

**Application Number**

P/2011/0813

**Site Address**2-16 Southview Road  
Paignton  
Devon  
TQ3 2QG**Case Officer**

Mr Scott Jones

**Ward**

Clifton With Maidenway

**Description**

Demolition of 8 dwellings and ancillary buildings and formation of 14 dwellings together with associated parking and vehicular/pedestrian access and amenity areas.

**Executive Summary/Key Outcomes**

The proposal is a social housing redevelopment scheme that seeks to replace eight existing semi-detached 'Cornish Units' with fourteen new dwellings arranged in three short terraces, all served with off-street parking.

The proposal is a positive residential redevelopment that will provide modern social-rented housing units and help meet the need for affordable homes in Torbay. The scheme for three short terraces is considered to sit comfortably within the local surroundings. The scale, layout and design of the buildings, is fitting for the locality.

**Recommendation**

Site visit; Conditional approval (suggested conditions as laid out at the end of this report) delegated to the Executive Head of Spatial Planning; subject to the signing of a S106 legal agreement in terms acceptable to the Executive Head of Spatial Planning (within 6 months of the committee date).

**Site Details**

The site is the combined curtilage of residential plots numbers 2 through to 16 Southview Road. The site currently holds eight dwellings that are arranged in four pairs of two-storey semi-detached units. The existing buildings are a mix of pre-cast concrete panels and upper floor clay tiles and feature front and rear gardens with pedestrian access and occasional off-street parking. Due to the sloping topography of the street the units stagger down the road from North to South (Number 16 to Number 2) and sit slightly below street level. The existing

buildings are not worthy of retention, are in a dilapidated state and do not contribute positively to the built environment.

To either side of the plot there are further two-storey residential dwellings. To the rear, the land falls away quite steeply to the residential plots off Maidenway Road.

There are no built or landscape designations over the land within the Local Plan proposals map.

### **Detailed Proposals**

The scheme proposes 14 dwellings along the frontage of Southview Road, provided in three short terraces. All of the units are split level, with a single-storey to the road frontage and a lower ground floor to the rear aspect. The elevations are to be rendered and set under gabled tiled roofs. Each unit will be supplemented with a minimum of one on-site parking space with a degree of landscaping to the front and private amenity space to the rear. In regard to the development footprint, the front and rear building lines loosely accord with the existing and, in regard to massing, the staggered ridge lines also reflect those which currently exist.

### **Summary Of Consultation Responses**

*Affordable Housing Team:* All of the units on this site are to be developed as affordable housing which is to be commended due to the high need for affordable homes in Torbay. Our Housing Needs Survey shows demand across the spectrum of household sizes and the Housing Market Assessment indicates a great need for all house types in Torbay, with a particular need for affordable rented accommodation. Our waiting list figures support this; there are currently 2941 households on the waiting list for rented accommodation, a further 381 households on the South West Homes waiting list for shared ownership accommodation with a further 27 households in temporary accommodation. This site is part of a wider regeneration project in the area to replace the current defective accommodation that currently lies empty, with more efficient modern accommodation that people want to live in. These homes will go a long way to meeting housing need for local people and consequently Housing Services are supportive of the proposals.

*Highways Department:* Highways raise no objection to the development. Comment is provided that all off street parking spaces should be a minimum of 5.5metres. For the sake of clarity, the submitted plans do currently show a minimum depth of 5.5m.

*Arboricultural Team:* Recommend approval on arboricultural merit with the

requirement for a detailed landscape scheme to be prepared, which can be agreed via condition.

### **Summary Of Representations**

A number of representations in objection to the application have been received and a petition with 76 names has also been submitted. Points raised include the following:-

overdevelopment  
impact upon the character of the street  
traffic/parking implications due to the increase in numbers  
impact on residential amenity  
inadequate amenity space provided  
impact upon the drainage system  
provides an imbalance of the private and social housing mix in the street  
visual impact of bins in the street

These have been re-produced and placed in The Members Room.

### **Relevant Planning History**

None.

### **Key Issues/Material Considerations**

#### **Principle and Planning Policy -**

The key policy issues are considered to be;

- i) The principle of the development,
- ii) Visual implications, largely around scale, layout and design,
- iii) Neighbour amenity considerations,
- iv) Highway matters, parking and access.

#### *i) The principle of the development -*

Firstly, demolition of the existing buildings, which are not of any great merit and are in poor condition, is considered acceptable and should be supported.

In regard to the redevelopment scheme it proposes a straightforward replacement of socially rented housing stock. As this maintains the established use, which is one that is wholly acceptable within this wider residential area, the general principle of the development is supported.

In regard to the principle of increasing the number of units, policy guidance does seek to encourage the more efficient use of previously developed land and

therefore there is potential for higher density development on sites where it is appropriate. In this case, the proposal replaces 8 units with 14 units, and given the size of the site and the proposed layout, this is considered to be entirely appropriate.

