CASE OFFICER'S REPORT

Application Reference:	PL/2023/11098
Application Type:	Householder planning permission
Site Inspection:	19 January 2024
Consultation ends:	19 February 2024
Case officer:	Joe Leesam

Site Address:	14 Orchard Road, Marlborough, SN8 4AU
Proposal:	Two Storey Side and Rear Extension and Loft Conversion
Recommendation:	Approve with Conditions

POLICIES

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

The National Planning Policy Framework (NPPF) 2023

Planning Practice Guidance (PPG)

Marlborough Area Neighbourhood Plan 2021-2036

The North Wessex Downs Area of Outstanding Natural Beauty Management Plan 2019-2024

REPRESENTATIONS

Marlborough Town Council – No objections.

Highways (Final comments)- No objections subject to conditions. (final response)

Third party representations – One Comment in support received.

Summary of response:

- It’s nice to see a young local couple buying a house in Marlborough and wanting to improve it and make it a forever family home.

ASSESSMENT

The application relates to 14 Orchard Road in Marlborough. It is a two-storey, semi-detached house located on a residential street. The site is washed over by the North Wessex Downs National Landscape.

Proposals:
The application seeks consent for the erection of a two-storey side and rear extension, single storey front extension and loft conversion.

Revised plans were requested and received for an alteration to the left ground floor window on the front elevation to align with the proposed right window in the interest of visual amenity. The revised plans also included additional information requested from highways. Further revisions were also requested and received for the rear first floor bedroom window to be removed and a new first floor window servicing the same room to be added on the side elevation instead to alleviate concerns regarding overlooking while allowing for light and outlook in the habitable room.

Impact upon the amenity of occupiers of neighbouring properties:
The proposed extension is located to the side of the property and will extend further to the rear than the existing body of the house. There is currently a significant amount of space between the host dwelling and the neighbouring 15 Orchard Road, this would be almost entirely filled by the proposed extension. The extension will expand to within 0.9m of the shared boundary with number 15. Number 15 also extends relatively close to the shared boundary, but this is only by 1.5 metres so the separation distance of the two properties will be 2.4 metres at the closest point. While the separation distance is particularly small for a two-storey extension, due to the angle at which the houses are set, it will only be the corner which is within such close proximity and the majority of the built form will be situated further way from the neighbouring property. While there is not a straight property line due to the house being located on a corner plot, the extension generally stays behind the curved property line of the properties, so the close relationship with number 15 only impacts the side elevation and will not have much of an impact, if any, upon the rear elevation/garden. The proposed plans are therefore not considered to impose any unacceptable levels of light blocking or create an oppressive environment.

There will also be a single storey lean-to style extension included to the front of the property; this will be constructed in line with an existing front extension on the adjoining number 13, with the same style roof and walls running flush. Therefore, this poses no concerns for residential amenity.

The extension will include first floor windows on the front and rear elevation; there is adequate spacing between the front elevation and the properties across the street for the front window to raise no concerns, and this is the same to the rear. Following concerns from the Case Officer no new first floor windows would be inserted on the rear elevation of the dwelling. In relation to the new first floor windows on the side elevation, one window would serve the en-suite bathroom and in the interests of amenity of the occupants this window is conditioned to be obscure glazed. A first floor bedroom window is also proposed on this side elevation. It is acknowledged that first floor side elevation clear windows are not usual and often give rise to unacceptable overlooking and loss of privacy. In this regard it has been assessed that the outlook from the side elevation rather than the rear would be preferable in terms of overlooking. When the window was to the rear the opening would be in very close proximity to the shared boundary and would give rise to unacceptable overlooking and impression of loss of privacy. The window as now proposed would only have very oblique views to the neighbouring rear garden, given the orientation of the extension and would have direct views over the front of the neighbouring property, which is already afforded views from the public realm. As such given this relationship, the fact that the private rear amenity space would be protected and noting as well that there are no first floor openings on the side of no. 15, this arrangement is considered acceptable. There will also be the

addition of ground floor windows and five rooflights; due to the nature of these types of windows and the lack of neighbours located within close proximity of their view, these do not pose any concerns for residential amenity. Therefore, the proposed plans are not considered to create any unacceptable levels of overlooking.

In regard to the above, the proposed plans are considered acceptable on residential amenity grounds.

