CASE OFFICER'S REPORT

Application Reference:	PL/2023/10017
Application Type:	Householder planning permission
Site Inspection:	05 January 2024
Consultation ends:	26 December 2023
Case officer:	Helena Carney

Site Address:	Priests Meadow, Southend, Ogbourne St George, Marlborough, SN8 1SG
Proposal:	New garage and store
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 58: Ensuring conservation of the historic environment
Core Policy 60: Sustainable Transport
Core Policy 61: Transport & Development
Core Policy 64: Demand management

Wiltshire Local Transport Plan 2011 – 2016: Car Parking Strategy (March 2011)

The National Planning Policy Framework (NPPF) 2023

Planning Practice Guidance (PPG)

Sections 16 & 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990

ISSUES

- Impact upon heritage assets
- Scale and design, including impact on the context and character of the surrounding area
- Impact upon neighbour amenity
- Highway safety and parking provision

RELEVANT PLANNING HISTORY

21/01259/FUL - Replacement dwelling, approved 21/04/2021

REPRESENTATIONS

Ogbourne St George Parish Council: no objection

Third party representations: none received at time of writing

ASSESSMENT

The application site relates to Priests Meadow, which is located in open countryside near to the small village of Ogbourne St George. The site is generally level and bound by existing mature hedgerows. It is accessed via the adjacent highway to the southeast of the site.

To the south and south west of the site are two Grade II Listed Structures, namely a 'milestone' by the access to Hallam Farm buildings and a 'barn' at Hallam Farm.

The site is located within the North Wessex Downs National Landscape and within the Countryside Character Area: Berkshire and Marlborough Downs.

The proposals:
This application is seeking planning permission for the construction of a detached garage and store.

The proposed garage will be constructed with a hipped roof, measuring approximately 6m wide x 9.6m long, 2.4m to the eaves and 4.4m to the ridge. It will be sited approximately 7m back from the front boundary of the application site, behind existing hedgerows and trees.

Impact upon heritage assets:
As described above there are two Grade II Listed structures within the vicinity of the site neither of which would be physically impacted upon through the development proposed. It is therefore only the setting of these structures that requires further consideration.

The proposed garage would be located at least 25 metres away from the listed 'milestone' and separated by the existing hedgerow and at least 70 metres away from the listed 'barn' which is also separated by an existing building and by the existing hedgerow. Therefore, the proposed garage would not be seen in the context of these heritage assets and consequently no harm would be caused to their setting.

Scale and design, including impact on the context and character of the surrounding area:
Core Policy 57 of the Wiltshire Core Strategy (2015) seeks to ensure that proposals are of a high quality design. The policy outlines that applications for new development should "respond positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting."

Whilst structures sited forward of the host dwelling are not generally encouraged, it is noted that there are examples where garages and car ports have been constructed forward of the host dwelling. As such, it is clear that a precedent has been set for structures to be constructed forward of the host dwelling in close proximity to the application site and therefore the principle of the proposed development is considered acceptable.

It is acknowledged that the proposed development would result in an increase in built form adjacent to the highway. However, the site area is generous and can easily accommodate a garage of the scale proposed whilst still providing adequate turning facilities and adequate garden/curtilage associated with the dwelling. Furthermore, the proposed garage would be constructed with a slate hipped roof which would match the slate hipped roof of the host dwelling and it would therefore be in keeping with the design of the host dwelling in this regard. The proposed garage would be constructed with a rendered blockwork plinth and brick cill, with feathered edge wood cladding painted in black, which is considered suitable for this location.

Furthermore, the proposed garage would be sited behind existing hedgerows, which would help to minimise its visual impact.

It is therefore considered that the proposed development would not have a detrimental impact upon the character of the national landscape or upon the character and context of the host dwelling.

Impact upon neighbour amenity:
Core Policy 57 of the WCS (2015) aims to ensure amongst other criteria that proposed development would not have a detrimental impact on the occupiers of adjoining residential properties, through for example overlooking, overbearing impact or overshadowing.

The nearest neighbour is at least 70 metres away to the south and there are intervening structures and boundaries that prevent any overlooking or similar amenity issues. Therefore, on balance, and with due regard to the distances between the proposed garage and the existing nearby neighbour it is considered that the development would unlikely lead to any impact or loss of privacy to the occupiers of the neighbouring property.

Highway safety and parking provision:
The proposed garage would be sited forward of the host dwelling and would provide 2no. covered parking spaces. However, there would still be adequate space within the application site to accommodate the necessary parking associated with a dwelling of this size and to allow for adequate turning provision.

The proposed garage would be sited at least 7m from the highway and would not interfere with the existing access. Given the above, the potential for impact on highway safety is therefore considered not an issue.

Conclusion:
The proposed application seems fitting with regards to scale, design and materials. The proposals are considered acceptable in the context of its surroundings and 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
Drawing No: L-000, Location Plan
Drawing No: PL-001 rev F, Proposed Site Plan
Drawing No: PL-103, Garage - Proposed Plans & Elevations

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

3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.3) (England) Order 2020 (or any Order revoking or re-enacting or amending that Order with or without modification), the garage hereby permitted shall not be converted to habitable accommodation.

REASON: To secure the retention of adequate parking provision, in the interests of highway safety.