DELEGATED REPORT

Application Reference:	PL/2023/07386
Application Type:	Householder Planning Permission
Site Address:	21 Brinkworth Close, Chippenham, SN14 0TL
Proposal:	Proposed extension and associated alterations.
Recommendation:	Planning Permission be GRANTED.

PROPOSAL

The proposal seeks to construct a first-floor extension over the existing double garage and convert the garage to habitable use.

The "householder" application form has been completed by the applicant and there is no suggestion that the part single storey extension and garage conversion would be for any other purpose than that associated with the occupation of no.21 Brinkworth Close, as a domestic dwellinghouse.

Over the lifetime of the application revised plans have been received, due to the location plan not demonstrating access to the highway. The application proceeds on the plan received 04.10.23

DESCRIPTION/CONTEXT

21 Brinkworth Close is a 4 bedroomed dwelling, set within a large plot, located in an established residential area of Chippenham. The proposal seeks to erect an extension above an existing garage and convert the garage to habitable accommodation, redistribute rooms to improve the internal layout of the property. The proposal also seeks to add additional solar PV panels to the rear roof elevation.

This application is not covered by any landscape, conservation or ecological designations.

PLANNING HISTORY

N/82/0593/OL – Residential development with access – Withdrawn

N/74/01356/F - Erection of 94 houses with garages, land off Derriads lane (Parish of Chippenham Without) - Approve

POLICIES

- National Planning Policy Framework (NPPF)
- Wiltshire Core Strategy Policies (WCS): CP41, CP57

ISSUES

- Principle of Development
- Design, Scale and Materials
- Residential Amenity
- Access and Parking

CONSULTATION

Chippenham Town Council: No Objection.

Wiltshire Council Highways Engineer: No Objection:

> *The site is located with existing access from Brinkworth Close, an unclassified section of public highway subject to a speed limit of 30mph. It would appear that access is granted over a shared area with a few other properties.*
>
> *There are no plans to alter the existing access with the public highway, the plans indicate a single garage space would be lost to the alterations, however there would be enough space to accommodate 3 vehicles for parking purposes to the frontage, plus one retained garage space.*
>
> *The proposals would increase the accommodation at first floor level with a further room, classed as a study. However, the vehicle parking requirements for a 4+ bedroom dwelling have been met in accordance with minimum standards. The red line does not extend to the public highway or include the area for parking but on checking land registry this would appear to belong to the applicant, the red line should be altered for planning purposes but does not alter my recommendation.*
>
> *Therefore, I would not wish to raise a highway objection to the proposals subject to the site plan inclusion of the land detailed as vehicle parking being included within the red line which connects to the public highway.*

REPRESENTATIONS

Consultation has been carried out and individual neighbour letters to adjoining properties and no representation letters have been received.

ASSESSMENT

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. At the current time the statutory development plan in respect of this application consists of the Wiltshire Core Strategy (WCS) (Adopted January 2015); and the 'saved' policies of the North Wiltshire Local Plan (NWLP) 2011 (adopted June 2006).

Principle of Development

The principle of domestic extensions and alterations within the curtilage of existing dwellings is considered acceptable, providing those proposals are compliant with the requirements of relevant policies within the development plan.

In the National Planning Policy Framework, Section 14 emphasises that the planning system should support the transition to a low carbon future in a changing climate and encouraging the use of renewable resources. The adopted WCS does not contain a specific policy that relates to such applications but CP41 does aim for low carbon energy and sustainable construction and the adopted WCS as a whole, aims to promote sustainable development.

Section 14 of the National Planning Policy Framework is clear in that Local Planning Authorities (LPAs) should not require applicants to demonstrate the overall need for renewable or low carbon energy and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and that LPAs should approve the application if its impacts are (or can be made) acceptable.

In light of the above, it is considered that there should be a presumption in favour of supporting this type of charging infrastructure unless material circumstances indicate otherwise. Consequently, the principle of development is supported.

Design, Scale and Materials

Core Policy 57 of the WCS requires new development to respond positively to existing landscapes in terms of building layout, built form, height, mass, scale, building line and materials in order to effectively integrate the building into its setting.

