CASE OFFICER'S REPORT

Application Reference:	PL/2023/06423
Application Type:	Householder planning permission
Site Inspection:	15 September 2023
Consultation ends:	14 September 2023
Case officer:	Helena Carney

Site Address:	Chalkwell, 2 Southward Lane, Aldbourne, Marlborough, SN8 2DF
Proposal:	Proposed first floor extension and ground floor conversion of existing car port to provide a study and ensuite
Recommendation:	Approve with Conditions

POLICIES

Wiltshire Core Strategy (adopted January 2015):
Core Policy 51: Landscape
Core Policy 57: Ensuring High Quality Design & Place Shaping
Core Policy 64: Demand Management

Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy

Aldbourne Neighbourhood Development Plan 2021 - 2036, made March 2023

The National Planning Policy Framework (NPPF) 2023

Planning Practice Guidance (PPG)

ISSUES

- Impact upon neighbour amenity
- Scale, design and materials
- Impact upon highway safety and parking provision
- Impact upon North Wessex Downs Area of Outstanding Natural Beauty (AONB):

RELEVANT PLANNING HISTORY

- 15/06825/FUL - Proposed two storey and single storey extension and alterations, approved 03/09/2015
- 17/04451/FUL - Proposed Porch, approved 29/06/2017

REPRESENTATIONS

Aldbourne Parish Council: no objection

Third party representations: one representation was received from the occupiers of No.3 Southward Lane, commenting “Whilst we are not opposed to the extension but we politely request that the tree line remains between the two properties, maintaining the privacy, especially in our back garden. Please consider all other surrounding properties are bungalows”

ASSESSMENT:

The application site relates to No.2 Southward Lane, a semi-detached two-storey property located in the village of Aldbourne. There are neighbouring properties located to either side and to the rear of the application site with a village green on the opposite side of the lane. The property benefits from a single garage and single bay car port attached to the southern elevation with a parking area to the front of the garage/car port. The property also benefits from a rear garden area. The boundary treatment comprises a combination of close boarded fencing and mature trees and vegetation.

The application site is washed over by the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

The proposal:
This application is seeking planning permission to construct a first-floor extension above the existing car port to provide an en-suite bathroom. It is also proposed to convert the existing car port to habitable accommodation a provide a study.

The first-floor extension above the existing garage will comprise a new window in the front facing elevation and a pitched roof dormer in the rear facing elevation. The front, rear and side elevations will be constructed of horizontal timber cladding to match the existing side and rear elevation of the garage.

The proposed conversion of the car port will comprise a new window in the front facing elevation and a set of French doors in the rear elevation.
Impact upon amenity of occupiers of neighbour amenity:
The proposed development will be constructed on the blind side of the adjoining neighbouring (No.1 Southward Lane) and consequently it will not adversely impact upon the occupiers of this property.

The proposed first-floor extension will be constructed at least 7.5m from the shared boundary with the neighbouring bungalow located to the south (No.3 Southward Lane) and at least 20m from the shared boundary with the neighbouring property located to the rear (No.11 The Garlings).

It is acknowledged that there will be additional built form adjacent to the neighbouring bungalow located to the south as a result of the first floor extension and that it is proposed to install a pitched roof dormer in the rear elevation. However, given the relatively modest scale proposed and the separation distance that exists between them, it is considered that the first floor extension will not adversely impact upon the occupiers as a consequence of overbearing impact or overshadowing. The proposed dormer window be set at the same height as the existing

windows in the rear facing elevation and will look out over the rear garden of the application site. Whilst it is acknowledged that the extension will introduce a new window in the rear elevation, it is considered that it will not result in a material increase in direct overlooking of the neighbouring property or their garden area due to the oblique angle of the window proposed in relation to the neighbouring property.

The proposed extension will be constructed at least 20m from the neighbouring property located to the rear, which it is noted is screened from view by a mature tree line along their shared boundary. Given the separation distance that exists between them and the existing boundary treatment, it is considered that the proposed extension will not adversely impact upon the occupiers as a consequence of overbearing impact, overshadowing or direct overlooking.

The concern raised by the occupier of the neighbouring property regarding retaining the existing tree line in the interests of maintaining privacy has been duly noted. As the application site does not lie within a conservation area and none of the existing trees appear to be the subject of a Tree Preservation Order, their removal would not require consent by the Local Planning Authority. However, on reviewing the neighbours comment, the agent has advised that the applicants have no intention to alter the existing tree line in any way.

Given the above, the proposed development is not considered to materially impact upon the occupiers of neighbouring properties and is therefore considered acceptable.

Scale, design and materials:
The adopted Wiltshire Core Strategy (WCS) Core Policy 57 requires a high standard of design in any new developments including alterations or extensions to a dwelling. Development is to create a strong sense of place through drawing on local context and being complementary to the locality. The policy seeks for any new development to positively respond to the existing townscape and landscape and effectively integrate into its settings.

The proposed first-floor extension will be constructed above the existing car port, set in from the side of the dwelling by approximately 3m. The ridge will be set lower than the ridge of the host dwelling by approximately 0.35m and consequently it will appear as a subservient addition.

The proposed development will also be constructed to an appropriate design and of matching materials (brick, horizontal timber cladding slate roof tiles, timber windows) and as such it will integrate well with the host dwelling.

In consideration of the above, it is concluded that the proposed development will not harm the context of the host dwelling or the character and appearance of the area.

Impact upon highway safety and parking provision:
Core Policy 64 titled ‘Demand Management’ in the Wiltshire Core Strategy seeks to manage demand for parking with residential parking standards based on minimum parking standards.

These minimum parking standards are set out in the adopted Wiltshire Local Transport Plan 2011-2026. The Wiltshire Car Parking Strategy (which was adopted in 2015) states that the minimum parking standards for properties with 4 or more bedrooms require 3 allocated parking

spaces. The minimum parking requirement for each external parking space to be 'counted' is 2.4m x 4.8m and each internal parking space must have internal dimensions of at least 3m x 6m.

The host dwelling has 4no. bedrooms and there will be no increase in the number of bedrooms as a result of the proposed development. However, the proposed development will result in the loss of a covered parking space by virtue of the conversion of the car port to habitable accommodation. The existing car port bay has internal dimensions measuring approximately 3m wide x 6m long and as such meets the minimum internal dimensions required to be counted as an off-street parking space.

Whilst it is unfortunate that the proposed development will result in the loss of an off-street parking space, it is considered that there is adequate space within the application site including the within the existing single bay garage to meet the minimum number of off-street parking spaces required for a 4-bedroom property.

In consideration of the above, the proposed development does not raise any highway safety concerns and is acceptable in terms of parking provision.

Impact upon the North Wessex Downs Area of Outstanding Natural Beauty (AONB):
As the proposal will be within the main built-up part of the settlement and there will be no encroachment into the open countryside, no harm will be caused to the special qualities of the AONB.

Conclusion:
In conclusion the proposals seem fitting with regards to scale, design and materials. The proposal is considered acceptable in the context of its surroundings and is in accordance with the general criteria set out in the aforementioned policies of the local development plan.

Conditions: (3)

1 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 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Application Form

Plans:
Drawing No. 001, Site Location Plan & Existing Block Plan
Drawing No. 002, Proposed Block Plan
Drawing No. 010, Proposed Floor Plans
Drawing No. 030, Proposed Elevations

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

3 Any bricks, cladding and roof tiles 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 amenity and the character and appearance of the area.