

REPORT TO THE NORTHERN AREA PLANNING COMMITTEE			Report No. 6 (5)
Date of Meeting	27 th May 2009		
Application Number	N/09/00384/FUL		
Site Address	The New Greyhound, Pavenhill, Purton		
Proposal	Erection of coach house to form 1 flat with 4No car parking spaces below		
Applicant	C B Properties, Mill Court, Greens Lane, Wroughton, Swindon. SN4 0RJ		
Town/Parish Council	Purton		
Electoral Division	Minety and Purton	Unitary Member	Mrs Dixon
Grid Ref	407992 187598		
Type of application	Full application		
Case Officer	Mandy Fyfe	01249 706638	mandy.fyfe@wiltshire.gov.uk

Reason for the application being considered by Committee

This application has been submitted to the Committee for decision under the scheme of delegation because Cllr Helen Dixon has requested that the application be considered by committee to consider the overlooking issue from flat unit and to consider the highway and pedestrian safety on Pavenhill.

1. Purpose of Report

To consider the above application and to recommend that the applicant be invited to enter an agreement in respect of a contribution to open space following completion of which the Area Development Manager be authorised to GRANT permission subject to conditions.

2. Main Issues

The key points to consider are:

- a) Implications of Development Control Core Policy C3
- b) Implications on Housing Policy H3
- c) Provision of Open Space Policy CF3

3. Site Description

The New Greyhound is situated on the north side of Pavenhill between Nos 69 and 71. The former public house is situated fairly close to the highway and has an existing vehicular access to the side close to No 71. Planning permission was granted on appeal for 05/02661/FUL for the conversion of the public house into four apartments and for two detached dwellings to be built on the land behind the former pub car park. So far only the conversion works to the public house have been commenced. Behind this the former car park and land beyond have so far not been altered.

To the west of the site for the proposed coach house is a mature laurel hedge some 30m in length which is not within the applicant's ownership. Beyond this is driveway leading to two houses behind Number 69. On the east side of the pub car park is a detached bungalow screened behind a mature hedge.

4. Relevant Planning History		
Application Number	Proposal	Decision
76.00096/FUL	Improvements and car parking	Permitted
05.01940/FUL	Conversion of pub to 4 apartments & erection of 2 dwellings	Withdrawn
05.02661/FUL	Conversion of pub to 4 apartments & erection of 2 dwellings	Refused Allowed on appeal

5. Proposal

The proposal is to erect a coach house to the north of the former pub alongside the laurel hedge. The building would have an overall floor area of 135.3m² with a ridge height of 6.5m and eaves of 3.6m. On the ground floor, four covered parking spaces are proposed with a central staircase and two storage areas. Within the roofspace a one bed roomed flat unit is proposed comprising of a living room, bedroom and kitchen with shower room. The windows as shown on the original submitted plans showed are three rooflights and a dormer on the east elevation and two rooflights on the west elevation. In addition two windows are shown in the gables of building for the bedroom and living room.

The materials as shown on the submitted plans indicate a slate roof with a brick front elevation with render for the other elevations. To the north side of the building is a single car parking space is shown.

The agent has confirmed that spaces marked 1 & 2 are to be allocated to one of the first floor apartments of the converted pub. Space number 3 to the right of the staircase is to be allocated to the coach house flat along with the adjoining bin store. Spaces 4 & 5 will be allocated to the other first floor apartment. As for the other four spaces that are proposed in front of the mature hedge on the eastern boundary, these are to be allocated to the other two ground floor apartments. The two detached dwellings would have their own garage space.

6. Consultations

Purton Parish Council - objects to the application as the further development of this site will contravene Policy C3 points 3, 4 and 7 and also Policy H8 point 2.

County Highways - The existing access is less than adequate, however previous permission has allowed the conversion of the public house (into four flats) and an additional two dwellings, with the traffic movements which such conversion entails. It is considered that the introduction of a one bed coach house will not lead to a significant increase in traffic movements additional to that which exists. As such I recommend that no highway objection be raised.

The **Regeneration Officer** has identified a need for a Public Open Space Contribution of £2.600.

7. Publicity

The application was advertised by site notice and neighbour consultation.

1 letter of objection received

Summary of key relevant points raised:

- Proposed coach house runs parallel to my boundary where there is a large laurel hedge and a few trees
- Wish the existing hedge to remain and for Coach House to be built of brick not render to be in keeping with existing and proposed properties.

8. Planning Considerations

Impact of development on DC Core Policy C3

The design of the proposed coach house would respect the local character and distinctiveness of the area in that it would have a gable end design typical of many ancillary buildings in the area. In addition, the one and half storey design would not compete with either the existing apartment block or the two dwellings permitted beyond the former pub car park. It is a small scale development and uses similar materials to the original building.

With regard to the concern over the privacy issue for the new flat unit and the recent creation of French Doors in the rear wall of the apartment block. The original plans showed that there would have been interlooking between the two units resulting in an unacceptable loss of privacy to both units.

