

<b>4/00784/18/FUL</b>	<b>PARTIAL DEMOLITION OF EXISTING SINGLE STOREY SIDE EXTENSION. CONSTRUCTION OF THREE BEDROOM END OF TERRACE DWELLING.</b>
<b>Site Address</b>	<b>22 WICK ROAD, WIGGINTON, TRING, HP23 6EL</b>
<b>Applicant</b>	<b>Ms Willenczyc</b>
<b>Case Officer</b>	<b>Elsbeth Palmer</b>
<b>Referral to Committee</b>	<b>As requested by Councillor Stan Mills</b>

## **1. Recommendation**

1.1 That planning permission be **GRANTED**.

## **2. Summary**

2.1 The application seeks full planning permission for the demolition of existing single storey side extension and construction of a three bedroom end of terrace dwelling. The new dwelling will be served by the existing access and a new access is proposed for the existing dwelling No. 22 Wick Road.

2.2 The site is located within a small village in the Green Belt where in principle an additional single dwelling (infilling) is acceptable in accordance with CS6 of the Core Strategy.

2.3 Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas. This proposal seeks to optimise the use of urban land.

2.4 There would not be an adverse impact to neighbouring properties as a result of the proposals and satisfactory parking is provided on site. The access to the development would not compromise highway safety. The design and form of the development would have be in character with the area and not have a detrimental impact on the CAONB.

## **3. Site Description**

3.1 This site relates to a modest semi-detached house (formerly local authority owned) being the end one in a row of similar properties, fronting onto the narrow road, Wick Road, fronting onto open countryside in the Green Belt and AONB. The house has a brick built single storey side extension which take up the whole of the width of the site. The site slopes gently up from the road through the site to the rear. There is an electricity sub station on the adjoining land. The front boundary has a hedge but provides a relatively open frontage and aspect to the road and beyond.

The site lies just within the designated village of Wigginton, within the Green Belt and AONB.

## **4. Proposal**

4.1 The application seeks full planning permission for the demolition of existing single storey side extension and construction of a three bedroom end of terrace dwelling. The new dwelling will be served by the existing access and a new access is proposed for the existing dwelling No. 22 Wick Road.

## **5. Relevant Planning History**

4/00301/04/FHA REAR CONSERVATORY, DEMOLITION OF DETACHED GARAGES TO BE REPLACED WITH SINGLE STOREY SIDE EXTENSION  
Granted

18/05/2004

4/01067/03/OUT CONSTRUCTION OF FOUR BEDROOM DETACHED HOUSE  
Refused  
10/07/2003

## **6. Policies**

### 6.1 National Policy Guidance

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)

### 6.2 Adopted Core Strategy

NP1, CS1, CS5, CS6, CS10, CS11, CS12, CS17, CS24, CS25 and CS32.

### 6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 13, 18, 21, 51, 58.  
Appendices 3,5 and 7.

### 6.4 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)
- Water Conservation & Sustainable Drainage (June 2005)
- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Chilterns Buildings Design Guide (Feb 2013)

### 6.5 Advice Notes and Appraisals [include only those relevant to case]

- Sustainable Development Advice Note (March 2011)

## **7. Constraints**

- CIL1
- 10.7M AIR DIR LIMIT
- HALTON DOTTED BLACK
- AREA OF SPECIAL CONTROL FOR ADVERTS
- CHILTERNS AONB
- SMALL VILLAGE
- Former Land Use
- GREEN BELT

## **8. Representations**

### Consultation responses

8.1 These are reproduced in full at Appendix 1

### Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix 2

## 9. Considerations

### Main issues

9.1 The main issues to consider are:

- Policy and principle
- Layout Design and Scale
- Impact on Street Scene and CAONB
- Trees and Landscaping
- Impact on neighbours
- Impact on Highway Safety and parking provision
- Contamination and Air Quality
- Other

### Policy and Principle

9.2 Policy CS6: Selected Small Villages in the Green Belt is the key policy for this proposal.

CS6 states amongst other things that within Wigginton limited infilling with affordable housing for local people will be permitted. "Each development must:

- (i) be sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design, scale, landscaping and visual impact; and
- (ii) retain and protect features essential to the character and appearance of the village."

