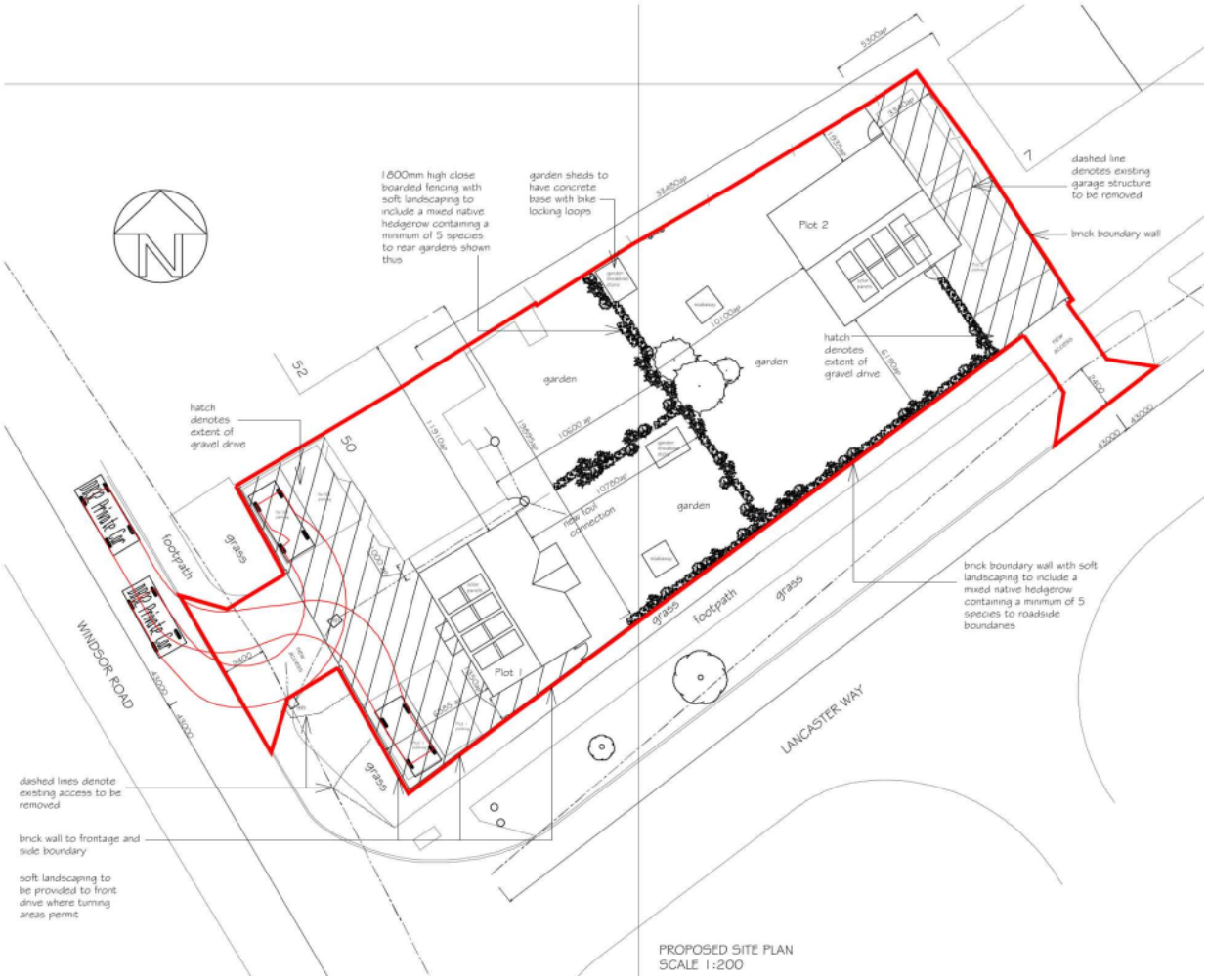
Urban Design Consultation

Proposal: Erection of 2no. Dwellings	**Location: 50 Windsor Road Yaxley Peterborough**
Case Officer: Charlotte Dew	**Application: 24/01902/FUL**

