CASE OFFICER'S REPORT

Application Reference: PL/2023/05298
Site Address: 547 NETHERAVON ROAD, DURRINGTON, SALISBURY, SP4 8AU
Date of Site Visit: 18th July 2023
Publicity Expired: 26th July 2023
Target Date: 25th August 2023

SITE DESCRIPTION:
The application site is a semi-detached residential dwelling located on the western side of the A345 as part of a well-established row of residential properties outside the settlement boundary of the market town/local service centre of Durrington, as defined by Wiltshire Core Strategy (WCS) core policies 1 (Settlement Strategy), 2 (Delivery Strategy) and 4 (Spatial Strategy for the Amesbury Community Area. The site is surrounded on three sides by other residential properties and their associated amenity and parking provisions, some of which have been subject to alterations and or extensions over time, and open countryside to the rear.

PROPOSAL:
This is a householder planning application proposing the addition of a double garage with an annexe above by way of a side extension and a two-storey rear extension plus associated works. During the planning application process, the proposed works have been subject to alterations in response to questions raised by consultee responses.

RELEVANT PLANNING HISTORY:
None

POLICIES:
National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guidance (Planning practice guidance for beautiful, enduring and successful places) 2019

Salisbury District Local Plan policies (Saved by Wiltshire Core Strategy):
H31 (Extensions in the Countryside)
C24 (Extensions and Additions to Buildings in the Countryside)

Wiltshire Core Strategy:
CP1 (Settlement Strategy)
CP2 (Delivery Strategy)
CP4 (Spatial Strategy for the Amesbury Community Area)
CP57 (Ensuring High Quality Design & Space Shaping)

Supplementary Planning Documents:
Creating Places Design Guide SPG (April 2006)

REPRESENTATIONS:

Highways – No Objection subject to the following conditions.

- To confirm, 3 parking spaces are required, 2 for the existing 2 bed dwelling and 1 for the proposed annexe as it is self-contained and could with necessary permissions be used independently from the host dwelling.

  I appreciate that the fence will remain adjacent to the telegraph pole, however the building is being brought forward and the frontage more developed than as existing and therefore vehicle manoeuvres will be closer in a more confined area, increasing the risk of the pole being struck. I would recommend some form of protection being installed within the site.

  The grading of the site frontage onto the access road should ensure that access to the adjacent properties is not affected.

The scheme is not ideal, however, the revisions and conditions below will ensure that the site operates in a satisfactory manner.

I, therefore, wish to raise no highway objection providing the following conditions are imposed:

- The development hereby permitted shall not be first brought into use until the whole of the parking area, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.
  REASON: In the interests of highway safety.

- Notwithstanding the submitted details, the proposed development shall not be first brought into use until means/works have been implemented to avoid private water from entering the highway.
  REASON: To ensure that the highway is not inundated with private water.

- The gradient of the access way and turning area shown in drawing number 0782/Pr/101 RevB shall not at any point be no steeper than 1m in 15 metres from its junction with the public highway.
  REASON: In the interests of highway safety.

- The vehicle access and parking area shall remain ungated.
  REASON: In the interests of highway safety.

- No part of the development hereby permitted shall be first brought into use until the access, turning area & parking spaces [3] have been completed in accordance with the details shown on the approved plans (0782/Pr/103 Rev A). The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.
  REASON: In the interests of highway safety.

- The annexe hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 547 Netheravon Road.
  REASON: The additional accommodation is sited in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, parking and planning policies pertaining to the area, would not permit a wholly separate dwelling.

- Informatives
  - The applicant is advised that, if it is proposed to drain this development directly into the river or carry out any work within 8 metres of the watercourse then a Land Drainage Consent is required from the Environment Agency. For further information see www.environment-agency.gov.uk

Durrington Town Council –Comment

- Durrington Town Council is concerned with the road safety of traffic leaving the development site travelling North and joining the A345.

Letters – None Received.

ISSUES:
The main considerations which are material to the determination of this application are listed below:

- Principle
- Character & Design
- Neighbouring Amenities

PLANNING ASSESSMENT:

Principle:
The WCS states that within small villages some modest development may be appropriate to contribute to the vitality of rural communities by ensuring better facilities and homes.

Saved policy H31 from the Salisbury District Local Plan 2003 states that: In the countryside extensions to existing dwellings will be permitted provided that

a) The extension is subservient in size to the existing dwelling and house plot and does not substantially alter the character of the dwelling;

b) The design of the extension is in keeping with that of the existing dwelling and uses complementary materials;

c) The extension would not create, or be capable of creating, a separate dwelling.

Saved policy C24 From the Salisbury District Local Plan 2003 states that:

Extensions and additions to buildings in the countryside will only be permitted if they are sympathetic in scale and character with the existing building and surroundings, and fall within the existing curtilage.

