

# REPORT TO THE WESTERN AREA PLANNING COMMITTEE

<b>Date of Meeting</b>	30.11.2011		
<b>Application Number</b>	W/10/03480/REM		
<b>Site Address</b>	Land Adjoining 21 Wynsome Street Southwick Wiltshire		
<b>Proposal</b>	Proposed new dwelling		
<b>Applicant</b>	Mr Tony Rideout		
<b>Town/Parish Council</b>	Southwick		
<b>Electoral Division</b>	Southwick	<b>Unitary Member:</b>	Francis Morland
<b>Grid Ref</b>	384143 155081		
<b>Type of application</b>	Reserved Matters		
<b>Case Officer</b>	Mr James Taylor	01225 770344 Ext 01225 770249 james.taylor@wiltshire.gov.uk	

## Reason for the application being considered by Committee

Councillor Francis Morland 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
- \* Car parking
- \* Other:

Access - proposed vehicular access solely via a new entrance onto and over the public bridleway

Appearance - appropriateness of for this location and site

Landscaping - design and sufficiency of, both hard and soft

Layout - where and how will adequate on-site parking be provided for this large new dwelling

Scale - is the site suitable for a detached three-storey four bedroom town house?

Public reaction - have the concerns of Southwick Parish Council and neighbours been sufficiently addressed?

## 1. Purpose of Report

To consider the above application and to recommend that reserved matters be approved.

Neighbourhood Responses

5 parties have registered an interest in the proposals.

Parish Council Response

"No comment" on the current proposals.

## **2. Main Issues**

The main issues to consider are:

- \* Planning history
- \* Means of access
- \* Landscaping
- \* Siting
- \* Design
- \* External appearance

## **3. Site Description**

In the associated outline proposal the site was described as follows, and this has not materially altered:

“The application site is the side and part of the front and rear gardens of 21 Wynsome Street. It is relatively flat and enclosed by natural landscaping to the front, rear and side boundaries. Wynsome Street is a 'C' classified road. To the rear is a rough track, which is a designated bridleway. Numerous vehicular accesses are in existence off of this rear track.

The street scene is characterised by ribbon development leading out of the village. Mostly detached, generally 2-storey and constructed from red brick and rough render. The area is spacious and low density. To the north west the neighbouring property is a detached 2-storey dwelling and to the south east the neighbour is a semi-detached dwelling with a single storey flat roof extension projecting up to the boundary. Finally it is noted that to the south of the application site, on the opposite side of the street is a Grade II listed chapel.”

## **4. Relevant Planning History**

07/00768/OUT – One dwelling – Permission on 01.11.2007

## **5. Proposal**

This is a reserved matters application for a dwelling pursuant to the grant of outline planning permission on 1 November 2007, subject to conditions. All detailed matters were reserved.

The detailed proposals are for the erection of a detached dwelling and have been subject to negotiations through the course of the application. The final plans indicate that this would be a 2-storey structure with a pitched roof form approximately 4.9 metres to the eaves and 7.6 metres high to the ridge. The dwelling would be approximately 7 metres in width, and 10.5 metres in length. It would have a front porch, projecting 700mm.

At the rear it is proposed to have a gravel turning and parking area, access and an enclosed private rear garden. The initial garaging proposed has been withdrawn.

## **6. Planning Policy**

West Wiltshire District Plan 1st Alteration (2004)

C27 Listed Buildings

C31a Design

C38 Nuisance

H2 Affordable Housing Within Towns and Villages

H17 Village Policy Limits

T10 Car Parking

T12 Footpaths and Bridleways

SPG Supplementary Planning Guidance on House Alterations and Extensions  
SPG Affordable Housing  
SPD Residential Design Guide

National Guidance  
PPS1 Delivering Sustainable Development  
PPS3 Housing  
PPG13 Transport

## **7. Consultations**

### Southwick Parish Council

19 November 2010

Objection. It is noted that outline planning permission has already been granted for this site. A letter had been received concerning the vehicular access via the bridleway for this proposed development. The Parish Council object to the proposal being incongruous due to being out of keeping with the site and that vehicular access through a bridleway which is not a road. The vehicle access should be to the front of the property and not the rear.

Revised plans – 20 April 2011

“No comment.”

### Highways

15 November 2010

No objection to a condition on surface waters.

Following discussions with the case officer revised comments were submitted on 25 November 2010: No objection in principle however issue over the access/parking/manoeuvring area – revisions required.

Following revised plans being submitted further revised comments were received on 5 April 2011

No objection subject to a condition on surface waters.

### Public Rights of Way

25 July 2011

No objection raised. Private vehicular use appears to have been acquired over the bridleway. Would expect signage regarding construction traffic to notify users of the bridleway and it should not be blocked with materials etc. Would request that 5 metres either side of the access is resurfaced with tarmac and maintained by the developer.

### Housing

Wish to make no comment.

### Wessex Water

Wish to make no comment.

## **8. Publicity**

The application was advertised by site notice/press notice /neighbour notification.