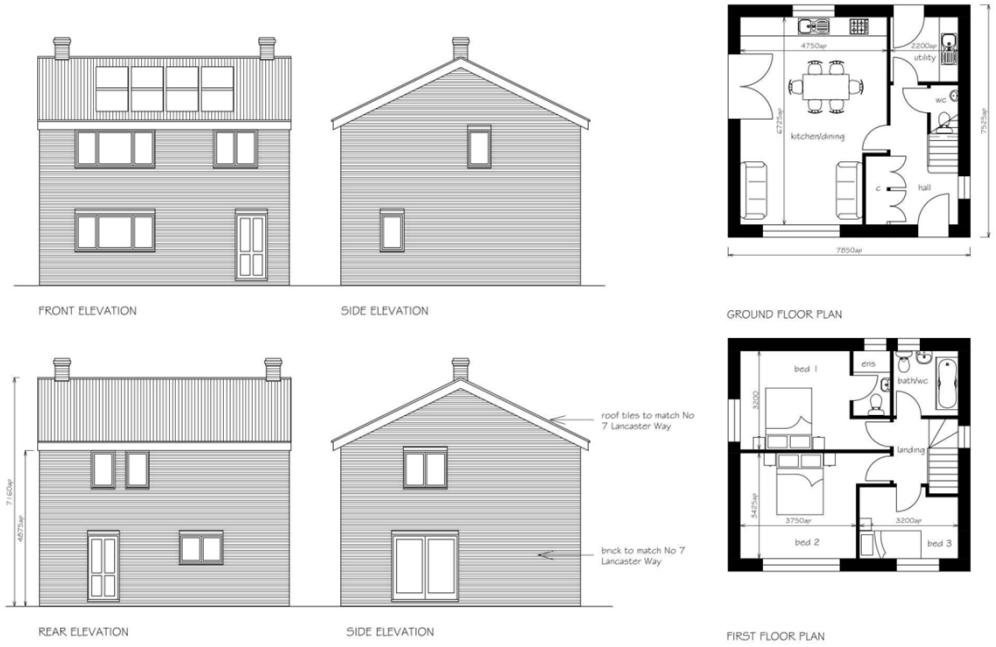
The application relates to No. 50 Windsor Road which has extant permission 24/00059/FUL for the 'Demolition of existing garage, erection of 2 x 3-bedroom dwellings including 2 new vehicular accesses, parking and private amenity areas. Retention of existing dwelling'. The site was arranged with Plot 1 located immediately to the southeast of No. 50 Windsor Road, reflecting the prevailing building line of adjacent units and setback behind an area of frontage parking. The dwelling was configured as a corner turning unit with a ground floor lounge and first floor bedroom 1 window facing Lancaster Way.

Plot 2 was configured as a single detached dwelling, located to the rear of Nos. 50 Windsor Road and Plot 1, and adjacent to No. 7 Lancaster Way with a tandem side drive to the northeast and rear garden to the southeast abutting the rear gardens of Nos. 50 and Plot 1, creating a back to back separation distance of approximately 20.7m. Accommodation was configured with the principal elevation facing Lancaster Way and the kitchen/dining room patio doors and first floor bedroom 1 window overlooking the rear garden to the southwest. Windows on the rear elevation were limited to the ground floor kitchen and utility room back door and the first floor obscure glazed ensuite and bathroom windows in order to prevent high level overlooking to the rear garden of No. 52 Windsor Road to the north. The siting of the dwelling reflecting the established building line created by Nos. 7-45 Lancaster Way to the northeast.

