

# REPORT TO THE WESTERN AREA PLANNING COMMITTEE

<b>Date of Meeting</b>	09.02.2011		
<b>Application Number</b>	W/10/02808/OUT		
<b>Site Address</b>	Wayside 62 Bradley Road Trowbridge Wiltshire BA14 0QY		
<b>Proposal</b>	Proposed extension and conversion of existing house into 7 dwellings		
<b>Applicant</b>	Mr Trevor Mapple Doram		
<b>Town/Parish Council</b>	Trowbridge		
<b>Electoral Division</b>	Trowbridge Drynham	<b>Unitary Member:</b>	Graham Payne
<b>Grid Ref</b>	385242 156537		
<b>Type of application</b>	Outline Plan		
<b>Case Officer</b>	Mrs Judith Dale	01225 770344 Ext 5245 judith.dale@wiltshire.gov.uk	

Councillor Payne has requested that this item be determined by Committee due to:

- \* Scale of development
- \* Visual impact upon the surrounding area
- \* Relationship to adjoining properties
- \* Design - bulk, height, general appearance
- \* Environmental/highway impact

## 1. Purpose of Report

To consider the above application and to recommend that planning permission be granted.

### Neighbourhood Responses

One letter of objection has been received on the grounds that the conversion of this building into flats would give rise to noise nuisance, additional traffic and security concerns and would set a precedent for the demolition of the adjoining bungalow (No 60) and its replacement with flats with consequent additional nuisance.

NB Members should be aware that permission already exists for the demolition and replacement of no 60 with 10 flats (W/09/03594/FUL).

### Parish/Town Council Response

Original Plans:

Objection on the grounds of

- overdevelopment of the site resulting in an incongruous and inappropriate addition to the detriment of the character of the area
- scale and mass would be overdominant
- unsuitable access onto the highway for the number of vehicles

Revised plans:

No objection

## **2. Main Issues**

The main issues to consider are:

- the principle of the development
- design considerations
- highway and access considerations
- impact on residential amenity
- other issues

## **3. Site Description**

The application site comprises a large, generally rectangular site on the west side of Bradley Road, opposite its junction with Holbrook Lane. It is occupied by a large detached dwelling with outbuildings set back from the frontage and is entirely screened from the highway behind a 2m high close boarded fence backed by a mature and dense leylandii hedge. Access into the site is by a single, central 'tunnelled' entrance through this boundary screen.

The site is located within an established residential area with generally detached dwellings to the west and semi detached properties to the east. The exception is the adjoining property at no 60, which is an extended detached unit with an extant permission for its demolition and redevelopment.

## **4. Relevant Planning History**

95/01412/FUL – Change of use to residential care home – Permission – 08.02.96

95/01414/OUT – Extension to provide 18 bed nursing home – Permission – 08.02.96

99/00029/FUL – Change of use from residential home C2 to domestic use C3 – Permission – 10.02.99

W/10/00987/OUT – Proposed 4 new dwellings and conversion of existing house into 3 new dwellings  
- Withdrawn

## **5. Proposal**

This application is submitted following the likely refusal and subsequent withdrawal of an earlier proposal for the conversion of the existing property into 3 dwellings and the erection of 4 detached dwellings in the rear garden.

The current outline application is for the subdivision and extension of the existing building to provide for 7 single dwellings, revised from the original proposal which proposed 9 separate units. Although submitted as an outline application, with all matters reserved for subsequent approval, detailed layout and elevation drawings have been submitted to support the scheme. These drawings indicate the following elements:

- An extension approx 12m by 11.5m deep attached to the west elevation of the existing dwelling to provide 3 vertically subdivided units. Two no 2 bed dwellings will be incorporated within the innermost 2 storey element, which reduces to a single storey section accommodating a one bed unit close to the site boundary. The two storey section will present as a shallow gable projection to the front and a maximum 3m projection to the rear.
- The demolition of a shallow two storey carport extension attached to the east elevation of the building and its replacement with a 2 storey addition of similar width but double the depth (8m) to accommodate a 2 bed dwelling and staircase access to the adjoining unit.
- The vertical subdivision of the existing property to provide 3 no 3 bed dwellings; additional works require the provision of 2 pitched roof dormer windows in the rear elevation for utilisation of the roof space.

