

Applicant's response to objections

- Proposal is very similar to previously refused Application 72801

Whilst similar in design to the refused application 72801 the scale and front elevation of the buildings is as per the approved scheme on Application 69702. The new design and scale was achieved following a pre planning application consultation with the planning and conservation officers to ensure that the development would preserve the character and appearance of the conservation area.

- Parking provision is inadequate for 4 bed homes under current standards; access is unsafe due to a blind bend and narrow bridleway.

The houses driveways are adequate for 4 bed homes under current standards. The car parking sizes set out in SPD11 is 5m x 2.5 m per space, the driveways on all three properties are in excess of these requirements. In respect of the access being unsafe due to a blind bend and narrow bridleway we have under separate application set out a number improvements to the area in front of the development which will enhance visibility. In addition the front driveways of the houses is no different in this application to those in the approved application no 69702.

- Risk of vehicles blocking the bridleway, including during construction; current parking already causing obstruction.

Under a separate application we have proposed improvements to the bottom of the bridleway which would prevent vehicles parking on the bridleway. During construction vehicles are not now parking on the bridleway and causing any obstructions. We have had signage on the road during construction ensuring construction traffic does not go past the site boundary onto the private road and we will also be using "no parking" signage at the bottom of the bridleway moving forward.

- Increased height, massing and footprint make the houses appear overbearing and out of character with the Conservation Area.

There has been no increase in height in the houses the ridge height of 165.05 is as per the approved Application 69702. In terms of massing and footprint of the development the design & access statement section 4 details as follows:

Section 4 – Scale

The existing site incorporates adequate area to allow the proposed dwellings to be sited, achieving adequate amenity areas and good site access. The proposed dwellings in terms of their size and massing integrate well within the site and its surroundings. As illustrated by appendices 1 & 2 the developed footprint of the site (urban grain) is reduced within the proposal which provides a more open development site.

- New dormers, balconies and enlarged windows cause direct overlooking and loss of privacy to properties on Redisher Croft.

The application does not have any dormers. With regard to the balconies and enlarged windows I am in agreement with the planning officer who stated in their Delegated Report dated 28th August 2025 for Application 72081 that:

"The balcony would be located on the rear of the property and set at a 90 degree angle to the houses on Redisher Croft and therefore at an oblique angle. These houses are also set at a higher level and would be more than 13m away from the nearest plot. The window on the side elevation would be to bathroom, which would be small in size and obscure glazed. It is therefore considered that the proposed development would not have a significant or detrimental impact on the privacy of the adjacent occupiers."

- Potential for noise pollution from multiple balconies and bifold doors, affecting the valley's quiet setting.

The application does not have bi-fold doors. With regard to noise pollution I am in agreement with the planning officer who stated in their Delegated Report dated 28th August 2025 for Application 72081 that:

"In terms of potential noise from the balcony given its position on the houses and distance and relationship to the adjacent houses, it is considered that impacts from noise would not be significantly harmful to residents and no more than noise which could be created from use of the garden spaces. It is therefore considered that the proposed development would not be detrimentally harmful to existing residents."

- Concerns developer may intend future HMO use due to 4 ensuite bedrooms.

I can confirm as the developer that I have no intention of in the future using the properties as HMO's. This would necessitate a completely different planning application and also design of the properties to satisfy different regulations.

- Revised plans include communal bin store, contrary to guidance that bins should be within the curtilage of each dwelling.

Application has been amended to bring bins back into the curtilage of each dwelling. I would also point out that Councils Waste Management Dept. response received on the 20th February 2026 stated:

"No issues with the communal bin store, bins would just need presenting at kerbside for collection."

- Practical concerns over how refuse and delivery vehicles will turn or exit without using the private road.

The development would form an extension to the refuse vehicles existing rounds and would therefore necessitate that they access the other properties on Redisher Croft via the private road to complete the refuse collection round. Delivery vehicles are able to turn round to exit without accessing the private road. Again I would point out that the frontage of the development is unchanged from that of the approved application No 69702.

- Construction appears to have already proceeded to new, unapproved dimensions, breaching existing permission and the Traffic Management Plan.

Construction is at a point that it is able to cover any changes in the dimensions under this application or the approved application No 69702. With regard the approved Traffic Management Plan I am not sure what breaches they are referring to as I believe we are doing everything as per the CTMP as submitted. Construction vehicles do not access the private road and we have not blocked access to my knowledge as confirmed by a Council enforcement officer email of 3rd March 2026 following a site visit.

- Environmental concerns about vehicles parking near the culvert/river, with risk to the riverbank and past flooding issues.

Under a separate application we have proposed improvements to the bottom of the bridleway and the roadway in front of the development which would prevent vehicles parking on the bridleway and improve the passing point and parking for vehicles.

- Residents argue the scale of changes should require reassessment under new parking SPD11 or a new planning application.

The houses driveways are adequate for 4 bed homes under current standards. The car parking sizes set out in SPD11 is 5m x 2.5 m per space, the driveways on all three properties are in excess of these requirements.

- Heritage concerns: development still impacts views from Redisher Croft despite claims it is screened from public view.

The development is screened to the right hand side by the large conifers which provide screening up the private road to the front elevation of No 2 Redisher Croft, these conifers wrap round to the rear of the development giving screening to the rear of the development for approximately 4m. To the rear of the site is open ground with various trees giving screening. I have however spoken with the owners of the land to the rear of the site and received their approval to plant a laurel type hedge on their land directly behind the existing retaining wall which will provide additional screening

This detailing is shown on the landscape design submitted as part of this application. To the front of the site under a separate application we are proposing to again introduce laurel type hedging to the front of the timber rail fencing on the bank in front of the Hare & Hounds car park which again will provide screening. We have also completed an Section 211 Application ref PP-14756879 which includes the removal of the three dead trees at the bottom of the bridleway and to replace them with a Tilia Tomentosa (Mature Tree) which again will provide screening to the development at the front.