

# REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Date of Meeting	21 <sup>st</sup> July 2010		
Application Number	N.10.01862.S73		
Site Address	Land at Pound Mead/Station Road, Corsham		
Proposal	Erection of 14 Flats with Associated Parking (15 Spaces) & Amenity Space (Renewal of 07.02278.FUL)		
Applicant	Woodstock Homes		
Town/Parish Council	Corsham		
Electoral Division	Corsham Town	Unitary Member	Cllr Peter Davis
Grid Ref	387005 169710		
Type of application	Renewal		
Case Officer	Tracy Smith	01249 706642	tracy.smith@wiltshire.gov.uk

## Reason for the application being considered by Committee

Councillor Peter Davis has requested it be called to committee because it is significant additional residential development and highways changes in the area since the original permission was granted..

## 1. Purpose of Report

To consider the above application to renew 07/02278FUL and to recommend that planning permission be DELEGATED to the Area Development Manager subject to the completion of a legal agreement in respect of off site public open space contributions and conditions. If the agreement is not completed by 28 August 2010, then the application be refused solely for that reason.

This report remains largely the same as that presented to the Committee on 21 November 2010 in respect of 07/02278FUL.

## 2. Main Issues

The application is for a renewal of an application for 14 flats with associated parking. The main issues remain:

- Implications on DC Core Policy C3 and Housing Policy H3
- Density of development
- Impact on the Character and appearance of the area
- Affect on privacy and amenity of existing properties
- Impact on traffic and parking in the local area

However, the proposal was found to be acceptable considering these issues and policies in relation 07/2278FUL, the issue is whether or not there have been any significant material considerations since the 2007 approval.

### 3. Site Description

The site comprises 0.142ha of undeveloped scrubland, which fronts Pound Mead. The railway line is situated to the south of the site adjacent the access road that serves an industrial building formerly used by Crash repairs.

The site rises from the south to the north with a 6 metre difference from front to rear.

The area is characterised by residential development of varying forms and heights, predominantly set back from the road with off street parking to the front. Materials typically comprise reconstituted stone with brick detailing and double roman tiles.

<b>4. Relevant Planning History</b>		
<b>Application number</b>	<b>Proposal</b>	<b>Decision</b>
07/02278FUL	Erection of 14 flats and associated works	Permitted
07/01019/S73	6 dwellings (renewal of 02/01150/FUL)	Permitted
02/01150FUL	6 dwellings	Permitted
97/02366FUL	Erection of nine dwellings  The application was refused on highways grounds since there was no provision within the site for turning.  The proposed dwellings were all attached via linked garages (similar to the dwellings opposite the application site).  The Inspector supported the view of the highways authority and dismissed the appeal on highways grounds only.  It is noteworthy that the scale, siting and form of development was not considered by the Inspector to be contentious and unacceptable.	Refused /Dismissed at appeal

### 5. Proposal

The application is seeking planning permission for fourteen flats of which twelve will be 1 bed flats and two 2 bed flats. A total of 15 off street parking spaces are provided along with bin and secure cycle storage. The development represents a density of 99 dwellings per hectare.

The flats are proposed in three blocks, each providing 4 flats.

Block A comprises two storeys with a ridge height of approximately 8 metres whilst Blocks B and C are 2.5 storey with ridge heights of 8.7 metres.

The units have balconies serving bedrooms on both the front and rear elevations and will be constructed from a palette of reconstituted stone, render and double roman tiles.

## 6. Consultations

**Corsham Town Council** object as the proposal is contrary to policy C3 (sub paragraphs i, ii, iii, iv, vii, and viii. Parking is already a problem in this area which will only get worse due to the approved development at Pound Mead for 44 houses (09/00006/FUL). Further development could have a detrimental effect on what is a popular route to school.

**Highways Engineer** – no objections.

**Environmental Health Officer** – no objections subject to conditions.

**Environment Agency** – no objections subject to conditions.

**Network Rail** – no objections subject to conditions.

## 7. Publicity

The application was advertised by site notice, press advert and neighbour consultation.

There have been three letters of objection received on the following grounds:

- Highway safety/traffic
- Loss of daylight and privacy
- Room arrangements

## 8. Planning Considerations

### Principle of development

The application site lies within the framework boundary of Corsham. Accordingly, the proposal falls to be considered against Policy C3 of the adopted North Wiltshire Local Plan 2011.

This remains unchanged since the 2007 application was permitted.