- The provision of 20m long rear gardens to serve the individual units
- The retention and modification of the existing access and conversion of the front garden to a parking area for 12 vehicles and enclosed bin store.

The 'bottom' half of the rear garden of no 62, an area of approx 0.08ha, is excluded from the application site and retained as a 'landlocked' piece of ground between the Silver St Recreation Ground and adjoining rear gardens; there is no indication of any future development on this land although its size and position might suggest future backland proposals. However, this land does not form part of the current application site, and the present stand alone scheme must be determined on its own merit.

## 6. Planning Policy

West Wiltshire District Plan 1st Alteration 2004

H1 Further Housing Development in Towns

H24 Housing Design

C31a Design

C32 Landscaping

C38 Nuisance

T10 Car Parking

SPG Design Guidance – Principles

SPD Residential Design Guide

PPS1 Delivering Sustainable Development

PPS3 Housing

## 7. Consultations

### Trowbridge Town Council

As reported above

### Highways

Original plans:

Raised a holding objection on the grounds of inadequate parking for the proposed number of units and the failure to maintain vehicular access through the site to service the main sewer that crosses the land to the rear.

Revised plans;

No objection subject to number of conditions including the provision of visibility splays to the access; the layout and retention of the parking and turning area; the provision of covered cycle parking facilities; the disposal of surface water. An informative is also recommended relating to the possible requirement for a licence to carry out works within the highway.

### Wessex Water

Comments that there is a surface water sewer crossing part of the site requiring a minimum 3 metre easement on either side for maintenance and repair and that diversion or protection works may be necessary; the developer will need to agree any arrangements for the protection of infrastructure crossing the site and to agree points of connection to Wessex systems; the developer should check with Wessex Water regarding any uncharted sewers or water mains affecting the site.

### Council Ecologist

No objection

## **8. Publicity**

The application was advertised by site notice and neighbour notification.

Expiry date: 21 December 2010

Summary of points raised:

As reported above

## **9. Planning Considerations**

### **9.1 The principle of development**

The site is located within the built up area of the town where policy H1 supports the principle of new residential development subject to any scheme meeting standard criteria which include a development being in keeping with the character of the area, it not involving inappropriate backland development, it not resulting in the loss of an important open space or visual gap, and it raising no highway or other servicing concerns.

While these criteria will be examined in greater detail in the following sections, the principle of redevelopment of an existing, low density residential site in a sustainable location is clearly supported by guidance in PPS3. The recently amended document to exclude 'private residential gardens' from the definition of brownfield land does not raise any specific concerns in this instance since the site is clearly located within the town boundary limit while the design of the scheme is largely based on the retention and extension of the existing footprint at the front of the site and does not seek to develop the large rear garden.

It is relevant that permission was formerly granted for the use of this property as residential care home and, separately, for an 18 bed extension to the main house (permission ref 95/1414). That extension extended a significant distance to the rear, coinciding with the rear boundary of the current application site and proposing a significant increase in building footprint within the site.

It is further relevant that the property immediately to the east was granted permission in January 2010 for the demolition of the existing detached dwelling and its replacement with a 2 storey block of 6 flats, together with a separate block of 4 flats in the backland. While that permission (W/09/03594/FUL) was granted prior to the re-definition of brownfield land, it nonetheless accepts the principle of more efficient residential development in this part of the town.

