

Design And Access Statement 4

Planning application P/2023/0756 relating to the concerns expressed by the Chief Planning Officer incorporating a Green Infrastructure Statement

We thank the Council for its further response to our application – site plan WYNNSTAY **L01D** PROPOSED SITE LAYOUT. The Chief Planning Officer has raised two further objections to the revisions to the original dwelling location, firstly that it was “cramped” and secondly that it was “not spacious”.

We have revised our application to address these concerns by moving the proposed dwelling so that it sits facing Marford Hill between the Red Lion and Ingledene and using the existing driveway and garage area for parking provision for both properties.

The new site plan is WYNNSTAY **L01F** PROPOSED SITE LAYOUT,

This has also resulted in greater ecologic and pedestrian safety benefits.

Policy Compliance

Environmental and Ecological Compliance – The Green Infrastructure Statement.

The Green Infrastructure statement set out in Design and Access Statement 3 demonstrated the applicants’ compliance with the Council’s LPGN and PPW12. The proposals for tree and hedging replacement were accepted by the Council’s Tree and Ecology Officers.

The revised application requires the further removal of one tree – an apple tree of B3 quality described in the Arboricultural report as “unstable in the ground”.

Unfortunately, after the positive feedback from the Tree and Ecology Officers to D&A3 GI the Planning Case Officer confirmed that she believed that the proposal would be satisfactory. The applicant therefore removed the three trees identified for removal in order to ensure that no bird nesting was compromised. The Chief Planning Officer subsequently made the comments referred to above.

The following section provides an additional Green Infrastructure Statement.

The Step-Wise Approach

Paragraph 6.4.11 of PPW12 sets out the Step-Wise Approach which is to maintain and enhance biodiversity, build resilient ecological networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for. Enhancement must be secured by delivering a biodiversity benefit primarily on site or immediately adjacent to the site, over and above that required to mitigate or compensate for any negative impact.

The four steps are:

1. Avoid adverse environmental loss; if not
2. Minimise loss; if not;
3. Mitigate/Restore loss; if not
4. Compensate for loss.

The target is to enhance.

Amendments to the Step-Wise Approach

Step 2

The new proposal now delivers greater compliance with Step-Wise Step 2 – Minimisation.

The drawing below shows the existing ecological garden area for Ingledene. It is approximately 346 sq.m.



[illegible]

[illegible]

Hedging Replacement

To mitigate this loss and deliver enhancement D&A3 GI suggested planting 23 metres of new native hedge - yew and holly. In the revised proposal this has been increased to 29.

The applicant is happy to accept the Council's recommendations for species of hedging but would wish the hedging surrounding Ingledene's revised rear garden area to be evergreen. The choice of hedging species could be set out in a planning condition requiring the Council's approval of species introduction and planting layout.

L01F requires the removal of 1 tree and 1 **woody shrub** which are agreed by the Tree Officer to be **relatively low in terms of amenity** (blue text is from the Officer's Response document) and **have a**

negligible impact on character of the street scene. The Tree Officer also agree[s] with the findings of the arboricultural report and the tree categorisation within.

As noted the applicant has unfortunately now removed the Hawthorn Tree (Arboricultural Survey T1)

The Woody Shrub and the Holly which have been removed were both in unsuitable locations for their ongoing growth and development. The Tree Officer and the Ecology officer did not express any concerns with these trees being removed.

The new tree proposed to be removed is the older and smaller apple tree. It is of B3 status.

Understanding Tree Replacement requirements

In D&A3 GI the Applicant asked whether the ecological enhancement requirement was limited to increasing the canopy cover by 20% as set out in the local Tree Strategy or replacing each removed tree with three new trees as is suggested for certain developments in the PPW12. The response from the Tree Officer and the Ecology Officer to D&A3 GI did not provide advice on this.

Tree Replacement Proposal

As set out in D&A3 GI the applicant believes that the Tree Officer's requirement as set out in the local Tree Strategy is the appropriate target. Nevertheless the applicant is extremely supportive of ecological improvements and is happy to provide more trees than are required.

We are now proposing planting 6 trees on site to replace the 2 trees and 1 woody shrub which have been removed and the apple tree that is removed in the proposal. The applicant believes that there is sufficient space to plant 6 compensatory trees.

The replacement requirement is for compensatory trees which in this case would be small trees. The applicant is proposing 2 small apple trees, one larger street scene tree at the Wynnstay Lane end of the site and three garden trees.

These trees are shown on the newly submitted site plan.

Tree Species Choice.

As recommended by the Tree Officer in response to D&A3 GI the following tree species are shown on the revised plan WYNNSTAY L01F PROPOSED SITE LAYOUT. Should the Tree Officer require different species the applicant is happy to receive advice.