This Policy however, is now applied in the context of Ministerial Statement of 28 November 2014 (House of Commons Written Statement), combined with the associated changes to the national Planning Practice Guidance (PPG).

The Council has thus adopted the "Affordable Housing SPD - Clarification Note Version 2: July 2016".

With regard Policy CS6 sites:

Infilling within the villages of Chipperfield, Flamstead, Potten End and Wigginton, Policy CS6: Selected Small Villages in the Green Belt allows for limited infilling, provided that this is for affordable housing for local people.

Wigginton is within the PPG defined 'Rural Area' which is land within the AONB. The SPD advises that, new dwellings within the 'Rural Area' will only need to be affordable where the scheme creates 6 or more units. As infilling is defined as schemes of 2 units or less (see paragraph 8.34 of the Core Strategy), this means that the requirement for infill development to comprise affordable units set out in clause (B) of Policy CS6 no longer applies. Such development can now be offered for open market occupation. In all other respects, Development schemes that do not meet the criteria for 'infill' development are not normally acceptable under Policy CS6: Selected Small Villages in the Green Belt.

So, in principle an additional single dwelling (infilling) is acceptable in this small village location in the green belt subject to it complying with the above criteria and other relevant Council Policies such as CS 11 and 12.

### Layout, Design, and Scale

9.3 The proposed development will be a two storey end of terrace dwelling similar in design and scale to the other dwellings along Wick Road. The layout of the site will also be similar to

the attached neighbour and others along Wick Road in that it will be well set back from the frontage with off street parking with retention of the landscaping to the front and side of the site.

#### Impact on Street Scene and CAONB

9.4 The proposed development will not have a detrimental impact on the street scene or the CAONB as it will be in character with the other dwellings along Wick Road in terms of location on the plot, scale, design and materials and will be within the village envelope so not detract from the character of the CAONB.

#### Impact on Trees and Landscaping

9.5 The hedge has been identified as having historical significance and will be protected during construction and enhanced as part of the application. There is a large tree in the rear/side garden of the site. The agent has confirmed that the foundations supporting the single storey structure have been put in place for a 2 storey dwelling already. The original structural engineer was briefed to design the foundations to take 2 storeys in-case a future planning application was approved.

#### Impact on neighbours

There will no loss of privacy as a result of this development as the rear elevation is well in excess of the 23m distance away from the nearest neighbour to the rear. The window in the side elevation facing No. 21 Osborne Way will be obscure glazed and non opening.

There will be no significant loss of sunlight and daylight as a result of the development as the nearest neighbour is over 20 metres away. The new dwelling will be in line with the attached neighbour so will have no impact in terms of sunlight and daylight.

Neighbours living in the bungalows adjacent to the site had expressed a feeling that the development would be overbearing and result in loss of sunlight and daylight. Amended plans were requested setting the two storey flank elevation away from the boundary to reduce this effect.

Based on the distances involved between the new dwelling and the bungalows it is considered that there will be some change to their aspect but that it will not be overbearing in nature.

#### Impact on Highway Safety and Parking

HCC - Highways are satisfied that the proposed development will not impact on highway safety.

9.6 Policy CS12 of the Core Strategy seeks to ensure developments have sufficient parking provision. In accordance with the NPPF, authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles.

9.33 Appendix 5 of the Local Plan sets out the Parking Standards for the Borough. 2.25 spaces are required for a 3 bedroom dwelling. The proposal provides for two parking spaces which is considered adequate in this instance.

#### Other Material Planning Considerations

9.7 The previous outline application in 2003 for a new dwelling on this site as mentioned in the History section of this report was refused on the following grounds:

*This is an outline application for a four bedroom detached dwelling with all matters reserved. As a consequence the plan fails to demonstrate that such a dwelling can successfully be assimilated into the site in terms of size, siting and design. Furthermore, no evidence has been provided with regard to this development meeting a local need of the village or adjoining countryside. It therefore fails to comply with criteria under Policy 4 of the adopted Dacorum Borough Local Plan and Policy 4 of the Dacorum Borough Local Plan 1991-2011 Deposit Draft.*

This application was for a detached dwelling and contained no details showing how such a development could be assimilated into the site nor how parking and access were to be achieved. The policy requirement for a local need to be evidenced is now no longer required as the policies are now compliant with the NPPF.

