CASE OFFICER'S REPORT

Application Reference: PL/2023/10518
Application Address: 11 Cambridge Road, Salisbury, SP1 3BW

PROPOSAL

Rear and side single storey extension. Raised roof with rear dormer extension. Extend existing dropped curb to allow for wider access to create additional off street parking space.

SITE DESCRIPTION/CONTEXT

The application site is a two-storey detached dwellinghouse with three bedrooms located on Cambridge Road in the northern side of Salisbury. The site is bordered by the highway to the south and residential dwellings to the east and west. To the north of the property is Exeter House School. The application proposes demolishing the existing detached garage and forming a side and rear single storey extension and changing the roof from being a hipped roof to a higher pitched roof with four rooflights to the front elevation of the roof and a dormer on the rear. The application also proposes extending the existing dropped curb to allow for additional off street parking space.

RELEVANT HISTORY

There are no records of any planning applications that have previously been submitted for works at 11 Cambridge Road.

POLICIES

National Planning Policy Framework (NPPF)

2. Achieving sustainable development
4. Decision-making
12. Achieving Well-designed places

Wiltshire Core Strategy (WCS)

Core Policy 1: Settlement Strategy
Core Policy 20: Spatial Strategy: Salisbury Community Area

Core Policy 51: Landscape
Core Policy 57: Ensuring High Quality Design and Place Shaping

Wiltshire Local Transport Plan – Car Parking Strategy:
Chapter 7: Parking Standards

CONSULTATION

Salisbury City Council: None received.
Neighbour/third parties: None received.
Highways: No Objection, subject to attachment of an informative, subject to condition, comments stated below:
'The proposal will result in the property becoming a 5-bed dwelling and as such 3 off street parking spaces are required to meet Wiltshire's current parking standards, three are shown on the submitted drawings.
I therefore wish to raise no highway objection providing the following conditions are imposed'.

PLANNING ISSUES

The application is considered in the context of the National Planning Policy Framework (NPPF), and the Wiltshire Core Strategy (WCS). Under the NPPF Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2044 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 of the statutory development plan in respect of this application consists of the WCS (Adopted January 2015).

The application has been considered including but not limited to - WCS CP1 Settlement Strategy, and CP20 Spatial Strategy for the Salisbury Community Area as the site is located within the principle settlement of Salisbury.

- Principle of Development
- Design, Scale, and Impact on the Character and Appearance of the Area
- Residential Amenity
- Highways/Parking

ASSESSMENT

Principle of Development

There is no objection to the principle of the development subject to consideration of all material planning issues and site-specific constraints.

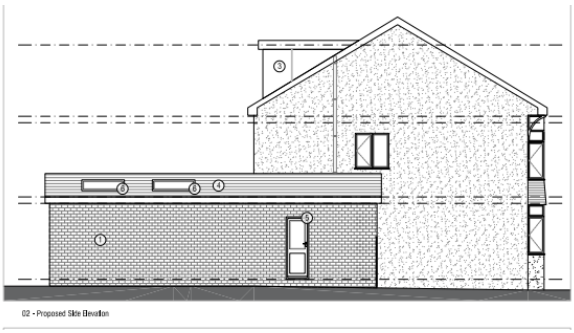
Design, Scale, and Impact on the Character and Appearance of the Area

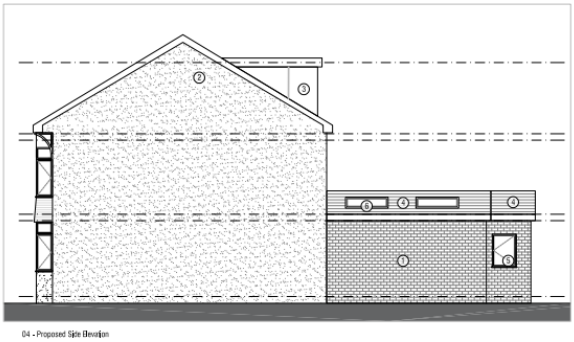
The existing dwellinghouse is a three bedroom two-storey detached house with a detached garage to the side of the house. The site is boarded by the highway to the south and residential dwellings to the east and west. To the north of the property is Exeter House School.

The application proposes demolishing the existing detached garage and forming a side and rear single storey extension which will have a double gable roof. From the street view, there is a proposed single aluminium framed window on the extension for the proposed W/C. There are four proposed rooflights on the front elevation. There are three proposed rooflights for the front bedroom on the second floor, and the fourth rooflight serves to allow light into the proposed staircase. The proposed works also include changing the roof from being a hipped roof to a pitched roof pitching north to south. The ridge height of the pitched roof has a minimal increase of approximately 600mm when compared to the existing hipped roof. This proposed pitched roof is the same ridge height as the hipped roof of the neighbouring no 15. Changing the design of the roof also sees three chimneys being demolished as part of the works. The style of the proposed roof and height increase allows for two additional habitable rooms on the second floor. The two additional bedrooms make this house a five-bedroom house after the proposal is implemented.



On the side elevation facing west and no. 9 there is a proposed door giving side access to the proposed utility room. On the side elevation facing east and no. 15 there is a proposed window serving the kitchen.





The rear elevation proposes a set of three panel windows, and a set of four panel full height glazing with double French doors. The single storey roof will have eight rooflights in total bring natural light into the proposed space. The extension proposes using proposed brickwork, proposed aluminium framed doors and windows, and roof tiles to match existing. These materials are deemed suitable for this proposal.