Scale, design and materials:
The majority of the extension will be located to the side of the property where it will be visible upon the street scene. There is a considerable gap between number 14 and number 15 so the garden can comfortably accommodate the scale of the extension. The roof will act as a continuation of the existing roof, with the same hipped style, ridgeline, and pitch. The external walling on the front extension will run flush with the existing property, and the extension will extend past the rear elevation. While this may mean that the extension is not subservient in scale to the existing dwellinghouse, this is considered acceptable on visual amenity grounds given that this will not have a significant impact upon the visual appearance of the property from the street due to the additional built form being located to the rear, and this additional built form can be comfortably accommodated within the site. The extension will have a first-floor window located on the front elevation of the same style and size as the two existing first floor windows on the same elevation, with a garage door on the ground floor. There will be two small windows located in the middle of the side elevation facing number 15, one on the ground floor and one on the first. These both service bathrooms so will be conditioned as obscure glazed in the interest of residential amenity. There will also be a larger window on the first floor of the side elevation, towards the rear servicing a bedroom. This window was originally proposed on the rear elevation but was requested to be moved in the interest of residential amenity; there will be a recess in the brickwork in place of where the rear window would have been placed for aesthetic reasons, and while the side window is somewhat awkward in appearance, it will not have a material harm for the visual appearance of the property as it will be minimally, if at all visible upon the street scene.

There will also be a smaller single storey extension to the front of the property; this mirrors an existing front extension on the adjoining 13 Orchard Road, with the front wall running flush and the roofs matching. Given its matching appearance to the neighbouring property, this is considered an improvement upon existing as it ties the two properties together better visually. The front extension will include two windows of matching style and scale to the existing property. These were originally proposed to have slightly different sizes but revised plans were requested and received for the windows to be the same size to allow a more harmonious appearance for the front elevation.

Overall, the design of the proposal is in keeping with the existing property and the vernacular of the immediate area, while the scale is appropriate for the plot it is set within. The proposal is therefore considered acceptable on visual amenity grounds.

Highways:
The proposal will result in an additional three bedrooms, making the property a five bed house; it will also include the addition of one garage space. There will be three off-road car parking spaces provided alongside the new garage space, so this is considered adequate for the additional number of bedrooms. There are no changes proposed to the access.

Highways have been consulted and following requests for further plans, they have responded with no objections subject to conditions. It has been pointed out that the size of the garage is smaller than modern standards, but it has been accepted as a valid parking space. The suggested conditions regard the driveway consisting of a consolidated material for the first 2.4 metres and being permeable, as well as the access being no steeper than 1 meter in 15 metres. The suggested conditions have been included as part of the approval.

In regard to the above, the proposed plans are considered acceptable on highways grounds.

Impact upon the North Wessex Downs National Landscape:
The proposed extension will be read in context with the host dwelling and as there will be no encroachment into the open countryside, no harm will be caused to the special qualities of the National Landscape.

Conclusion:
There will be no negative impact to neighbour or visual amenity as a result of the proposed development. The proposal is therefore 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 and that of the NPPF (2023).

RECOMMENDATION:
Approve with conditions.

Conditions: (8)

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:

- Existing Elevations and Plans *1393-01*
- Proposed Elevations and Plans *1393-02 Rev E*
- Construction Details *1393-04*
- Construction Details *1393-03*
- Application Form

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

3 Before the development hereby permitted is first occupied the ground floor and first floor windows in the Side (West) elevation servicing the bathrooms/en-suites shall be glazed with obscure glass only and the windows shall be permanently maintained with obscure glazing in perpetuity.

REASON: In the interests of residential amenity and privacy.

4 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), no windows or other form of openings other than those shown on the approved plans, shall be inserted in the southern (rear) elevation at first floor level of the development hereby permitted.

REASON: In the interests of residential amenity and privacy

5 The development hereby permitted shall not be first brought into use until the first 2.4m of the access, measured from the edge of the carriageway , has been surfaced in a consolidated material (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 occupied until means/works (eg. ACO drain porous paving) 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 shall at no point be any steeper than 1m in 15 metres from its junction with the public highway.

REASON: In the interests of highway safety.

8 The approved extension shall not be occupied until the parking spaces have been provided in accordance with the approved plans.

REASON: In the interests of highway safety and the amenity of future occupants.