## CIL

9.9 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. The development of one new dwelling will be CIL liable.

Response to Neighbour comments

9. These points have been addressed above.

## **10. Conclusions**

10.1 The impacts of the proposal have been taken into consideration, along with representations made from consultees and the neighbouring properties. The proposal is considered acceptable in terms of design, impact on street scene and neighbours.

**11. RECOMMENDATION** – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p><b>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</b></p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p><b>No development shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.</b></p> <p>Reason: To ensure a satisfactory appearance to the development.</p>
3	<p><b>No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase</b></p>

	<p><b>It report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</b></p> <p><b>For the purposes of this condition:</b></p> <p><b>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</b></p> <p><b>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</b></p> <p><b>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</b></p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p>
4	<p><b>All remediation or protection measures identified in the Remediation Statement referred to in Condition 3 above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</b></p> <p><b>For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</b></p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32 and the NPPF (2012).</p>
5	<p><b>No part of the development shall begin until a means of access has been constructed in accordance with Roads in Hertfordshire: Highway Design Guide 3rd Edition.</b></p> <p>Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access and to comply with CS12.</p>
6	<p><b>The development shall not be brought into use until a new vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.</b></p> <p>Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use and to comply with CS12.</p>
7	<p><b>Prior to the commencement of the use hereby permitted the proposed onsite</b></p>

	<p><b>car parking areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no 0186_107 P01 and retained thereafter available for that specific use.</b></p> <p>Reason: To ensure the permanent availability of the parking area, in the interests of highway safety and to comply with CS12.</p>
8	<p><b>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</b></p> <p><b>PLANS 1,2,3,4,5</b>  <b>101 P06,</b>  <b>102 P06,</b>  <b>103 P06,</b>  <b>104 P06,</b>  <b>105 P06</b></p> <p><b>DESIGN AND ACCESS</b>  <b>Proposed Vehicle Crossover details 107 P01</b>  <b>CIL</b></p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>Informatives:</p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>Environmental Health</p> <p>Paragraph 121 of the NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.' Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website <a href="http://www.dacorum.gov.uk">www.dacorum.gov.uk</a></p> <p>2). Construction Hours of Working – (Plant &amp; Machinery) Informative  In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.</p> <p>3). Un-expected Contaminated Land Informative  In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.</p> <p>4). Construction/Demolition Dust Informative  Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM)</p>

should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

In addition, the applicant must ensure any concern with an asbestos release during demolition work where this is applicable is adequately addressed.

#### 5). Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

I hope the above clarify our position on the submitted application?

Should you have any further query in respect of the application, please do not hesitate contact me on Ext 2719 quoting Flare reference 547872.

#### Highways

As you are aware the installation of a dropped kerb for vehicular crossover off unclassified road and the provision of hard surfacing to create a front driveway does not require planning permission in itself subject to the hard surfacing being made of porous materials or provision being made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwelling house. However, the provision of a new dropped kerb would require the formal approval of the Local Highway Authority – which in this case is Hertfordshire county Council (HCC).

#### New or amended crossover – construction standards

AN1) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

#### Storage of materials

AN2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

#### Obstruction of the highway

AN3) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Mud on highway

AN4) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

## **Appendix 1**

### **Consultation responses**

#### Amended Plans

##### Wigginton Parish Council

The Parish Council objects to the proposal for the following reasons:

- loss of privacy;
- the mid property will have no rear access; and
- loss of value of property No.21 Wick Road.

(These comments were given verbally by the Parish Clerk)

#### Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to conditions.

The application site is located 22 Wick Road. Wick Road is an unclassified local access road. In terms of accessibility the proposal is a partial replacement to the existing dwelling. The application site is within a residential area and the properties are set well back from the carriageway.

The highway authority has no fundamental objection to the proposal. It is not appropriate for the highway authority make a positive recommendation to the planning authority without appropriate information to support the planning application.

#### Conservation and Design

Good to see the chimney added. No other comment.

#### Environmental Health

Please be advise that we have no objection to the proposed development in relation to Air Quality and land contamination.