The proposed extension on the ground floor increases the footprint of the dwelling but lies within the existing residential curtilage of the site. The length of the extension does not go further than the length of the existing detached garage to be demolished and sits further forward than the existing detached garage of no. 9 Cambridge Road. The length of the ground floor extension minimally extends further than no. 15 Cambridge Road which has had rear extension works. The width of the proposal is set back from the neighbouring no. 9 Cambridge Road and retains rear garden access for the occupants of the application site.



Cambridge Road slopes down as it goes from east to west with most of the houses running parallel to no. 11 Cambridge Road having hipped roofs similar to the existing hipped roof of the application site. The proposal changes the roof from being hipped to a pitched roof, pitching north to south. The proposed roof design has a minimal increase of height when compared to the existing hipped roof and is not higher than the neighbouring roof of no.15, therefore the proposed roof has minimal impact on the street scene.

The front of the application site retains key features on the front elevation such as the arched patio, and double storey bay window. The proposal also seeks to retain the deeper eaves overhang on the front elevation and retain/reinstate the timber eaves bracket characteristic to the street scene and seen on other detached houses on the street such as on no. 5 and no. 7 Cambridge Road.

It is noted that the proposed works have a minimal height increase, utilise suitable materials, has been designed to complement the existing style of the dwelling, and would not be of harm to the visual amenity of the streetscape. The proposed alterations would not cause any significant impact on the wider area that would justify the refusal of planning permission.



Residential Amenity

The potential impacts on neighbouring properties and the wider residential amenity have been assessed. No objections or comments were received by neighbours or third parties during consultation. In terms of bulk and privacy, the development has minimal impact to the existing neighbour amenity. The height and scale of the proposed development across the dwelling is in compliance with the relevant policy, and having no significant impact on residential amenity, there is deemed no reason for refusal.

The proposal has allowed for a one metre set back to the footprint of the exentsion abutting the western boundary and the neighbouring dwelling, no. 9. On the western boundary, the footprint of the extension runs to the same width of the existing footprint. The length of the proposal is minmally longer than the existing footprint of no. 15 and does not go as far back as the extent of the existing garage. To the rear of the second floor of the property, a flat roof dormer is proposed with windows serving the rear bedroom on the second floor and a proposed bathroom. The rear of the property faces onto Exeter House School however the rear garden is of considerable length therefore there is a minimal overlooking issue created by the proposed windows on the rear elevation.

The impact of the proposal is not considered a sustained reason for refusal and is not deemed of significant harm on neighbour amenity.

Highways/ Parking

The application also proposes extending the existing dropped curb and cutting back the existing hedge to allow for one additional off street parking space at the front garden of the property. The highways department has been consulted on this proposal and did not raise any highways objections subject to the inclusion of conditions and an informative that have been included on the permission. The highways have noted that the proposal will result in the property becoming a 5-bed dwelling and as such three off street parking spaces are required to meet Wiltshire's current parking standards. The additional car parking space proposed will allow the application site to meet these standards and are deemed acceptable.

CONCLUSION

The neighbour impacts, alongside the comment received during consultation, have been taken into consideration. In terms of bulk and scale, the proposal would not harm amenity or the character of the dwelling or the area. The proposal is in accordance with the objectives of the relevant Core Policies in the WCS; CP1 Settlement Strategy, CP20 Spatial Strategy for the Salisbury Community Area, CP51 Landscape with consideration paid to landscape character and sensitive design, and CP57 Ensuring High Quality Design and Place Shaping where the consistent sense of place is maintained through design and effective integration of the building into its setting, ensuring neighbour amenity has been fully assessed and considered through design, integration and scale within the setting of development. The application also conforms to the aims of the NPPF. It is therefore recommended that this application is approved with conditions.

RECOMMENDATION: APPROVE with 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:

Location Plan Received: 04/12/23
Existing Ground and First Floor Plan ref: 00-100-P1 Received: 05/12/23
Existing Elevations ref: 00-200-P1 Received: 05/12/23
Existing Roof Plan ref: 00-101-P1 Received: 05/12/23
Proposed Block Plan Received: 05/12/23
Proposed Ground and First Floor Plan ref: 10-100-P1 Received: 05/12/23
Proposed Second Floor and Roof Plan ref: 10-101-P1 Received: 05/12/23
Proposed Elevations ref: 10-200-P2 Received: 15/12/23
REASON: For the avoidance of doubt and in the interests of proper planning.

3.Materials to be used in the construction of the works hereby permitted shall be as stated on the application form.

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

4. The development hereby permitted shall not be first brought into use until splays have been provided on the East side of the parking spaces to the rear of the existing footway based on co-ordinates of 2.4m x 2.4m. The splays shall always be kept free of obstruction above a height of 600mm.

REASON: In the interests of highway safety.

5. The development hereby permitted shall not be first brought into use until the first 2m of the access, measured from the edge of the carriageway, 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 vehicle access and parking spaces shall remain ungated.
REASON: In the interests of highway safety.

8. No part of the development hereby permitted shall be first brought into use until the widened access & parking spaces [3] have been completed in accordance with the details shown on the approved plans. 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.

Informative:

The application involves an extension to the existing vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at http://wiltshire.gov.uk/highways-streets to make an application.

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 go to the Environment Agency website.