Brook Cottage
Avils Lane
17 Lower Stanton Saint Quintin
Wiltshire
SN14 6BY

Mr Peter Crozier
Wiltshire Council
Monkton Park
Chippenham
Wiltshire
SN15 1ER

20-11-2023

Objection to Amended Application ref. PL/2023/08462, relating to the Subdivision of existing dwelling to 4no. separate dwellinghouses with associated works to provide associated curtilages and parking. Erection of Car Port. at Long Barn, Lower Stanton St Quintin, SN14 6BY

Dear Mr Crozier,

Further to the amendments we wish to reiterate our original objections to the above planning application, referencing the relevance of local and national planning policy, as the applicant's amendments do not address our concerns over the development. Lower Stanton St Quintin is defined as a Small Village in the Wiltshire Core Strategy and is subject to a draft Neighbourhood Development Plan (NDP). Having due reference to the wishes of the parishioners as supported by the surveys and public meetings we would like to raise the following concerns.

1) The environmental impact on the subdivision incurring journeys outside the local area
2) location of the proposed dwellings will be outside of any development boundary

Objections to the application and references to Planning Regulations

Local Services
The proposal is located remote from a range of services, employment opportunities and Is not well served by public transport. This is contrary to the key aims of local and national sustainable transport policy guidance which seeks to reduce growth in the length and number of motorised journeys.

Environmental
New development should be located and designed to reduce the need to travel by private car and should encourage the use of sustainable transport alternatives. The proposal is contrary to Core Policies 60 and 61 of the adopted WCS (Jan 2015) and Paragraphs 102, 103, 108 and 110 of the NPPF (June 2019).

Visual Appearance.
The proposed development would alter the visual appearance and prevailing rural character of the site. The proposal would not integrate effectively into the immediate setting and the siting of the proposal and would result in harm to the setting of the opposite buildings and localised landscape. We believe there is no public benefit that would outweigh this harm.

Impact on Local Services
Lower Stanton St Quintin does not have services and facilities to meet the day to day needs of the intended future occupiers of the new dwellings, with facilities limited to a Petrol Station shop, located on the other side of the A429 running past the village. There are also bus stops located within walking distance, but the times of buses would not be suitable for people to travel reliably to places of work, and shops. There are almost no employment opportunities and no schooling opportunities within the village. Accordingly, the intended future occupiers of the new dwelling would be likely to have a high reliance on a private motor vehicle to access day to day services. Once in their cars there would be a high probability that occupiers of the new dwelling would be likely to go further afield where there are a greater range of services and facilities. Consequently, the support that would be given by occupiers of the new dwellings to maintaining the vitality of the community is unlikely to be discernible.

Rural Environment
Given the location of the proposed dwellings, in a position when viewed from the highway, it would extend development and built form into the open countryside and natural landscape. Dwellings in this location would harm the existing rural landscape character of the site, irrespective of its scale or design and would be likely to urbanise this area of open countryside with built development and domestic paraphernalia contrary to CS Policies Core Policy 2, Core Policy 51 and Core Policy 57 which collectively require development to protect the character and form of the village and wider landscape. The proposal would also conflict with the Framework's aims of ensuring that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting.

Access to Highway.
Access to the highway is on a dangerous bend with multiple access rights already across the entrance. Obscured in one direction by dry stone walls onto a narrow road.

Extending defined settlement boundary.
The proposed development, by reason of its location in the open countryside and outside of any defined settlement boundary, is contrary to the settlement, delivery and community area strategies and we believe as such is unacceptable. The proposal is inconsistent with Core Policies 1, 2, and 10 of the adopted WCS (Jan 2015), and Paragraphs 11, 38 and 79 of the NPPF (June 2019).

The proposed plan outside the Development Plan boundary.

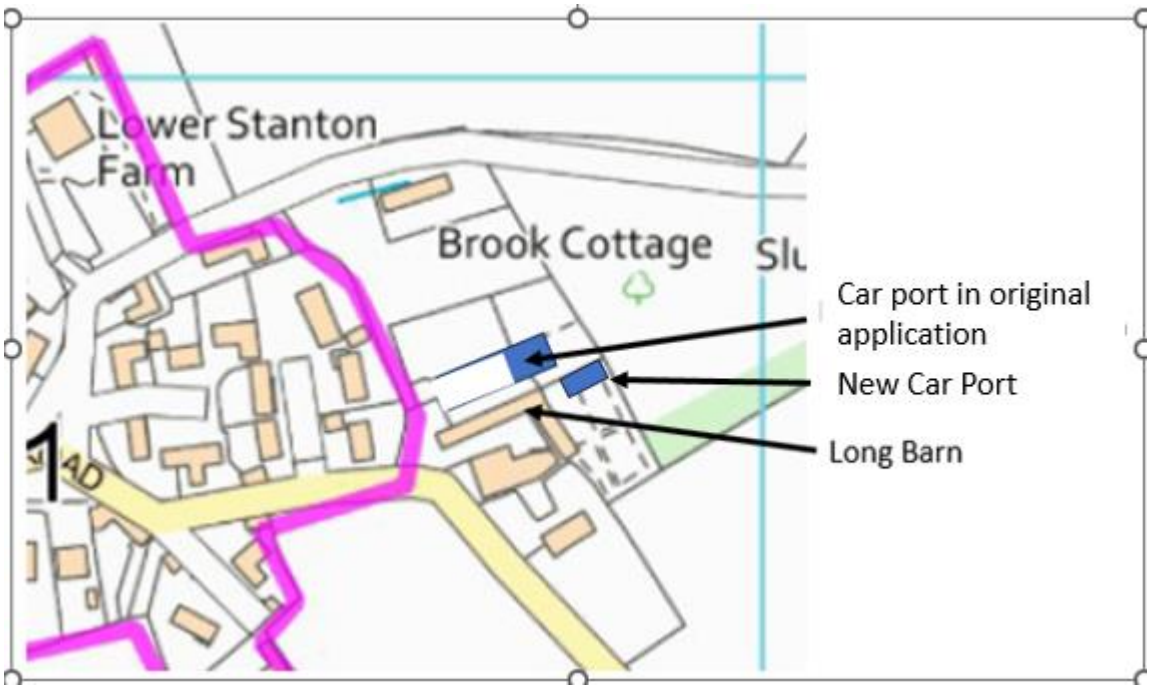

Fig 1

Fig 1 Shows the position of the application, relative to the village boundary and Long Barn. Clearly illustrating the proposal is beyond the boundary of the village (purple line).

Other similar planning applications that have been rejected on appeal or withdrawn by developers.
Application Reference Number: 20/08732/OUT failed on appeal.
Application Reference number 18/01695/FUL withdrawn.

Conclusion
For the reasons given above the amended proposal would conflict with the spatial strategy for the area. It would also result in unsustainable travel patterns and a reliance on the use of the private car, would be harmful to the character and appearance of the area
Any claim that this application is infill is incorrect and this development serves only to elongate the village. Environmentally damaging and ill served by local services, inevitably increasing traffic on a dangerous bend.

We sincerely request that these points will be taken into consideration when determining this proposal.

Yours Sincerely



Paul and Tracy Craven
Brook Cottage
Lower Stanton St Quintin