### Density of development/overdevelopment

The scheme represents a density of 99 dwellings per hectare. This density is high in comparison with the surrounding development however this is due to the nature of the development comprising flats. It is noteworthy that in terms of habitable rooms (i.e. kitchen/lounge/bedrooms) both schemes provide a total of 30 habitable rooms.

Recent changes to PPS3 place no minimum or maximum density requirements on developments and the guidance still recognises that in considering density regard must be had to a number of factors, it is not a simple mathematical exercise. Factors include the character and appearance of the area, the design of the scheme and proximity to facilities.

The site is located on a bus route for the town with a bus stop metres from the site. The town centre is less than a kilometre distance as are primary and secondary schools. Such facilities can easily be accessed on foot or by bus.

As mentioned above, the site benefits from planning permission for six two storey dwellings, together with flats approved on the adjacent site.

The approved scheme for the site comprises three pairs of semi-detached dwellings. The dwellings were similar in scale to the flats with a ridge height of 8.6 metres (making the proposed Block A smaller than the approved dwellings).

The blocks of flats are marginally larger in terms of their frontage at 12.4 metres (Block A is 16 metres) compared with the approved dwellings of 10.8 metres.

In the vicinity of the site are a mix of dwelling styles. Immediately opposite the site is a block of semi-detached linked dwellings, the total width/frontage of these dwellings as a block is 30 metres, considerably larger than the proposed flats although it is acknowledged that ridge heights are similar but articulated with single storey garages. The density of this block is approximately 66 dwellings per hectare.

To the east of the site on Station Road is a terrace of four two-storey dwellings. The width of this block is 20 metres, again larger than the individual blocks proposed. This terrace represents a density of approximately 67 dwellings per hectare.

To the west of the site at Wastfield are blocks of terraces of six and four dwellings. The blocks are larger than the proposed scheme and the block of six dwellings represents a comparable density.

It is considered that the proposed development is reflective of the six dwellings already permitted on the site in terms of its scale, bulk and massing and is also in keeping with the scale and form of development within the vicinity of the site. Accordingly, it does not represent an inappropriate over-development of the site to the detriment of the area or residential amenities.

There have been no significant material changes since 2007 to warrant any different consideration of this issue.

#### Character and Appearance of the area

As mentioned above, the proposed flats, which are set in three blocks, comparable with the three pairs of semi-detached dwellings approved on the site. The ridge heights of the proposed flats are very similar and less than the approved dwellings and are in keeping with ridge heights of properties in the vicinity.

The site is not within a Conservation Area. The built form and massing of the scheme is in keeping with the character and appearance of the area, it is only its tenure that is different and this is not considered to be harmful to the area.

The proposed blocks feature balconies at first and second floor on the front elevations and serve bedrooms. Whilst such features do not exist in the surrounding area, officers do not consider their inclusion as detrimental to the area and would not lead to a refusal of permission on this basis.

This has not changed since 2007.

#### Privacy and amenity

Window to window distances between the frontages of the existing and proposed (balconies) dwellings/flats on Pound Mead is at least 20 metres. Given the public nature of these elevations, these distances are considered to be acceptable. Such distances are established elsewhere in the vicinity and are not detrimental to residential amenity.

This has not changed since 2007.

#### Highways and Parking

Wiltshire County Highways raise no objections to the proposal subject to conditions. One space per dwelling is considered acceptable given the nature of the development, its location and

associated traffic regulation orders that will mitigate any impact of on-street parking in the vicinity of the site.

Concerns expressed by the Town Council and the local member in respect of recent developments including Pound Mead have been considered.

At the time of determining the 2007 application, Pound Mead, whilst not having planning permission was the subject of a local plan allocation for about 40 houses and the adjacent site benefited from planning permission having originally been granted in 2002 for four flats. The application site also had the benefit of permission for 6 dwellings.

It is not considered that permissions for development at Pound Mead or the adjacent site have cumulatively impacted upon the highway and pedestrian network to a significant extent as to warrant a refusal on these grounds.

### Public Open Space

A contribution was previously sought towards off site open space provision and maintenance in accord with Policy CF3 via condition. Such an approach is not longer adopted by this Council rather a legal agreement is required.

At the time of preparing this report such an agreement has not been agreed in principle or completed.

### **Conclusion**

There have been no significant material changes in policies at either National or Local level. The previous scheme was approved in accordance with the 2011 Local Plan which remains the same.

Nor are there any other material change in circumstances which would warrant a refusal of this application.

