dated March 2021 by Castledine Environmental and am satisfied that the site has been investigated and risk assessed adequately. On the basis of the report, I recommend the following conditions be attached, should consent be given (pricised: land affected by contamination/ remediation scheme/ unexpected contamination).

5.1.3 Highway Officer: Objection. Railside Lane is a private drive not a public highway which should serve no more than 5 dwellings. The first 10 metres into the site should have a carriageway width of 4.5 metres the remainder of the lane at least 3.9 metres and should be able to take the weight of a 10 tonne fire engine.

6.0 External

6.1.1 Site notice posted 18th January 2021.

6.1.2 Neighbours were notified of the original proposal on 11.01.2021. The present case officer visited the site on 18.02.2021.

6.1.3 To date 7 letters of objection have been received raising the following points to the original proposal;-

- No passing places on Railside Lane;
- Design is out of keeping with the nearby 2 storey houses;
- Afternoon sunshine will be lost in some rear gardens;
- Overlooking (loss of privacy) would take place to existing houses on Oakley Road (22-26)
- Applicant does not own Railside Lane which is privately maintained.

6.1.4 No further representations have been received on the revised proposal (two storey scheme).

6.1.4 Police/ Fire Authority:

No formal objection to the planning application in its present form in relation to designing out crime other than to suggest that the following recommendations are included, which if implemented will reduce the likelihood of crime and anti-social behaviour occurring. Doors and windows installed will meet the requirements of Secured by Design and

Building Regs Approved Doc 'Q' Security of Dwellings i.e. certified products to BS PAS24:2016. In addition to Building Regs AD'Q' requirements any side lights adjacent to

doors (within 400mm), safety glazing and easily accessible emergency egress windows

with non-lockable hardware must include one pane of laminated safety glass meeting the

requirements of BS EN 356:2000 class P1A (minimum). The covered cycle store shown should be omitted but each property should have a secure means of storing the cycles within the secure private rear of their plot. The proposed store would be more vulnerable to crime occurring. The access too and communal parking area etc would need to be lit. A lighting scheme should be agreed in writing by the LPA. Refuse bins should ideally be securely stored on plot. I imagine the collection of refuse will be at roadside on Station Road. The long drag distance will mean bins are frequently being left out in the street. Bins left in the street can besides being an eye sore cause issues of anti-social behaviour, litter, or be the source of arson attacks.

The boundary treatment to each plot must be secure with lockable gate and a minimum of 1.8m high CB perimeter fencing and similar for the sub divisional fence.

The Northamptonshire Fire and Rescue pre application information advice and guidance

document must be considered.

Important: I have consulted with a colleague from the Fire and Rescue Service, Community

Fire Protection Department, and with reference to Building regs Approved Doc 'B' this proposed scheme in terms of access is unacceptable. From the details submitted it appears

Railside lane is too narrow for an appliance of any sort to get to the houses, online measuring shows pinch points and the general width well below acceptable widths under AD'B', and that is without taking into consideration vehicles parked in that lane. The distance from the roadside closest to Railside lane to the plot, is over 80mts, to the houses over 100mts and to the furthest point of the furthest house over 112mts.

This is unacceptable access. The fact there seems to be structures already down the lane is of no consequence as these are existing structures. The plan for these houses makes the situation worse, they are not replacing existing structures so the argument they make the situation no worse than previous would not be accepted if put forward. The only mitigation for fire safety of these houses here would be the inclusion within the design and build for domestic sprinklers.

[Planning Officers Comment: Some of the matters raised above are for separate legislation and are not material planning considerations].

7.0 Officers Assessment:

7.0.1 The Core Strategy supports new housing within Corby and this comprises back-land development left after a former use (builders yard) was abandoned. The provision of two new dwelling would add to the present supply of 5.0 years of housing; however the gain is not considered to be overriding as this Council can demonstrate a 5 year housing supply. The site is within walking distance of Corby town centre and the railway station is nearby. A shared cycle shed is shown to be provided on site for use by occupants.

7.1 Key Determining Issues:

The key determining issues are:

- (i) Design;
- (ii) Amenity;
- (iii) Highways;
- (iv) Land Contamination;
- (v) Drainage;
- (vi) Ecology
- (vii) Historic Environment.

7.2 Design and Character

7.2.1 The design of the proposed revised two storey dwellings is compatible with the massing of the older properties found along Oakley Road and the finish and detail is acceptable being of red brick and grey roof tiles.

This accords with the place shaping principles in Policy 8 of the Core Strategy.