The proposed garage extension and alterations would be relatively modest in scale and would sit comfortably with the host dwelling. The ridge line of the garage is proposed to be increased to the height of the main dwelling, whilst it would be preferable for this to be 'stepped down', in this location this approach is not considered to be unduly harmful. The property is not located within a sensitive area where more strict design principles would be expected.

The site is located within a cul-de-sac arrangement, the alterations would be visible within the immediate context and partially visible from the wider street scene and landscape, whilst an increase in form and modern design made it is considered appropriate in scale and mass to the host dwelling and wider context. The overall scale of the proposed extension will result in an increase in built form over and above the existing dwelling. However, that increase is not unacceptably large. The cumulative form of the proposal does not suggest that the site is being

overdeveloped. The appearance of the host dwelling as proposed is considered to be an acceptable form, and in general comprising of good design which does not detract from the character and appearance of the immediate vicinity. Matching materials are proposed (reconstructed Cotswold stone, bold roll red/brown concrete roof tiles, white UPVC fenestration, white painted timber doors).

In terms of scale, design and materials the proposal is considered to comply with the requirements of CP57 of the WCS.

Residential Amenity

Core Policy 57 states that development should have regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants and ensuring that appropriate levels of amenity are achievable within the development itself. Section 12 of the NPPF also states that planning decisions should create places with a high standard of amenity for existing and future users.

Whilst the proposal would increase its scale and mass, the proposed changes to the dwelling and introduction of new window openings a first-floor level are considered to have a very limited effect on the existing windows of the neighbouring properties due to their proposed positioning. Overshadowing and neighbouring privacy has been considered and it is considered that the natural light and loss of privacy would not be affected unacceptably due to the neighbouring properties being slightly staggered and detached. It is considered that the proposed new window openings would not give rise to any unacceptable loss of privacy, the placement to the front and rear of the dwelling would overlook the curtilage of the dwelling and would be positioned at a sufficient distance from neighbouring boundaries to mitigate against any direct or unacceptable levels of overlooking. The rear facing windows would not create additional views that would be significantly different to the current levels of overlooking in the area.

The application seeks to install a solar array to the rear roof slope of the proposed extension. Given the proximity to residential properties, there is a possibility that there could be some effects from glare that is visible to occupiers. It is noted that existing vegetation will provide screening between the installation and some of these existing properties. Some do appear to have an indirect line of sight towards the installation and so may experience the effects of glare. Given that these effects would occur on a seasonal basis and for relatively short durations, it is unlikely that the effects would impact on living conditions to an unacceptable degree that would warrant refusal of the application.

In the context of the nature and layout of the development, there is considered to be no unacceptable impacts upon the amenities and living conditions of neighbouring properties, thereby complying with the relevant provision of CP57 of the WCS.

Access and Parking

Wiltshire Core Strategy policy CP61 states that new development should be capable of being served by safe access to the highway network. Core Policy 64, states that provision of parking associated with new residential development will be based on minimum parking standards.

Section 9 of the NPPF expects development to ensure safe and suitable access to the site can be achieved for all users and that development can be refused on highways grounds if there would be an unacceptable impact on highway safety.

The existing access and parking arrangements to the front are unchanged. As an additional bedroom is being provided within the extension due consideration has been given to the requirements of the Wiltshire Parking Strategy. In accordance with the relevant parking standards, a 4+ bedroomed property requires a minimum of three parking spaces. A garage space is being maintained and there is enough space to provide three parking spaces to the frontage of the property, thereby complying with the minimum parking standards. The highways engineer has been consulted and provides no objection.

There is considered to be no implications for parking, highway safety or road network capacity as a result of development taking place, compliant with CP61 and CP64 of the WCS.

CONCLUSION

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The above report has shown that this proposal is in accordance with Wiltshire Core Strategy Policies: CP57 and the NPPF, as it is of an acceptable design and will not have a detrimental effect on the character and appearance of the area, host dwelling, neighbouring amenity or highway safety. It is therefore recommended that this application is approved with conditions.

RECOMMENDATION: That Planning Permission be GRANTED subject to the following conditions:

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:

Design and Access Statement
Site Block Plan

Received: 31.08.23

Proposed Floor Plans and Elevations
Existing Floor Plans and Elevations
Location Plan

Received: 04.10.23

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

3 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 detailed on the application form and approved drawings.

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

PLUS STANDARD INFORMATIVES: WP6, WP13, WP18, WP31 AND CIL