Expiry date: 13 April 2011

5 parties have shown an interest in this application.. 1 party has written in to support the scheme.

Summary of points raised in support prior to revised plans:

\* The house will look fantastic and fit in with surroundings.

Summary of points raised in objection prior to revised plans:

- \* Not in keeping with area
- \* 3-storey development
- \* Impact on neighbouring amenity
- \* Impact on bridleway and not safe
- \* Deliveries may block the bridleway
- \* Applicant does not have consent for rear access
- \* Ownership concerns
- \* Plot is too small
- \* Impact on boundary hedge from garage
- \* Sewers have blocked in the past
- \* The conservatory would be overlooked

Summary of points raised in objection post submission of revised plans:

- \* The existing rear access is not long established.
- \* Can comments received post consultation deadline still be considered?

## **9. Planning Considerations**

### **\* Planning history**

Outline planning permission was granted for the erection of a single dwelling on this plot in 2007 with all matters reserved. This has established, along with the site's location within village policy limits, the principle of development. It is acceptable and as such it is only necessary to address the outstanding reserved matters of detail in turn.

This application was submitted within the acceptable timescales set out by the outline planning permission. However the matter has been delayed due to a need for negotiation to reach a scheme that is acceptable to your officers, and then latterly due to other workload priorities.

### **\* Means of access**

The means of access was illustrated to be at the rear of the site on the outline planning application. This would naturally make use of the rear lane, as a number of residential properties so; it is noted that this is a bridleway. In addition it is noted that a condition was imposed on the outline planning application to stipulate that vehicular access to the development must not be from the frontage. This was on highway officer advice and based on highway safety concerns.

In light of this the only option for the means of access can be via the rear bridleway. This has arguably proven to be the most controversial matter in the application.

The Council's highway officers and public rights of way officers have been consulted on this application and raise no objection to the final submission. The highway officers consider that the means of access is acceptable from a safety perspective and the public rights of way officer has confirmed their view that the applicants have "acquired a private vehicle use" over the bridleway and they raise no objections. Their request for resurfacing is not considered to be reasonable as other local residents are not bound to this requirement through the planning system and it is outside of the applicant's control.

The creation of an additional dwelling and the associated increase in vehicular activity is considered to be acceptable in planning terms and would not have a detrimental impact on highway safety or the user's of the bridleway. The matter has been considered with the input of the Area Development Manager and in short it is only necessary to consider this application on the basis of planning interests and these are all acceptable. The public consultation on this point raises matters beyond planning.

### **\* Landscaping**

The site is currently a garden plot and has a low level of residential style landscaping. The boundary hedges are shown as being retained. Any further landscaping would on this scale of development be reasonably up to the desires of future occupiers. Furthermore there is a condition to control this matter on the outline approval. As such no concern over landscaping exists.

\* Siting

The siting of the building is broadly in accordance with that detailed on the illustrative outline plans. This is the only logical position for a dwelling in order to maintain the ribbon pattern of development and have a building that properly addresses the street scene.

There is a stagger in the siting of the built form, with the neighbour to the east set back by several metres. In order to reflect this stagger the proposals have been set back from 21 Wynsome Street.

The siting of the development is acceptable in design terms and also has avoiding any impact on neighbouring amenity by reason of the slight stagger, the degree of separation and the relative orientation of the properties. The siting has facilitated space to the rear for parking, access and turning as well as a private and enclosed rear garden.

\* Design

The design of the scheme is considered to be acceptable. The building has been sited in the only logical position which is the most sympathetic to the site. It would have an overall height comparable to the adjacent buildings. It would facilitate a large 3-bedroom house on the site without creating any level of overlooking to harm neighbouring amenity.

The form of the building has been revised to be to officer's satisfaction. The original mansard roof approach has been replaced with a simple dual pitched roof form that has hipped ends. The hipped ends help to mitigate the overall massing of the building within the street scene. The revised scheme has less bedrooms than the original proposal due to the reduced internal floor plate.

The width of the building has been reduced in order to create a building with proportions that would be sympathetic to the local vernacular. Further the porch has been retained to add interest to the frontage of the building, but reduced so as not to have a dominant impact and be very subservient to the overall building.

Although the building would be very long this would not be harmful, the rear conservatory has been omitted though in acknowledgement that the built form proposed is long and extends beyond the rear elevation of 21 Wynsome Street.

To the rear access would be provided and the scheme has been redesigned to omit any garaging. The site is simply too tight to adequately provide access, garaging, parking and turning. However the revised approach is acceptable in planning terms. It addresses neighbour concerns about overdevelopment and also about impact on boundary hedges.

Finally the proposals are considered to be sympathetic to the street scene and the wider context. They as such do not have any harmful impact on the setting of the Grade II listed chapel opposite.

\* External appearance

The proposals would be constructed from red brick to the walls and concrete interlocking tiles to the roof. This is typical of the street scene. The proportions of the building, and its massing and scale are typical of the area and pose no concerns. Whilst the drawings are quite simple and basic, they are sufficient to consider the merits of the case and the revised plans show an acceptable external appearance.