7.3 Amenity

7.3.1 The reduction in height of the proposed dwellings to two storeys coupled with a 31.6 metres separation distance means that the perception of being overlooked will be reduced to within acceptable levels in terms of privacy for those occupants on Oakley Road. The siting and massing of the new dwellings will not give rise to any adverse reduction in daylight nor sunlight to those dwellings on Oakley Road due to them being sited north of existing houses.

7.3.2 The site under redevelopment to the north-west is for 4 storey flats (Blocks C and B closest to the application site) some 19.3 metres distant at closest point. This would be overbearing on the proposed development and due to the numerous window openings would lead to direct overlooking of bedroom and ground floor outdoor space resulting a very low level of privacy for the future occupants of those dwellings.

7.3.3 This aspect does not accord with the amenity protection requirements in Policy 8 of the Core Strategy nor the NPPF which seeks to protect the amenity of future occupants of those dwellings.

7.4 Highways

7.4.1 The Highway Engineer raises an objection to this proposal. Railside Lane is a private road which does not meet Council highway standards in terms of passing places nor for the number of users permitted to use such a track (currently up to five dwellings). The requested 4.5m passing places at the entrance of Railside Lane cannot be provided or satisfied and around half of the track is less than the required 3.9 metres carriageway width along the 84 metres. This means that access into the site would be unsafe on highway grounds and therefore does not accord with the need to secure safe and pleasant streets which is required for new development in Policy 8 of the Core Strategy.

7.5 Land Contamination

7.5.1 The submitted Phase One Land Contamination Survey is acceptable in rigour and breadth of analysis. The key recommendations should construction go ahead are for a radon barrier being provided to the new dwellings, with soft landscaping area (ie gardens) being excavated to 600mm and replaced with clean soils/ subsoils. This aspect is considered normal industry practice and is acceptable and site remediation during construction can be secured by way of a planning condition.

7.5.2 Subject to the satisfactory implementation of mitigation during construction would result in a safe quality of life for the occupants of the new dwellings. This accords with Policy 6 of the Core Strategy in respect of ground contamination.

7.6 Drainage (Waste Water/ Surface Water/ Flood Risk)

7.6.1. The site is in the middle of Corby town where there is no embargo on new development in respect of potable or waste water. While surface water disposal is described as to foul water disposal- more modern methods involves collecting roof run off into water butts and permeable surfacing for driveways and paths. These can be secured by way of a planning condition. The site lies in a Flood Zone 1 (lowest risk category) which means the site is not at high risk from flooding/ a flood event. This accords with Policy 5 of the Core Strategy.

7.7 Ecology (Flora and Fauna)

7.7.1 The site is overgrown which may lead to breeding birds being present on site but otherwise this is located within a built-up area where protected species are unlikely to

thrive. Given the low potential it is considered that no adverse ecological implications arise from this proposal- either during the construction phase or post construction. This accords with Policy 4 of the Core Strategy.

7.8 Heritage

7.8.1 The site is not in a Conservation Area and there are no nearby heritage assets to be aware of. The site was a former builder's yard which has no local heritage significance. Therefore no adverse heritage asset or environment implications arise. This accords with Policy 2 of the Core Strategy.

8.0 Conclusion:

8.1.1 The site is in a sustainable location for new houses being near to the town centre and railway station.

8.1.2 However the first concern is access from the main road to the site via a 84-metre-long Railside Lane (which is a single width private drive serving around six or more rear garages/ outbuildings along a pot-holed track). The lane does not afford any passing places for cars meeting each other along the lane which occasionally would not be acceptable from a highway safety aspect. Consequently, a safe and pleasant street environment cannot be delivered by this proposal therefore the proposal is contrary to Policy 8 of the Core Strategy.

8.1.3 A second concern is the overbearing impact of the new flats under construction to the north of the site. This will result in a low level of privacy for both proposed dwellings should the proposal be permitted. This would be contrary to the aims of the NPPF and Core Strategy Policy 8 in terms of amenity/ privacy of future occupants of those two dwellings.

Recommendation: Planning permission be REFUSED for the following reasons:

1. The proposal would be contrary to Policy 8 of the North Northamptonshire Core Strategy in that safe access cannot be gained to and from the site from Station Road (Cottingham Road) due to the excessive single carriageway length of Railside Lane (approx. 84 metres) which already serves six or more rear garages for the occupants of Oakley Road, and the lack of suitable passing places (substandard carriageway width).
2. The proposal would be contrary to Policy 8 of the Core Strategy in that severe overlooking would result in a low level of privacy for the future occupants of the proposed dwellings arising from the overlooking from Blocks C and B of planning permission 17/00663/DPA which are 4 storey flats under construction located to the immediate north-east (and some 19.3metres distant as closest point of separation).

Schedule of Plans

2162-2-720 Block Plan
2162-2-100 Revision A Elevations

01.04.2021
01.04.2021