Approved Block Plan / Site Plan dwg YX.50WR.P02 Rev K (24/01902/FUL):

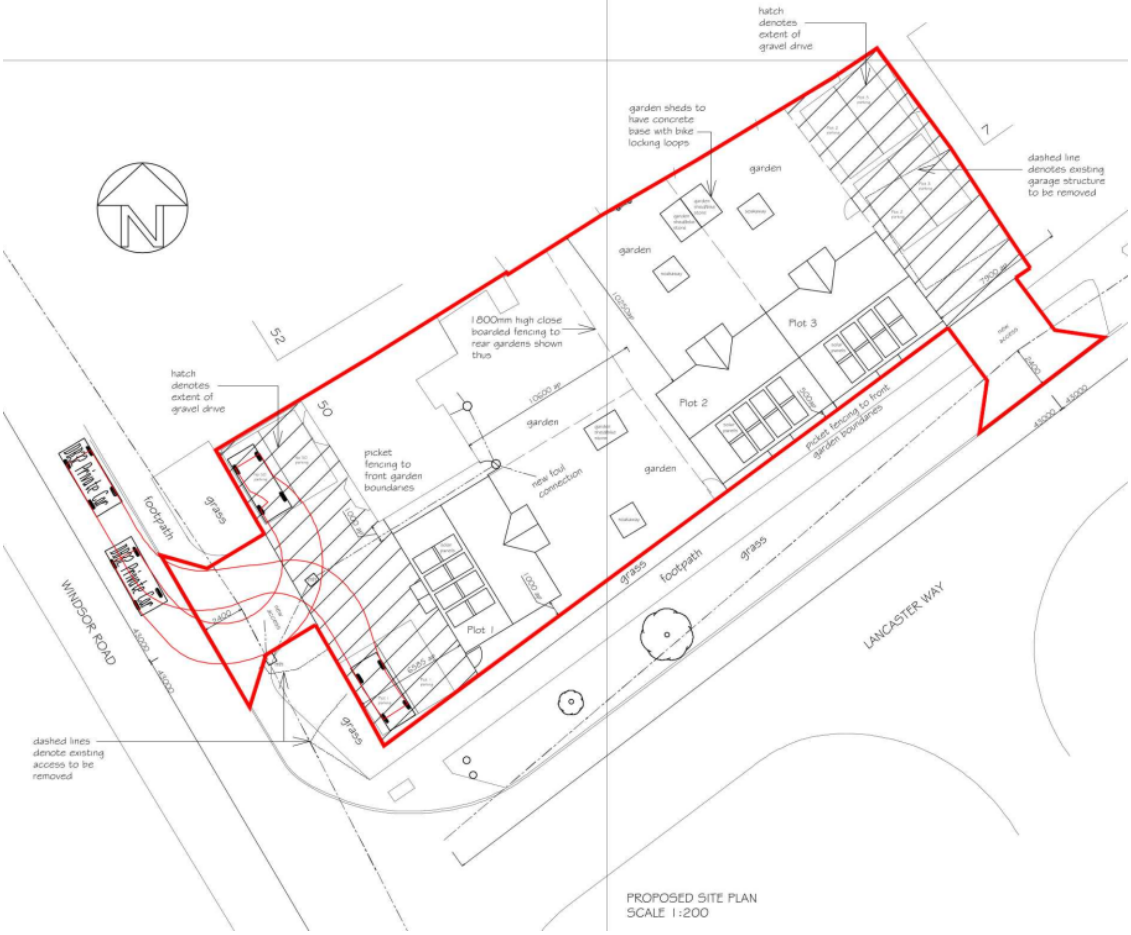


Approved Plot 2 Plans and Elevations dwg YX.50WR.P07 Rev H (24/01902/FUL):



The 24/00059/FUL approval followed an earlier application (ref 23/01592/FUL) for 2 dwellings to the rear of No. 50 – see site plan below, however this was withdrawn following concerns raised by Urban Design that this would have created a cramped form of development owning to the shallow rear garden depths and separation distance from the rear elevation of No. 50 and Plot 1. The siting of these units failed to reflect the established building line of adjacent dwellings in Lancaster Way, whereas the windows to bedroom 3 of both units would have resulted in high level overlooking impacts and loss of privacy to the rear garden of No. 52 Windsor Road directly to the north. The parking for Plot 2 was poorly related to the unit and was considered to result in future neighbour conflicts.

