

Planning & Design Statement

54 Poyle Road, Tongham, GU10 1DU



Introduction

This statement has been prepared on behalf of our client, who is seeking permission for the subdivision of existing plot to allow for the construction of a detached dwelling with associated parking and amenity space.

Site Location and Context

The application site is known as 54 Poyle Road, Tongham, which is located in the Ash South and Tongham Ward in the constituency of Surrey Heath.

The location benefits from its close proximity to transport links such as The Cardinals Bus Stop (43ft), Ash Train Station (1.4 miles) and Junction 4 of the M3 (6.9 miles).

The site is located in an urban area characterized by two storey detached and semi-detached dwellings on medium to large sized plots and off-road parking.

Existing Site Information

The site has a total area of 923.7 sqm (0.09 hectares) and comprised a semi-detached, two storey dwelling with a single storey rear extension. The existing dwelling sits on the eastern boundary adjoining no.56 and is set back approximately 13.2m from Poyle Road to the south. To the west of the site is a 1.8m high fence which tapers down to 1.2m towards Poyle Road. This demarks the boundary between the application site and the detached property known as 52 Poyle Road. To the north of the site and approximately 50m from the rear of the existing dwelling are the two storey, semi-detached dwellings known as 21 and 22 West Ring.

The dwelling has a footprint of 62.5 sqm, an eaves height of approximately 5.1m and a ridge height of approximately 8.2m. The property has permission for a single storey rear extension with an eaves height of around 2.4m and a maximum height of 3.4m.

The property features red facing brick to all elevations, with a brown clay tiled gable roof and white uPVC windows.

The whole of the frontage is currently a combination of gravel, rubble and paving. Approval for a new drop kerb has been granted to the east to provide access to the already graveled drive area which can accommodate at least two cars. Another existing dropped kerb is located to the south west corner of the site and is shared with no.52.



Relevant Planning History

21/P/01967: Construction of 2x semi-detached dwellings and a new access.

Refused 4th Jan 2022

Reasons for refusal:

- By virtue of parking arrangement, create a hard surfaced and vehicle dominated layout which would be visually unattractive and would be detrimental to the character and appearance of the area. Detract from nearby attractive open landscaped areas either side of the Cardinals.
- Impact on SPA and SSSI.
- Proposal fails to comply with min space standards and by virtue of this noncompliance and the proposed arrangement of parking and vegetation would create an unacceptable living environment.

Comments in Officers Report relating to parking area/ frontage:

- Parking arrangement with shared access is similar design to that commonly associated with flats rather than individual dwellings.
- Whilst trees and vegetation are proposed to make some attempt at screening the parking area from views within the street scene, however this is insufficient and it would still be unduly prominent within views particularly owing to the alien nature of its design when viewed in context.
- Dominance of tarmac would be visually intrusive and the arrangement is not replicated by any of the neighbouring residential properties.
- Proposed vegetation would impact on light received by windows on the front elevation and would likely create a dark and overshadowed environment.
- Outlook would be vegetation and car parking which itself is to be enclosed by a greater extent of vegetation and trees, ultimately resulting in an enclosed environment with poor outlook.

23/P/00349: Construction of a two storey 4-bedroom detached dwelling and single storey rear extension to existing dwelling (consented under 18/W/00128) following subdivision of plot.

Refused 17th October 2023

Reasons for refusal

- By virtue of parking arrangement, create a hard surfaced and vehicle dominated layout which would be visually unattractive and would be detrimental to the character and appearance of the area. Detract from nearby attractive open landscaped areas either side of the Cardinals.
- Impact on SPA and SSSI.

Comments in Officers Report relating to parking area/ frontage:

- Parking arrangement with shared access is similar design to that commonly associated with flats rather than individual dwellings.

- Unlike previous application no trees or vegetation are proposed to make some attempt of screening the parking area from the street scene.
- Dominance of tarmac would be visually intrusive and the arrangement is not replicated by any of the neighbouring residential properties.
- Highways raise no objections to the proposed parking and confirm scheme meets parking standards.

23/P/01914: Installation of a dropped kerb.

Approved 8th Jan 2024

The Proposal

It is proposed to construct a detached, two storey dwelling following the subdivision of the existing site and to construct a single storey rear extension to No.54 as already consented under 18/W/00128.



As no concerns were raised with the proposed dwelling itself this application only seeks to make amendments to the frontage of the site to address the previous reasons for refusal. All other aspects have remained as previously submitted under 23/P/00349 and it is considered that they remain acceptable. This statement will therefore focus on the proposed frontage of the site and parking.

The proposed site layout will utilise the approved dropped kerb (23/P/01914) from Poyle Road which will serve No. 54. The area to the front of 54 is already fully gravelled with ample parking for at least two cars. A pedestrian path is provided to the west of the drive and a 1.2m high fence to the east demarks the boundary between the property at No. 56. No changes are proposed to this arrangement.

Access to the new dwelling will be via the existing shared dropped kerb with No.52. This will lead to a gravel drive with parking for 2 cars in line with Guildford's Parking Standards. There is also turning space provided on site to ensure that all cars can enter and egress in a forward-facing gear. Soft landscaping is proposed to the front of the site for the new dwelling. Planting adjacent to the highway will not exceed 0.6m in height to ensure visibility is not breached. A 1.2m hedge is proposed to demark the boundary between the existing and proposed dwelling. This arrangement takes precedence from many neighbouring dwellings. As evidenced below all the drives to the west feature parking areas with turning space and some form of landscaping to the edges, this then opens up to the east of the application site which is known as The Cardinals.



The proposed soft landscaping to the front of the new dwelling helps to screen the new parking area and is reflective of the properties to the west. The area to the front of the existing house will remain as existing which retains the openness of the corner junction between Poyle Road and The Cardinals. It is therefore considered that the proposed layout is deemed to be both harmonious and entirely appropriate for the distinctive context of the area, where diverse frontage treatments vary significantly from east to west.

Furthermore, the comments in regard to the openness of the corner junction between Poyle Road and The Cardinals are still not considered to be negatively impacted by the proposed development. As demonstrated below the site is located some way from the corner and the proposal seeks to screen any hard standing from the street scene by way of planting and vegetation which would add more greenery than currently exists. There is also substantial hard standing to the frontages of dwellings directly adjacent to the site which has little to no screening.



Existing Aerial View



Aerial View with Proposal Overlay

As demonstrated above, it is considered that the proposed parking layout would not be out of character for the area and would not cause a detrimental impact on the sense of openness between Poyle Road and The Cardinals.

Conclusion

It is believed throughout this document it is evidenced that a detached dwelling can be accommodated on the site in a way that respects and reflects the surrounding properties in order to ensure that there is no sense of gross overdevelopment or sense of enclosure.

It is also considered that the proposed site frontage treatments overcome the previous reasons for refusal by ensuring that the openness on the corner between Poyle Road and The Cardinals is retained and that the proposed drive for the new dwelling has ample turning space, is screened and takes precedence from the more enclosed treatments of the properties to the west.

For the reasons detailed, it is deemed that the proposed development addresses and overcomes the previous reasons for refusal, is in keeping and proportionate to both the application site and the context of the wider area and therefore should be granted approval.



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