DELEGATED REPORT

Application Reference:	PL/2023/10482
Application Type:	Planning Permission
Site Address:	9, Ludmead Road, Corsham, SN1 9AS
Proposal:	Single storey rear extension with associated alterations
Recommendation:	That Planning Permission is GRANTED with Conditions

PROPOSAL

The application seeks permission for the erection of a single storey rear/side extension. The extension will consist of the removal of the side shed and the extension of the garage and new garage door on the front elevation, a high-level window on the side (north) elevation, a smaller window and rooflight on the side (south) elevation and large panelled windows with 2 sets of bi fold door and two rooflights on the rear elevation. The proposal will be a flat roof on the front elevation into a pitched roof towards the rear elevation. The extension will measure 4.8m to the top of the ridge (pitched roof) and will measure 2.6m to the top of the flat roof.

The applications set out the following components for which permission and consent are sought:

- Erection of a single storey rear/side extension
- Demolition of side shed and extension of the garage building.
- Associated alterations

The domestic development and works are intended for purposes associated with the occupation and use of 9 Ludmead Road as a single residential dwellinghouse.

DESCRIPTION/CONTEXT

The property known as 9 Ludmead Road, is a detached bungalow located on the southeastern area of Corsham. The property is one of several similar bungalows that sit along Ludmead Road. The site benefits from a front garden area with one on-site parking, a modest sized rear garden and an existing single car garage. The area is characterised by similar front layouts and a variety of extensions and works done within the area.

The dwelling is located within the Countryside Character Area of Cotswolds but is not covered by any archaeological or ecological designations.

PLANNING HISTORY

No site history shown.

POLICIES

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).

Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

Corsham Neighbourhood Plan**:**
HE1: Ensuring Good Quality Design

Wiltshire Core Strategy Policies 2015 (WCS):
Core Policy 57: Ensuring High Quality Design and Place Shaping

National Planning Policy Framework 2023 (NPPF)

ISSUES

The main issues in the consideration of this application are:

- Principle Of Development
- Design and Appearance
- Residential Amenity
- Highways Safety

CONSULTATION

Corsham Town Council: Subject to the proposal meeting Wilshire Council's parking standards, no objection be raised.

Highways: *The site is located on Ludmead Road, an unclassified section of public highway subject to a speed limit of 30mph, with no parking restrictions on the carriageway. The dwelling would have an additional bedroom; however, this would not alter the requirements for vehicle parking on site.*
The proposals would increase the size of the garage space to 5.26m x 3.10m which would be of benefit to parking, however it would still not conform with the required dimensions to be considered as storage. I would accept the garage space as parking for a single vehicle as it is above the 2.4m x 4.8m requirement for a single parking space, however, the site should allow for cycle storage in the order of 1 space in line cycle parking standards as set out below:

Minimum Cycle Parking Standards
1 covered space per bedroom for up to 3 bedroom dwellings.
3 covered spaces per unit for 4 bedroom dwellings.
4 covered spaces per unit for 5 bedroom dwellings, (etc)
+ 1 visitor space per 20 bedrooms.

Exceptions may be made for certain types of special needs housing. Housing for the active elderly should include cycle parking provision.

This can be conditioned as part of any approval if required, therefore I would not wish to object to the proposals in relation to highways subject to the following condition:

PARKING (CYCLE)

No development shall commence on site until details of secure covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with dimensions, access, location, design and security principals laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy. These facilities shall thereafter be provided in accordance with the approved details and made available for use prior to the first occupation of the development hereby permitted and shall always be retained for use thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

REPRESENTATIONS

Consultation has been carried out and no neighbours or third parties have objected or commented.

ASSESSMENT

Principle of Development

Extensions, additions and alternations to existing properties across the plan area are acceptable in principle subject to consideration of any site-specific impacts and conformity with the relevant policies of the plan and national guidance, in particular the criteria set out in CP57 of the WCS. These matters are addressed further below.

Design and appearance

Core Policy 57 requires a high standard of design in all new developments; of particular relevance to householder developments is paragraph (iii) which require development to 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. Policy HE1 within the Corsham Neighbourhood Plan identifies that all new development within the Corsham neighbourhood plan area must demonstrate good quality design. Which responds and integrates with local surroundings, landscape context as well as the existing built environment.