Proposed Block Plan / Site Plan dwg YX.50WR.P02 Rev D (23/01592/FUL withdrawn application):



The submitted DAS notes that following the approval of 24/00059/FIL, the site has been sold and Plot 2 now forms a separate development plot. The submitted application now seeks to erect a pair of semi-detached 3-bed dwellings in place of Plot 2, with tandem side drives. The siting of the units would retain the 10600mm garden depth of No. 50 Winsor Road and Plot 1 established by the previous consent.

Urban Design comments and observations are as follows:

- The units would be setback 3.1m from the back edge of the grass verge along Lancaster Way and approximately 3.9m forward of No. 7 Lancaster Way to the northeast (excluding the ground floor bay window projections on Plots 1 and 2 and the projecting garage on No. 7). There is concern Plots 1 and 2 would appear incongruous and intrusive in the street scene given the units fail to reflect the established building line created by Nos. 7-45 adjacent.

- The garden of the proposed units are located towards the rear (north) of the dwellings and are shallow, measuring between 4.0m and 4.1m to the rear boundary with No. 52. Whilst HDC do not have private amenity space standards, Local Plan Policy LP12 part L requires that *'public and private amenity spaces are clearly defined and are designed to be to inclusive, usable, safe and enjoyable'.* The HDC Design Guide SPD (Chapter 4 Implementation Questions) also asks that proposals for infill and small group developments have '*an adequate amount of amenity space to be provided for each residential unit and is it of a shape, size and location to allow effective and practical use by residents?'* There is concern the shallow depth of these gardens will be insufficient for these 3-bed family dwellings and fail to provide adequate space to accommodate the basic functional needs of future occupants including space for a shed / garden storage, space to dry washing, space for planting, space for young children to play etc. As submitted these gardens are considered to form cramped and uncharacteristically small private amenity spaces compared to adjacent existing dwellings and are unacceptable in design terms.

- The windows on the rear elevation include obscured glassing to a hight of 1.5m above first floor FFL to Bedroom 2 windows and full hight obscured glazing to the bathroom windows. The part obscured windows would fail to overcome high level overlooking impacts to the rear garden of No. 52 Windsor Road to the north resulting in a loss of privacy. Furthermore, increasing the height of the obscured glazing to 1.7m minimum above first floor finished floor level would significantly impact the outlook and enjoyment of these bedrooms, whereas locating the bedroom window on the east and west facing side elevations would ultimately result in high level overlooking impacts to the rear garden of No. 50 and Plot 1 from the 24/00059/FUL permission.

- Each unit include two parking spaces in a tandem arrangement to the side of the dwelling, the south-westerly access is sited directly opposite the junction with Lancaster Way, and it is unclear if this would impact the existing lighting column or mature tree within the grass verge. The potential loss of the verge tree would be unacceptable and impact the green and verdant character of this part of Lancaster Way.

- No details of cycle parking have been provided and storage for a minimum of 3 bikes would be required to accommodate 1 bike per bedroom in accordance with Local Plan Policy LP17.

Recommendations: Refuse. It is considered the proposals for two dwellings to the rear of No. 50 and Plot 1 would fail address the concerns raised in comments against the previous 23/01592/FUL withdrawn application and would result in a cramped form of development that would fail to reflect the established building line of adjacent units within Lancaster Way as well as result in high level overlooking impacts to the rear garden of No. 52 Windsor Road to the north. The plot should be limited to a single dwelling, setback from the grass verge with the back garden to the southeast as established by the 24/00059/FUL consent. The scheme is considered contrary to the Huntingdonshire Local Plan Policy LP11, LP12 9 (parts a, b, c, l and m), LP14 (part b) and the placemaking principles set out in Chapter 3 of the HDC Design Guide SPD.

Signed: Matthew Paul	**Date:** 02/12/2024