The proposed development reflects the scale, bulk and massing of the previously approved scheme for the site (i.e. 6 dwellings) and is in keeping with the character and appearance of this area, which is characterised by a range of house types and densities.

The proposal will not be detrimental to highway safety or the residential amenity of adjacent properties since window to window distances are acceptable.

The proposal wholly accords with Policy C3 of the adopted North Wiltshire Local Plan 2011.

### **9. Recommendation:**

Planning Permission be Delegated to Area Development Manager North for approval for the following reason:

The proposed development reflects the scale, bulk and massing of the previous approved scheme for the site and is in keeping with the character and appearance of this area, which is characterised by a range of house types and densities.

The proposal will not be detrimental to highway safety or the residential amenity of adjacent properties.

The proposal wholly accords with Policy C3 of the adopted North Wiltshire Local Plan 2011.

Subject to the completion of a legal agreement securing a contribution towards open space provision/maintenance and the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out strictly in accordance with the approved plans subject to such minor amendments to the development as may be approved in writing under this condition by the local planning authority.

Reason: To ensure that the development is implemented in accordance with this decision in the interests of public amenity, but also to allow for the approval of minor variations which do not materially affect the permission.

3. Prior to the commencement of the development hereby permitted, details of the following matters (in respect of which approval is expressly reserved) shall be submitted to, and approved in writing by, the local planning authority:

- (1) walls, fences, gates and other means of enclosure;
- (2) ground surfacing materials;
- (3) finished floor levels of all buildings;
- (4) finished levels across the site;
- (5) details of cycle/bin stores;
- (6) relocated street lighting and telecoms poles;

The development shall be carried out in accordance with the details so approved.

Reason: In the interests of amenity and satisfactory layout.

4. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever appropriate the retention of existing trees, have been submitted to, and approved in writing by, the local planning authority.

The approved landscaping scheme shall be implemented within one year of either the first occupation or use of the development, whether in whole or in part, or its substantial completion, whichever is the sooner, and shall be maintained thereafter for a period of not less than five years. The maintenance shall include the replacement of any tree or shrub which is removed, destroyed or dies by a tree or shrub of the same size and species as that which it replaces, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity.

5. Prior to the commencement of the development hereby permitted, details of materials to be used externally shall be submitted to, and approved in writing by, the local planning authority. The development shall be built in the materials approved.

Reason: In the interests of visual amenity.

6. Prior to occupation there shall be an agreed implemented scheme that caters for the hatched areas on the carriageway adjacent to the site and the central refuge near block C on plan 536/101B. This area needs to be entirely redesigned to ensure vehicles cannot park on this area etc. This area shall include build outs and kerbing. Plans shall be submitted to, and approved in writing by the local planning authority and construction shall be in accordance with approved plans.

Reason: In the interests of highway safety.

7. Prior to the occupation of the residential units a 1.5m wide footway shall be provided across the site frontage in accordance with the plan 536/101B. The specification of the footway shall be agreed prior to construction with the local planning authority. The specification shall be in accordance with WCC's Specification Guide. The footway will also be subject to a highway dedication agreement.

Reason: In the interests of highway safety.

8. Prior to occupation a scheme for a Traffic Regulation Order for Pound Mead shall be agreed by Wiltshire County Council. The Traffic Regulation Order shall be fully operational prior to occupation. Please allow a minimum lead up period of 6-9 months to enable a scheme to be developed, advertised and fully implemented.

Reason: In the interests of highway safety.

9. Before the residential units hereby permitted is first brought into use the area between the nearside carriageway edge and a line drawn 2m parallel thereto over the entire site frontage shall be cleared of any obstruction to visibility at and above a height of .6m above the nearside carriageway level and thereafter maintained free of obstruction at all times.

Reason: In the interests of highway safety.

10. Before the residential units hereby approved are first occupied, properly consolidated and surfaced access and parking areas shall be constructed (not loose stone or gravel), details of which shall have been submitted to and approved by the local planning authority.

Reason: In the interests of highway safety.

11. The area allocated for parking on the submitted plan shall be kept clear of obstruction and shall not be used other than for the parking of vehicles in connection with the development hereby permitted.

Reason: In the interests of amenity and road safety.

12. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway details of which shall have been submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety.

<b>Appendices:</b>	<b>None</b>
<b>Background Documents Used in the Preparation of this Report:</b>	<b>1.20 2.02 4.02 4.03 4.04 5.01 5.02</b>