*ii) Visual implications, scale, layout and design -*

The scheme provides three mini-terraces in place of four pairs of semi-detached properties. Although the established grain of the street is largely that of semi-detached pairs, the neighbouring roads provide a mixed backdrop of housing type that includes numbers of detached dwellings and multiple short terraces. Considering this broader picture the layout proposed, due to the relatively short narrow width of each terrace and the prominence of the breakages between them, is considered suitably reflective of the local character.

The scheme maintains linear street-facing development that loosely accords with the established building lines to the front and rear. By maintaining these lines the resultant overriding layout provides development within acceptable parameters in terms and results in a positive relationship with the street.

The scheme respects overall building parameters, e.g. ridge heights, and seeks to improve the relationship of development with the street and the access for occupiers. By providing development at single storey level to the frontage, the properties will appear as bungalow development to the street, however, the ensuing form is considered acceptable in this location. The retention of the building heights close to that which exists, is also a positive aspect of the design. In addition to visual acceptability, the design also provides wider benefits in that the layout provides for a far superior arrangement in terms of access.

In respect of landscape the scheme is considered to provide an appropriate combination of soft and hard landscaping, and brings forward improved parking facilities (20 spaces to serve 14 units, in place of the existing 8 spaces to serve 8 units). Although, due to the provision of parking, there is only limited softening of the development to the frontage, by providing some parking to the side of some of the plots, the scheme has the potential for some soft landscaping to the street frontage.

*iii) Neighbour amenity considerations -*

Amenity issues centre on the impact upon other residents within the street and occupiers within adjacent plots to the rear on Maidenway Road. The pertinent issues are considered to be the potential loss of privacy/ resultant overlooking, or the loss of light, outlook, or the creation of an overbearing relationship. Highway/parking implications will be covered separately below.

All matters considered the development would not have any significant material impact upon the amenity of those living within Southview Road. The scheme

provides development of a similar domestic scale and footprint as to that which exists and although there is a minor movement of the building lines, these changes will not increase overlooking, lower light ingress, or diminish outlook.

It is appreciated that there is an increase in the density of development, which itself may result in additional movement in and around the area, however the layout is not considered cramped or overbearing, but merely the efficient use of land.

In regard to the relationship with plots off Maidenway Road and the resultant amenity issues to the rear, as the location and scale of the units are largely maintained, it would appear that the established relationships will remain unaltered. It is therefore considered that the scheme does not result in any demonstrable harm to amenity, due to the fact that the proposed relationship is similar to the existing relationship.

*iv) Highway matters, parking and access -*

The proposal provides 20 off-street parking spaces for the 14 dwellings via a mix of staggered and perpendicular bays set to either the front or the side of the units. The proposed parking numbers and layout accord with policy guidance and hence there is no overriding concern with regards to the parking provision and the solution presented.

In terms of detail, the scheme, which shows both angled and perpendicular bays, presents a workable solution for suitable access and egress requirements on what is a relatively narrow street (when considering the level of what appears to be informal on-street parking on the opposite side of the carriageway).

With consideration of the existing arrangement, whereby 5 dwellings benefited from off-street parking and 3 were absent of any on-site provision, the proposal to provide uniform off-street parking throughout is considered an improvement on the current situation. Therefore, although there is an increase in the density of development and hence vehicular movements, the improved provision and spread of parking on-site means that there is unlikely to be any demonstrable highways impact.

The provision and layout of the parking is supported by the Authority's Highways Department.

**Closing the gap -**

The scheme proposes the replacement of out-of-date social housing, by providing modern homes in a sustainable location within an established residential area and supported by suitable outdoor amenity space and parking provision. The proposal looks to use the land more efficiently and in doing so proposes to provide 14 social-rented units in place of the 8 which currently sit on the site. The scheme, which comes with the support of the Authority's Affordable

Housing Team, is considered a positive step in uplifting the residential environment for those in need of social housing.

**Climate change -**

The proposal removes outdated living units set within large plots and provides the opportunity for the more efficient use of land and the supply of more energy efficient modern housing. As socially rented units, the houses will be required to meet code 3 of the Code for Sustainable Homes. The result being that the units are more easily maintained, cost less to heat and run, and thus reduce the resultant energy need per unit.

**S106/CIL -**

Inline with Council adopted Policy 'outer ring' sustainable development contributions for affordable housing schemes are not sought. The proposal would, however, need to be subject to a S106 agreement with clauses to ensure the provision of the units as social housing, or in the absence of this to secure the full complement of planning contributions inline with adopted policy.

**Conclusions**

The principle of the proposal is considered acceptable. The redevelopment of outdated and dilapidated housing units with new, energy efficient units supplemented with private parking and private outdoor amenity space, is entirely positive. The design and layout is considered acceptable and there will not be a significant impact on the amenities of the neighbouring occupiers. As such, subject to the resolution of a S106 legal agreement in terms acceptable to the Executive Head of Spatial Planning (within 6 months of the committee date), the proposal is recommended for approval with appropriate planning conditions.

**Conditions**

Submission of external materials

Submission of a detailed hard and soft landscaping scheme & the delivery thereof

Submission of details on all retaining / elevated structures

Provision of parking facilities as laid out

Provision of Sustainable Urban Drainage

Removal of Permitted Development Rights

**Relevant Policies**

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