\* Summary and conclusion

The proposals are acceptable and would cause no harm to any acknowledged planning interests. They accord with the general principles of development established with the granting of outline planning permission, and they accord with local planning policy; as such consent may be granted for these reserved matters.

**Recommendation:        Consent**

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

**The proposed development conforms to the Development Plan and there are no objections to it on planning grounds.**

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

- 1 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

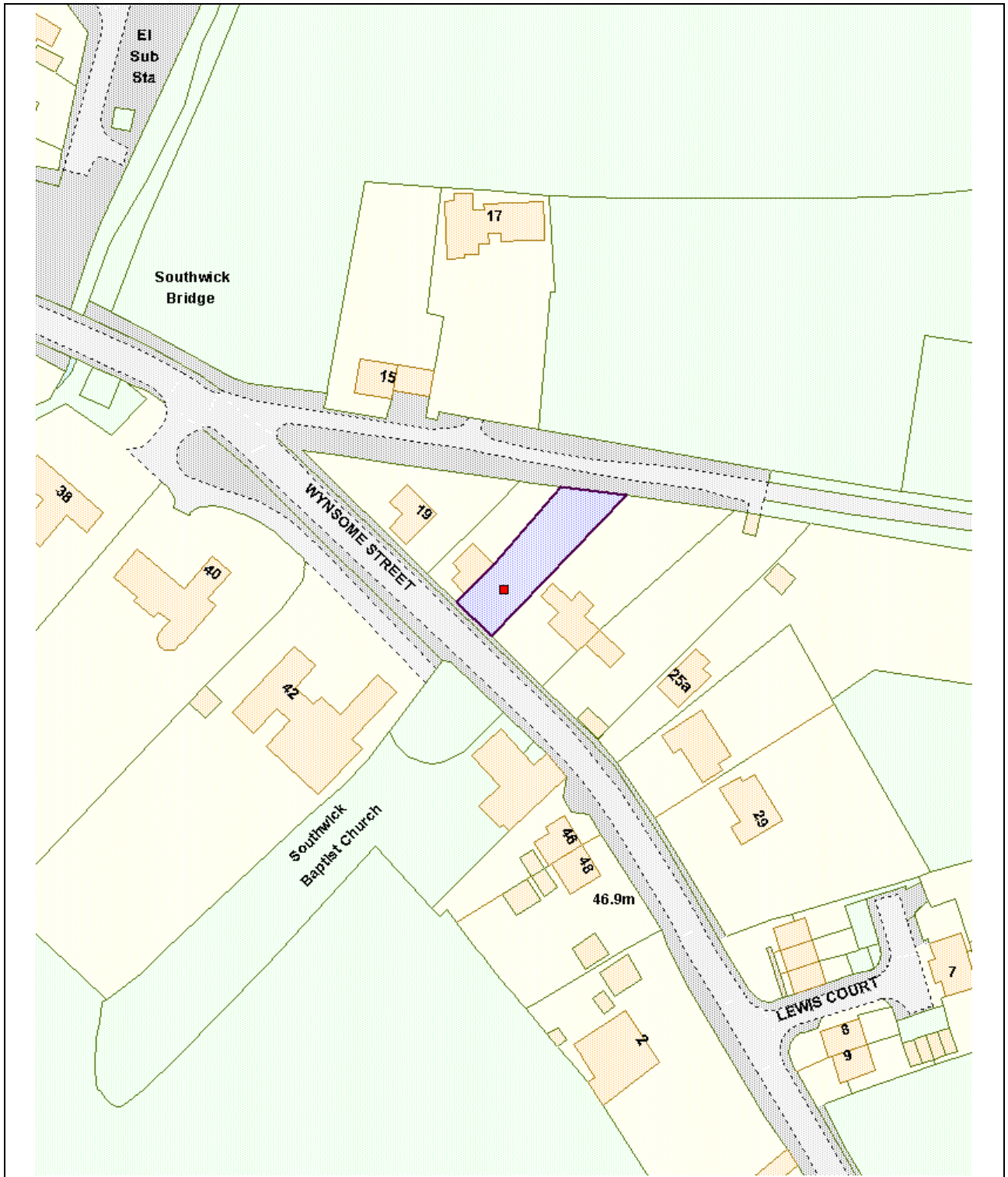
Drawing: 1. Elevations received on 28 March 2011;  
Drawing: 2. Floor Plans received on 28 March 2011;  
Drawing: 3. Cross-section received on 28 March 2011;  
Drawing: 4. Site Layout Plan received on 28 March 2011; and  
Drawing: DWG004 Location Plan received on 28 October 2011.

REASON: To ensure that the development is carried out in accordance with the approved plans that have been judged to be acceptable by the local planning authority.

**Informative(s):**

- 1 The developer is advised that construction traffic and construction materials should not at any point block the bridleway to the rear of the site. For further information on the bridleway you can contact the Council's public rights of way team.

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



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