- T1&T3 - *Betula utilis* 'jaquemontii' (single-stemmed ornamental birch)
- T2 - *Crataegus prunifolia* 'splendens' (ornamental hawthorn)
- T4&T5 - apple trees (*Malus* spp) rootstock size of M26
- T6 - *Prunus Litigiosa* (Tassel Cherry)

Dwelling Proposal

The original design has been changed to address concerns over the proximity of neighbouring properties and the new dwelling. The revised site position dictates a different shaped footprint and layout and also a re-evaluated design response to its immediate context. The site is now an infill between 2 similar architecturally styled properties of similar scales and massing. The site's overall width has increased and is more regular in shape, although the rear garden is shallower it is much larger in area extending to 118m².

The approach is to construct a dwelling of similar width and height to the existing adjacent properties which the wider plot allows whilst still maintaining generous separation with its neighbours. The simple double fronted arrangement with central porch is a strong feature and translated into modern materials and finishes will be a contemporary but complementary addition to the street scene.

The new layout dictates that parking and access for both plots is at the rear, off the quieter Wynnstay Lane, meaning the front of the property is car free and uncluttered and much safer with the vehicular access removed.

The proposed dwelling has a high brick plinth that runs around the perimeter with a rendered finish above and a slate effect tiled roof. All windows will be a traditional flush casement type with panes split with a simple horizontal Georgian bar design.

The frontage to both Ingledene and the new dwelling will be treated similarly with new pedestrian access points from Marford Hill and new open metal railings which provides visual simplicity but also creates better views of the properties to and from the roadside creating more interest and activity.

The positioning of the Kitchen and Lounge to the front of the property also improves natural surveillance but the difference in height from the footpath means the property retains its privacy from passers-by.

Ingledene Garden

In splitting the site into two dwellings the Ingledene garden is reduced in size but still exceeds the Local Authority minimum requirement of 50 sq.m with a size of 70 sq.m.

Highway Safety Improvements

The Highways Department commented on the proposal set out in drawing **L01D** on 01 March 2024. This drawing proposed an access for the existing dwelling – Ingledene - onto the Marford Hill classified road and an access for the new dwelling onto the Pant Lane cul-de-sac using the existing legal access points but with improvements to pedestrian safety by removing outward opening gates, walls and garages to increase visibility and improve pedestrian safety.

The Department commented:

“Existing Parking & Turning Provision. The property is a detached 3 bedroom dwelling which would normally require a maximum of 3 parking spaces in accordance with LPGN 16. ... The existing property only appears to have 1 parking space at the side of the property on a single driveway. The two existing garages at the side of the property appear too small / confined to accommodate any parking.”

In relation to the proposed access onto Marford Hill the Department commented: “the proposed 6.8m wide access are considered acceptable.”

In relation to the proposed access onto Pant Lane cul-de-sac the Department commented: “The submitted layout plan indicates a proposed 2 bed dwelling to the rear of Ingledene with 2 no.

parking spaces. These spaces would access / reverse onto a short section (now blocked off to through traffic – Wynnstay Lane) which is a frequently used pedestrian route to the zebra crossing on Chester Road. There is little footway provision along this section and visibility (to pedestrians) from the proposed access points has been improved from the existing arrangement which is beneficial in highway safety terms.”

Requirement Fulfilment

In relation to the requirements for visibility splays onto a non-classified road the Department advised in its earlier comments on 05 December 2023 that "Pedestrian Visibility splays are measured from the centreline of the vehicular access 2.4 m back from the edge of the footway to points 3.3m either side measured along the back edge of the footway"

The proposal **L01F** has increased public safety in comparison to **L01D** by removing the 6.8m wide access onto Marford Hill. Although this was considered acceptable by the Highways Department it was nevertheless close to a pedestrian crossing; across a pathway that is narrower than current new road safety specifications recommend; and increased traffic flow onto a classified road at a new access point

In proposal **L01F** the access for both the new build property and Ingledene use the existing legal access points onto Pant Lane cul-de-sac.

Ingledene. The two access points into the “small and confined” garages are now improved by the removal of the garage and increase the existing parking provision available to Ingledene from one space to two.

New dwelling. The new dwelling uses the approximate location of Ingledene’s existing external driveway entrance. The wall enclosing this existing space is removed and the access point is used for a single lane driveway of double depth to accommodate 2 cars for the proposed 2 bedroom new dwelling.

In all cases the parking spaces are 2.5m x 5.0m which is larger than the required 2.4m x 4.8m and therefore – in relation to the Ingledene parking spaces which are adjacent to each other – provide more visibility than is acceptable in public carparking areas which also increases as the car moves towards the adopted roadway but before entering it.

The drawing below shows the visibility splay to the left and right hand sides of the 2 adjacent spaces for Ingledene and the visibility splay to the left and right hand side of the new dwelling driveway. The dark blue lines show the required 3.3m visibility splay from 2.4m back. There are no walls above 600mm at the back edge of the footway along any of this area. The blue filled triangles show the increase in the visibility splay which is above the minimum requirements.

To the left of the full driveway the visibility splay is 4.6m and to the right it is 4.55m