Furthermore, the site is already in use for residential purposes and the principle of extensions or additions to be used in association with the residential use is accepted. These principle acceptabilities are, however, subject to the detail, such as their implications for the character of the area and neighbouring amenities. These will, therefore, be addressed in more detail below.

Character & Design:

Core Policy 57 states that new development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. Residential extensions/alterations such as this are acceptable in principle subject to there being no adverse impacts.

Good design helps to provide a sense of place, creates or reinforces local distinctiveness, and promotes community cohesiveness and social wellbeing; The layout and design of new developments must also be based on a thorough understanding of the site itself and its wider context, and seek to maximise the benefits of the site's characteristics. This will require careful consideration of the site layout. No two sites share the same landscapes, contours, relationship with surrounding buildings, street pattern and features. The proximity of poor quality or indistinct development is not a justification for standard or poor design solutions. New development should integrate into its surroundings whilst seeking to enhance the overall character of the locality; A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings.

In this instance, it is considered that the proposed works are relatively minor in terms of scale and mass, are to be constructed of predominately matching material and whilst visible from the public realm will remove several outdated buildings. The proposals are clearly subservient to the main dwelling and can be conditioned to be tied to the main dwelling. Whilst not identical other properties in the area have had similar form additions to their properties, as such it is considered that the proposals would not be out of character for the area or harm the street scene. To the rear of the property, there is to be a two-storey rear extension to provide further bedroom space and will have a subservient ridge. Overall it is considered that the proposed works are of an acceptable scale, mass, height and design to maintain the character of the application site, would not harm the street scene and would maintain the character of the surrounding area.

It is noted that the attached neighbour also has an application for planning permission running concurrently with the intention to build both at the same time. Both applications include two-storey rear extensions.

Neighbouring Amenities:

WCS policy CP57 (Ensuring High Quality Design & Space Shaping) requires that development should ensure the impact on the amenities of existing occupants/neighbours is acceptable and ensuring that appropriate levels of amenity are achievable within the development itself. The NPPF includes that planning should "*always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings"*. Residential amenity is affected by significant changes to the environment including privacy, outlook, daylight and sunlight, and living areas within private gardens and this, therefore, needs to be carefully considered accordingly.

Due to the limited height of the proposals and the established separation between the existing properties, it is considered that the proposed works would have no tangible effect on the enjoyment of designated amenity spaces available to the occupiers of neighbouring dwellings.

It is also noted that once both 546 &547 build out the rear elements of their proposals there would be no effect upon the other.

CONCLUSION:
The proposal would be of an acceptable overall scale and character for the immediate locality and will have limited implications or the street scene. Similarly, due to the massing and limited height, it is considered that the proposals would be unlikely to have a significant impact on the amenities enjoyed by the occupants of adjacent dwellings.

The proposal would, therefore, accord with the aims and objectives of the Wiltshire Core Strategy and other Government guidance and is recommended that planning permission be granted for the proposal.

RECOMMENDATION:
Approve subject to the following conditions

1. **WA1** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. **WM13** The development hereby permitted shall be carried out in accordance with the following approved plans:

   Application Form & Certificate Received 30th June 2023
   Plans Ref:
   Location Plan DWG: 782-EX-01 Received 30th June 2023
   Proposed Annexe Plans DWG: 782-PR-101 Rev C Received 24th August 2023
   Proposed Annexe Site Plan DWG: 782-Pr-103 Rev B Received 24th August 2023
   Proposed Annexe Elevations DWG: 782-Pr-102 Rev A Received 24th August 2023

   REASON: For the avoidance of doubt and in the interests of proper planning.

3. Other than the dormer flat roof, the materials to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those used in the existing building.

   REASON: In the interests of visual amenities and the character and appearance of the area.

4. The Annexe hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the main dwelling, known as 547 and it shall remain within the same planning unit as the main dwelling.

   REASON: The additional accommodation is sited in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, would not permit a wholly separate dwelling.

5. The development hereby permitted shall not be first brought into use until the whole of the parking area, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

   REASON: In the interests of highway safety.

6. Notwithstanding the submitted details, the proposed development shall not be first brought into use until means/works have been implemented to avoid private water from entering the highway.

   REASON: To ensure that the highway is not inundated with private water.

7. The gradient of the access way and turning area shown in drawing number 0782/Pr/101 RevB shall not at any point be no steeper than 1m in 15 metres from its junction with the public highway.

   REASON: In the interests of highway safety.

8. The vehicle access and parking area shall remain ungated.

   REASON: In the interests of highway safety.

9. No part of the development hereby permitted shall be first brought into use until the access, turning area & parking spaces [3] have been completed in accordance with the details shown on the approved plans (0782/Pr/103 Rev A). The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

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Informatives

1. The applicant is advised that, if it is proposed to drain this development directly into the river or carry out any work within 8 metres of the watercourse then a Land Drainage Consent is required from the Environment Agency. For further information see www.environment-agency.gov.uk