Revised plans have now been submitted that omit the bedroom gable end window and instead propose the insertion of two rooflights in the east facing roof slope. In addition, the whole unit has moved northward to allow for parking space 5 to be sited between the rear of the apartment block and the coach house. The new window arrangement would provide the east elevation with four rooflights (two for bedroom and two for living room) and a dormer window (kitchen). Two rooflights are proposed on the west elevation for the landing and shower room. The north facing gable end window for the living room would remain.

As for the amenities of the surrounding dwellings, the nearest dwelling to the proposed flat unit is No 69 and this is separated by a driveway leading to Montana and Pipet House behind. No 69 has a first floor side window facing onto the access drive but as this dwelling is sited closer to the original building than the proposed flat unit it is not considered to be unneighbourly. On the other side of the site, the adjoining dwelling is a pyramid-roofed bungalow. Although the width of the plot is only 12m, it is not considered that the new windows in the roof space would result in a material increase in overlooking as there is a screen hedge with trees forming the boundary to No 71A.

Furthermore the revised plans show that the coach house would be moved further into the site so that car parking space No5 would be positioned between the apartment block and the coach house instead of to the north of it. This would increase the separation distance between the apartment block and the proposed flat from 6m to 9m at first floor level.

The agent has also stated that his client will be submitting a retrospective application for the retention of the French doors and the single storey flat roof element for storage for all 4 apartments. The amendments to this proposal make it acceptable whether the revisions to the conversion scheme are approved or not.

There was also a further element of concern regarding the close proximity of the coach house to the existing mature laurel hedge which is outside the ownership of the applicant. The revised plans show that a gap would be maintained between the unit and the hedge which will ensure its survival.

With regard to the highway issues, it should be noted that the Inspector did acknowledge the difficult access into the site, but he not consider that this would be harmful as he stated that "Movements between the site and the highway do not enjoy the best of visibility, but the proposed development would be no more harmful in this respect." (Compared to the existing use as a public house).

Nevertheless the submitted plans show that the existing 4m access off Pavenhill would be widened to 6m to allow the driveway to accommodate the additional vehicular movements on and off Pavenhill. It should also be noted that Highway Authority has not objected to this additional dwelling unit nor have requested that any conditions be imposed.

Implications on Housing Policy H3

The proposal is considered to comply with this Policy in that the development is inside the framework boundary and is on previously developed land and would provide covered parking spaces as well as a dwelling unit, thereby making efficient use of the land.

Provision of Open Space Policy CF3

The applicant has been advised of the requirement to provide £2600 and the necessary agreement has been drafted and is awaiting completion.

9. Conclusion

The proposed coach house is considered acceptable in terms of the scale, revised design and position. The highway authority has no objection to the additional unit and to improve the acknowledged difficult access onto Pavenhill, the applicant is proposing to improve the access off the highway.

10. Recommendation

To consider the above application and to recommend that the applicant be invited to enter an agreement in respect of a contribution to open space following completion of which the Area Development Manager be authorised to GRANT permission subject to conditions.

The proposal will not be harmful to the character and appearance of this part of Pavenhill in that the design and scale of the coach house is in scale with the existing building and surrounding properties. The principle of a further residential unit on this site is also acceptable as this site is within the framework boundary. The submission of revised plans have now overcome the loss of amenity that would have occurred between the first floor apartments and the flat unit. The proposal also includes alterations to the existing access onto Pavenhill and the works are considered acceptable to comply with highway safety requirements. On this basis the proposal is in accordance with Policies C3 and H3 of the North Wiltshire Local Plan 2011.

Including 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 the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on site until details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

3. 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:

- (a) indications of all existing trees and hedgerows on the land;
- (b) details of any to be retained, together with measures for their protection in the course of development;
- (c) 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;
- (d) hard surfacing materials;

(e) proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

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

4. The flat unit shall not be occupied until the 4No car parking spaces at ground floor of the Coach House have been consolidated, surfaced and laid out in accordance with the approved details. These car parking spaces 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.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), no window, dormer window or rooflight, other than those shown on the approved plans, shall be inserted in the east facing roofslope(s) of the development hereby permitted.

REASON: In the interests of residential amenity and privacy.

Informatives

1. This decision relates to documents/plans submitted with the application, listed below. No variation from the approved documents should be made without the prior approval of this Council. Amendments may require the submission of a further application. Failure to comply with this advice may lead to enforcement action which may require alterations and/or demolition of any unauthorised buildings or structures and may also lead to prosecution.

Plan References

Site plan date stamped 11th March 2009

Revised plans Drawing No: 08/635/01 date stamped 7th May 2009

2. This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990.

3. The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

4. Planning permission should be sought for the retention of the French Doors and storage area on the building currently being converted into 4No apartments the subject of permission granted under 05/02661/FUL.

Appendices:	None
Background Documents Used in the Preparation of this Report:	1.20; 2.02; 4.02; 4.03; 4.04; 4.07; 5.01; 5.03; 5.05