However, with the proposed development directly on a former contaminated land use i.e. sewage filter bed, a planning condition and informative are recommend should planning permission be granted.

### Building Control

I have taken a look my only comments are below:

- Approved document M disabled Access to the proposed property.

### Trees and Woodlands

I've been out to this site and looked at this tree. I'm afraid it's been heavily reduced in the past and isn't a particularly good specimen, which is why I hadn't included any specific comments relating to its protection.

### Original Plans

#### Wigginton Parish Council

No comment.

#### HCC Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

Reasons for refusal:

1. Inadequate information on the proposed vehicle crossover. This is a planning application seeking full permission. In view of inadequate information the highway authority recommend the planning application to be refused.

Any revised application should contain:

- a. Vehicle Crossover Details to scale, the location and its relationship to parking arrangement.
- b. On-site parking arrangements, access ramp gradient
- c. Visibility splays due to existing on-street parking
- d. Proposed arrangements for surface water from the site to be intercepted and disposed of separately so that it does not discharge in to highway.

The highway authority has no fundamental objection to the proposal. It is not appropriate for the highway authority make a positive recommendation to the planning authority without appropriate information to support the planning application.

### Conservation and Design

I have no objections from a design perspective, except that the new dwelling would benefit from having a chimney added to complement the adjacent houses.

### Building Control

No comment.

## **Appendix 2**

### **Neighbour notification/site notice responses**

## **Objections**

### Amended Plans

#### 20 Osborne Way - Commenting

Should this Planning Application be passed I would need the Boundary line between our Properties to be established and maintained , it is at the moment virtually almost non existent as you saw in your visit to us a few weeks ago.

#### 21 Osborne Way - Objects

The revised plan does little to alleviate the problems associated with the first proposal. Although the second floor is set back one metre the problem of loss of light will not be reduced to at significant degree and the inclusion of a dining room window facing 21 Osborne way will present a loss of privacy. The dimension given between the proposed dwelling and 21 Osborne way is misleading as the build as a whole is no further away than the first plan and the overall size has increased.

#### 6 Grimsdyke Road - Objects

I would like to object to the development of a 3 bedroom detached house directly behind my property, 6 Grimsdyke Road, Wigginton, Tring.

You have sent another letter saying the above plans or there has been additional information. On your website there doesn't seem to be any changes to their original proposal.

I e-mailed you on 4th April objecting to the three bedroom detached dwelling, mainly on loss of privacy in my upstairs bedrooms and downstairs living room, which this new house will be looking directly in to. Also in addition to this, if they stand in their upstairs bedroom they can look directly and clearly into my downstairs living room which is a intrusion of our privacy.

The area is of natural beauty and re-development of such a large house should be considered very carefully, infilling would ruin the character of the village. When I brought my house, it looked at the green fields and this will be lost for ever.

I would also like it to be noted that the first application for this development went in 2004 for a 4-bedroom dwelling, and this variation is not much different but for 3 bedroom house instead. The application was declined back then, and should be now.

This development of the property represents extreme over development, lack of open space and eyesore to the landscape and is not required.

#### Osborne Lodge - Objects

The revised planning application still impacts on Osborne Lodge as the proposal is still applying for a two-storey building towering above a bungalow which is built at a much lower elevation to start with. The application if approved would

1. Reduce the light from the North East impacting on the garden, lounge and conservatory
2. Reduced privacy as both 2nd floor front windows would overlook the garden, lounge and conservatory

In addition, the proposed middle dwelling is an impractical design as it will have no separate rear access and hence garden waste from a medium size garden with a lot of trees, garden machinery and recycling bins would either have to be trekked through the house or alternatively all garden/recycling/storage would be stored in the front garden. This is not acceptable as Wick Road is a gateway for cyclists, riders, ramblers accessing the Chilterns, it

overlooks the park is in an area of natural beauty.

### 21 Wick Road - Objects

I would like to object to the proposed development of an end terrace development at 22 Wick Road. I live at 21 Wick Road which has always been a semi-detached house attached to 22 Wick Road. The proposed development will totally change the description of my property to that of end terraced and will significantly decrease the value and desirability of my property. An estate agent has indicated between 5% and 10% in decrease in value if it were to change to end terrace.