The application property is a detached bungalow situated on a modest sized plot. It is considered that the extension adopts a relatively simple design approach and the use of appropriate materials (existing peddle dash and new walls to be K-render Oatmeal colour) that will allow it to integrate sufficiently. Though not a dominant material, render does feature in the area. The extension is considered moderate in size, will remain subservient to the host dwelling, and is easily accommodated within the plot. The extension will be situated to the rear of the garage (with the removal of an existing side shed and garage extension) and in conjunction with the use of appropriate materials, will ensure that the addition does not appear prominent within the street scene. It has been noted that several other similar extensions can be seen along Ludmead Road.

Whilst the addition to the host dwelling would be noticeable from the front elevation, it does not suggest that the cumulative built form reads as harmful overdevelopment of the site or an excessive addition in terms of scale. The proposal will read as an appropriate addition and as ancillary to the host dwelling. The

increase in scale and mass of the proposed extension would therefore not be considered to create an incongruous or unduly prominent feature in this location.

As such, the scale and design of the proposal is not considered to be unacceptable and would comply with Core Policy 57 of the WCS and HE1 of the Corsham Neighbourhood Plan.

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.

In respect of the residential amenity, the proposed development would not present a significant impact upon the living conditions of the neighbouring resident through unacceptable overlooking or oppressiveness. The rear extension will be predominantly situated on the northern side of the plot. Whilst the existing building on the southern end will increase by approximately 4.0m, the extension will protrude circa 1.5m past the neighbouring (7 Ludmead) existing rear elevation and as such, it would not be considered to unacceptably impact upon 7 Ludmead Road. No immediate dwellings are situated adjacent to the proposal site to the north. An access way to 9a Ludmead sits directly south to the site and is situated roughly 13.0m from 11 Ludmead. The distance is considered far enough to not be unacceptably impacted by the proposal.

Given the limited scale, mass, and position, the proposal would not result in unacceptable harm, unacceptable loss of daylight or sunlight and would not be unacceptably intrusive to neighbour amenity that would warrant a refusal in this case.

It is also noted that during public consultation, there were no objections or concerns raised by neighbouring properties.

In the context of the nature and layout of the development, the resultant impact on living conditions would not be unacceptable, thereby complying with the relevant provision of CP57 of the WCS.

Highways Safey

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.

It has been noted that Corsham Town Council commented that subject to the proposal meeting Wiltshire Council's parking standards, no objection be raised. The proposal will not increase or change the parking requirement for the site (from 2 to 3 bedroom) and the extension includes the increase of an existing garage. The minimum residential parking for 2 to 3 bedrooms is 2 spaces which the proposal site can accommodate on site. It is noted that the existing garage is slightly smaller than would normally be expected (3m x 5.3m rather than 3m x 6m). The Highways Officer has confirmed that they would accept the garage space as parking for a single vehicle as it is above the 2.4m x 4.8m requirement for a single parking space, however, the site should allow for a cycle storage in the order of 1 space in line with the cycle parking standards. The applicant has provided a revised block plan which indicates a small cycle storage for 2 bicycles at the rear of the property which would meet the cycle parking standards.

As such, the parking standards and requirements are considered to have no unacceptable impact upon highways safety, thereby complying with the relevant provision of CP61 and CP64 of the WCS.

CONCLUSION

The potential impacts of this development have been taken into consideration. In terms of the scale, materials and parking, the proposal would not harm amenity or the character of the dwelling or the area that would be deemed unacceptable. The proposal is in accordance with the aims of the NPPF, the objectives of the relevant Corsham Neighbourhood Plan; HE1, and Core Policies in the WCS; CP57, CP61 and CP64. It is therefore recommended that this application be 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:

- Block Plan Revised: DWG No. HB-23 002 R2; Received, 7 March 2024
- Location Plan: DWG No. HB-23 001; Received, 1 December 2023
- Existing Floor Plans: DWG No. HB-23 003; Received, 1 December 2023
- Proposed Floor Plans: DWG No. HB-23 004; Received, 1 December 2023
- Existing Elevations: DWG No. HB-23 005; Received, 1 December 2023
- Proposed Elevations: DWG No. HB-23 006; Received, 1 December 2023
- Proposed Section Plan: DWG No. HB-23 007; Received, 1 December R22023

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 interest of visual amenity and the character and appearance of the area.

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending this Orders with or without modification), the garage hereby permitted shall not be converted to habitable accommodation unless planning permission has been specifically granted following receipt of a planning application by the local planning authority.

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

INFORMATIVES:

5 The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply, and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy.

6 Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

7 The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required, it will be necessary for the applicant to obtain the landowners consent before such works commence. If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.