### **9.2 Design Considerations**

Although in outline form only, the design rationale underpinning this scheme appears to meet with the basic policy requirement to permit development which is appropriate within its context (H24/C31a) and provide a high quality residential environment (PPS3):

- The revised density of this scheme, at approx 28dph, is clearly higher than that of existing frontage development in Bradley Rd which ranges from approx 12dph to the west to 20dph to the east. However the immediately adjoining site has permission for redevelopment at approx 70dph while existing development to the rear is closer to 50dph. Although the recently amended PPS3 has removed national density requirements, previous advice recognised that 30 units represented an efficient use of land in urban areas. The marginally lower figure of the current scheme is considered to be an appropriate compromise between that yardstick of efficiency and the noticeably lower density in this part of Bradley Rd.

- The additional development is proposed in the form of extensions to the side of the property to retain both the existing character of frontage development with garden space to the rear, and the appearance of the building as a single large dwelling rather than as a terrace of smaller units.

- The revised scheme provides a range of housing units including one single bed, 3 no two bed and 3 no three bed dwellings to meet varying need. The individual units range from approx 57 sq ms to 130 sq ms representing appropriate accommodation within the individual units.
- Although illustrative only, the design of the proposed extensions reflects the appearance and character of the interwar architectural style of the existing property using a variety of roof lines, gable detailing, projections and building lines. They also meet general guidelines in terms of subservience to the original building and appropriate distances to common boundaries with neighbouring properties.
- The illustrative plans suggest that the vertical subdivision of the existing property requires very little alteration to the external appearance of the building other than the installation of new windows/rooflights at second storey level and minor modifications elsewhere. Proposed dormer windows are shown to be limited to the rear elevation only.
- Access arrangements to the site remain largely unaltered with communal frontage parking set behind the front boundary screen and individual private gardens to the rear to reflect a traditional form of housing layout.
- Although there are no landscaping details to support the scheme including the future of the frontage hedge, the layout plan suggests that the required highway visibility splays do not require the wholesale removal of this screen. While it is of no particular merit in itself, it does provide a significant feature in the street scene at this point and could be beneficial as a screen for parked vehicles.

The submitted Design and Access Statement notes that the development is in a sustainable urban location; is well connected to transport and community facilities; is well integrated with, and complements, the neighbouring buildings and the local area in terms of scale, density, layout and access; reinforces the character of the area. On the basis of the illustrative drawings accompanying this application, there would appear to be no potential design issues which would contradict this objective.

### 9.3 Highway and access considerations

The Highway Officer raises no objection to the proposed scheme which can accommodate the necessary modification to the existing central access in terms of visibility and provides for 12 parking spaces to serve 7 dwelling units. This is in excess of a 1.5 ratio, is in accordance with the general standards applied by this Authority and provides a greater ratio of parking provision than was accepted at the adjoining site 12 months ago (W/09/03594/FUL - 12 spaces/10 units).

The parking arrangements at the front of the site largely reflect and extend existing arrangements.

### 9.4 Impact on neighbouring amenity

The revised scheme has reduced the number of proposed units and consequently, the potential impact on neighbouring properties. Specifically,

- The scale and extent of the proposed extensions to both sides of the building have been reduced to ensure no material impact on the neighbouring properties. The proposed extension towards the western boundary is shown to be limited to one and a half storeys, approx 5m from the common boundary, approx 6m to ridge and with no openings in the side elevation; the proposed extension towards the eastern boundary would be 2 storey in height to a ridge of some 8m but would be set back from the boundary by 3m and further away than the existing building.
- The proposed 7 dwellings might reasonably accommodate a potential 20/22 individuals but this would be less than the number of residents which might have been accommodated within the building as an extended residential care home (95/1414). It would also be less than the scale of activity levels generated by the 10 proposed units permitted on the adjoining site.
- The proposed traditional layout with frontage parking and private rear gardens would continue the existing residential pattern with minimal impact on adjoining frontage properties; the depth of the proposed rear gardens, together with the exclusion of the furthest part of the existing rear garden from

the application site, would ensure that there would be no overlooking or loss of privacy to residents of those properties beyond the rear boundary.