Currently both 21 and 22 Wick Road have side access to the rear gardens. By turning this into a block of three there will be no separate access to the rear for the middle dwelling. All other terraced blocks in Wick Road have alley ways allowing access to the rear. Wick Road has a pleasant outlook over the park, is on a recognised bridal and cycle/walk way and it would be detrimental to the beauty of the area by encouraging recycling bins, sheds, greenhouses and such like in the front garden.

I have lived in this village all my life and 46 years in this house and although I recognise the need for development and new homes it should not be at the detriment of the villagers and surrounding area. My home is integral to funding my future care plan and with a chronic illness, requiring the intake of Oxygen permanently I can ill afford to have my home transferred from a semi to an end terraced.

### Original Plans

### 20 Osborne Way - Objects

With regards to the above planning we are very concerned about the Boundary Hedge between us and 22 Wick Road which is shown on the plans: At the moment this is non-existent and should this planning be accepted we would need the boundary to be physically reinstated.

### 21 Osborne Way - Objects

The proposed development would present my bungalow namely 21, Osborne Way, with a wall centre to house and garden eight metre wide, nine metres high and only sixteen metres from the rear of my home. The excessive height is a result of a 1.8 metre fall in the slope of the land between properties and the desire on the part of the architect to follow the ridge height of the existing properties. Consequently this will have a material impact on the light entering my home at the rear. Being on the eastern boundary it would drastically reduce the amount light particularly during winter months casting a shadow over my house and garden to an unacceptable level. The development will ruin my enjoyment of my garden and conservatory which will no longer have a rural feel created by being in an AONB.

The proposal given its size and close proximity to the boundary coupled with the fact that there is already a large mature tree to the rear would create an over whelming sense of imprisonment.

### Osborne Lodge - Objects

I would greatly appreciate if you would take our comments, concerns and objections into consideration prior to making any planning decisions. We will fully support any final decisions the Planning Department decide upon.

### Points to note

1. Within the proposal it states "Wick Road itself overlooks open agricultural land towards

the front". This is inaccurate! Wick Road overlooks the Recreation ground/sports field/children play area.

2. The proposal does not mention that directly opposite the driveway of No 22 is an access/entrance to the Recreation area constantly used by children, dog walkers, ramblers and villagers. This access has been used by the public constantly for over 27 years
3. Wick Road is a very narrow road with the pavement at its minimum width and the road at its narrowest at the frontage/driveway of No 22
4. The existing site location plan does not portray Osborne Lodge accurately. Planning approval was applied for and granted for a conservatory at Osborne Lodge. The conservatory was built and extends to area between the bungalow and garage, reducing the distance between the proposed new build and Osborne Lodge.

Concerns by the owners of Osborne Lodge

1. Osborne Lodge is at a lower elevation than 22 Wick road hence any two-storey building, built a meter away from the hedge line will be a visible eye sore and tower above to the NE side of the gardens and conservatory blocking both view and light.
2. The increased traffic from the new distribution Centre at Wick Farm, existing traffic and parking of visitors/ramblers along the pavements of Wick Road makes the whole of Wick Road potentially a hazard for walking, parking and getting past the parked cars. I am concerned that another dwelling despite it has parking allowance will increase the hazards of Wick Road and the potential of an accident at the access to the Recreation Area.
3. The existing houses along Wick Road are predominantly older style local authority dwellings either terraced or semidetached. This proposal for a detached house is not in keeping with the existing houses along Wick Road
4. All the old local authority dwellings, terraced or semi – detached houses have at least a 5-metre gap between the dwelling blocks. This proposal allows for only 1 metre gap between the houses which will make it look very squashed, tightly packed and on the two side elevations very difficult to access the height for maintenance.
5. The proposed upper floor frontage of the detached house, although it states a glazed window/bathroom, it is still felt that Bedroom 1 will tremendously reduce the privacy of the conservatory and garden

Suggestions

1. Would the owners and planners give consideration to:-
  - a. A bungalow so as not to destroy the several adjoining properties light/impact/visibility/privacy on neighbours
  - b. An end terrace house or extension but with further distance between the hedge boundary and the new build so as to try and reduce the impact on several adjoining properties in respect of light/visibility/privacy on neighbours.

