Friday, 29 September 2023

Subdivision of existing dwelling to 4no. separate dwellinghouses with associated works to provide associated curtilages and parking. Erection of Car Port.

Longbarn, Lower Stanton St. Quintin, Chippenham, SN14 6DB

This planning statement accompanies a full planning application for the subdivision of Longbarn into 4no. separate residential dwellings, with works to provide the associated curtilages and parking, along with the erection of a car port to serve the new dwellings. The carport will be suitable for solar PV panels with battery storage and EV charging which will contribute to the sustainability of the properties.

Relevant Planning Policy:

National Planning Policy:

- National Planning Policy Framework
- National Planning Policy Guidance

Local Planning Policy:

- Wiltshire Core Strategy (2015)
    - Core Policy 1: Settlement Strategy
    - Core Policy 2: Delivery Strategy
    - Cory Policy 10: Spatial Strategy: Chippenham Community Area
    - Core Policy 57: Ensuring High Quality Design and Place Shaping
    - Core Policy 60: Sustainable Transport
    - Core Policy 61: Transport and Development
    - Core Policy 64: Demand Management
- Kennett District Local Plan (Saved Policies)
    - None Relevant

Discussion of Scheme

Principle of Development:

Wiltshire Council are currently able to demonstrate 4.6 years of housing land supply, meaning that the presumption in favour of sustainable development is engaged.

Core Policy 1 identifies four tiers of settlements; Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages. Lower Stanton St Qunitin is identified as a small village; Core Policy 1 states that some very modest development may be appropriate at Small Villages, to respond to local needs and to contribute to the vitality of rural communities.

Core Policy 2 states that within the Small Villages, development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development respects the existing character and form of the settlement, does not elongate

the village or impose development in sensitive landscape areas and does not consolidate existing sporadic loose knit areas of development related to the settlement.

Lower Stanton St Quintin is located within the Chippenham Community Area, managed by Core Policy 10. This states that development in the Chippenham Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

Although not in an isolated location within the countryside, paragraph 80 of the NPPF is permissive of the subdivision of residential buildings.

Given that the proposal is for the conversion of the existing dwelling into 4no. new dwellings with associated development, it is considered that the proposal would comply with Core Strategy Policies 1, 2 and 10 and the relevant provisions of the NPPF, and as such, would be acceptable in principle.

Visual Amenity:

Core Policy 57 states that a high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.

The proposal would result in minimal alteration to the existing site; the open space to the north of the building would be subdivided into three separate residential curtilages, and the existing residential amenity space to the east would become a garden for Plot 4.

Externally, new door openings would be inserted into the building's elevations, though where possible these have been located in the same position as existing window openings to ensure minimal impact on the visual amenity of the building. A small, covered porch would be included to the side elevation, below the existing raised terrace. Additionally, roof lights would be installed to the inward facing roof slopes.

A car port would be erected to the east of the building, atop the existing hardstanding, to provide covered parking and EV charging. The proposed car port would be a timber structure, with a gabled tiled roof and timber side and rear elevations. It would be considered to sit suitably within the local context.

Given the light touch approach to the conversion, it is not considered that there would be any visual amenity impacts on the existing building or surrounding area as a result of the proposal, and as such, the development would comply with Core Strategy Policy 57 and the relevant provisions of the NPPF.

Residential Amenity:

Core Policy 57 states new development should have regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensure that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution.

The relationship between the building and other nearby occupiers would not be altered in terms of overlooking, overshadowing, and outlook.

The dwellings would exceed the requirements of the Nationally Described Space Standards and would benefit from ample private outdoor amenity space.

As such, it is considered that the proposal would offer suitable standards of residential amenity for existing and future occupiers and would comply with Core Policy 57 and the relevant provisions of the NPPF.

Highways:

Core Policy 60 states that the council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe, and efficient movement of people and goods within and through Wiltshire.

Core Policy 61 states that new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

Core Policy 65 states that demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives.

The site is located in the Small Village of Lower Stanton St Qunitin, where modest residential development is acceptable under the locational strategy outlined above and as such, is inherently sustainable locationally.

The new dwellings would enjoy the same levels of sustainability as other nearby residential dwellings, including easy pedestrian access to public transport stops along the A429 with regular access to Chippenham, Swindon and Malmesbury. From Chippenham, there is rail service between London and Bristol. The site also benefits from easy pedestrian access to a local convenience store (Budgens,BP with EV charging and Costa Coffee) within 0.3 miles.

The site would be accessed via the existing private driveway, with Plot 1 provided 2no. parking spaces and 1no. EV charging space within the car port, and each other dwelling provided 1no. parking space and 1no. EV charging space within the car port.

Given the utilisation of the existing access and provision of policy-compliant parking for each dwelling, it is considered that the proposal is located within an inherently sustainable location and would not have any significant impacts on highway safety. As such, the proposal would comply with Policies 60, 61 and 65 and the relevant provisions of the NPPF.

Ecology:

The proposal would include the installation of 4no. rooflights to the northern roof slope. The roof of the building does not house any known bat roosts, and the provision of roof lights in the proposed locations could be provided at the existing dwelling under permitted development rights. As such, in this instance, it is considered that a condition requiring precautionary working methods for bats would be appropriate and sufficient to prevent ecological harm.

Conclusion:

As outlined above, it is considered that the proposal would be appropriate within its site and surroundings, would not cause any negative impacts on the living conditions of neighbouring or future occupiers, and is acceptable in terms of highway safety. The site is in residential use and the provision of 3no additional. dwellings would have a positive impact on Local Housing Supply and contribute towards the Council's 5 Year Housing Land Supply. As such, the proposal complies with all relevant National and Local Policy and permission should be granted.