Although the current proposal has been designed to reduce any impact on the adjoining property to the east, which is an extended bungalow, permission does exist for the demolition and redevelopment of that property. That proposal incorporates the erection of a 2 storey block of flats within its backland which would be visible from the 'new' rear gardens but this would be no different to the current situation and potential impact.

#### 9.5 Other issues

- The proposed scheme does not generate any requirement for affordable housing, education or public open space contributions.
- There are no ecological or landscaping issues which could reasonably be addressed by appropriate conditions.

#### Conclusion

The proposed scheme represents an efficient and appropriate development which would provide for an additional number of residential units on this spacious site in a way which would maintain the existing character of the property and the surrounding area, deliver a high quality residential environment and have a neutral impact on existing levels of amenity. The application has generated no objection from neighbouring properties, the revised scheme has removed the Town Council's previous objection and the proposal is therefore recommended for permission.

**Recommendation:           Permission**

#### **For the following reason(s):**

**The proposed development would not materially affect the amenities of the neighbours or result in any detrimental impact on the street scene and any planning objections have been overcome by conditions.**

#### **Subject to the following condition(s):**

- 1     The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2     An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- 3     Notwithstanding the requirements of condition 2 above and the illustrative nature of the information and details submitted as part of this outline application, the reserved matters shall largely incorporate the access, layout, design and elevation details shown on the submitted plans.

REASON: In the interests of visual and residential amenity and delivering a development which is in keeping with the character and appearance of the area.

POLICY: West Wiltshire District Plan 1st Alteration 2004 – H1, H24, C31a & C32

- 4 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those used in the existing building.

REASON: In the interests of visual amenity and the character and appearance of the area.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a.

- 5 No development shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include

- \* indications of all existing trees and hedgerows on the land;
- \* details of any to be retained, together with measures for their protection in the course of development;
- \* all species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
- \* means of enclosure;
- \* car park layouts;
- \* other vehicle and pedestrian access and circulation areas;
- \* hard surfacing materials;
- \* minor artefacts and structures including refuse and cycle storage units

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a and C32

- 6 All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a and C32

- 7 The development hereby permitted shall not be occupied until splays have been provided on both its sides of the access to the rear of the existing footway based on co-ordinates of 2.4m x 2.4m. The splays shall be kept free of obstruction above a height of 0.6 metres at all times.

REASON: In the interests of highway safety.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a

- 8 No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4 metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 90 metres to the north and south from the centre of the access. Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 0.9 metres above the level of the adjacent carriageway.

REASON: In the interests of highway safety.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a

- 9 No part of the development hereby approved shall be occupied until the access, parking and turning areas shown on the approved plans has been consolidated, surfaced and laid out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details and the areas shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: T10

- 10 No development shall commence on site until details of secure covered cycle storage have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first occupation of the development hereby permitted and shall be retained for use at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a  
Wiltshire & Swindon Structure Plan 2006 - POLICY: T5

- 11 No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: U2

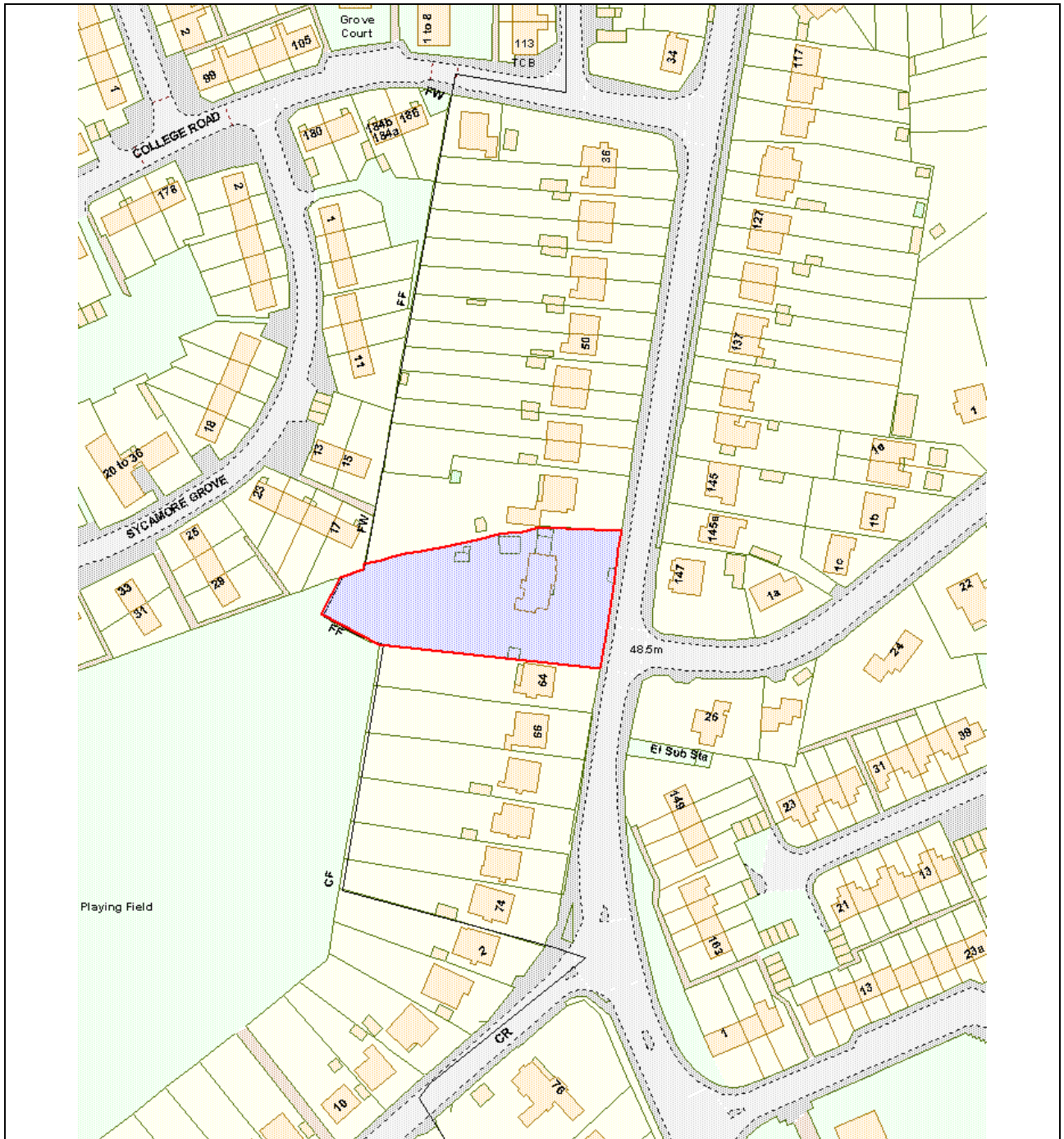
**Informative(s):**

- 1 The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.
- 2 The applicant is advised to consult with Wessex Water regarding the provision of easements on either side of the surface water sewer crossing the site and any diversion or protection works; arrangements for the protection of infrastructure crossing the site; agreement to points of connection to Wessex systems; the existence of any uncharted sewers or water mains affecting the site



- 3 The applicant is advised that in the event of Reserved Matters being submitted generally in accordance with the submitted plans (condition 3), it is likely that Permitted Development Rights relating to further development on the site will be removed to ensure acceptable standards of residential amenity for future occupiers.

<b>Appendices:</b>	
<b>Background Documents Used in the Preparation of this Report:</b>	



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MSA: 100022961

## RELEVANT APPLICATION PLANS

- Drawing : 7060/16264 received on 03.09.2010
- Drawing : 7060/16243 D received on 03.12.2010
- Drawing : 7060/16240 B received on 03.12.2010