CASE OFFICER'S REPORT

Application Reference:	PL/2023/11096
Application Type:	Householder planning permission
Site Inspection:	22 January 2024
Consultation ends:	18 March 2024
Case officer:	Helena Carney

Site Address:	118 Longcroft Road, Devizes, SN10 3AX
Proposal:	Rear single storey extension and side double storey extension. This will accommodate a new open plan kitchen/dining/snug on the ground floor and an additional master en suite bedroom on the first floor.
Recommendation:	Approve with Conditions

POLICIES

Wiltshire Core Strategy (adopted January 2015):
Core Policy 57: Ensuring High Quality Design & Place Shaping
Core Policy 61: Transport and new development
Core Policy 64: Demand management

Devizes Area Neighbourhood Plan, July 2015

The National Planning Policy Framework (NPPF) 2023

Planning Practice Guidance (PPG)

ISSUES

- Impact upon amenity of occupiers of neighbouring properties
- Impact upon the character and appearance of the area
- Impact upon highway safety and parking provision

RELEVANT PLANNING HISTORY

None

REPRESENTATIONS

Original Plans:
Devizes Town Council: no objection

Wiltshire Council Highways: commented “I am happy to accept the proposed changes but to meet minimum parking standards the applicant should provide 3 spaces to the front, I am happy to condition this is you think helpful or I am equally happy to approve a drawing from the applicant”

Third Party representations: one representation was received from the occupier of a neighbouring property objecting to the proposals, commenting “I would like to object to the application on the following grounds
1. The application appears to show that at least some of the new building will be built on my shared boundary with my neighbour.
2. The proposed extension will restrict light into both my downstairs kitchen/breakfast room window and my upstairs landing window

Revised Plans:
Devizes Town Council: no comment received at time of writing

Wiltshire Council Highways: no objection subject to condition

Third Party representations: no comments received at time of writing

ASSESSMENT

This application relates to No.118 Longcroft Road, a two-storey semi-detached property located within an established residential estate in Devizes. There are neighbouring properties located to the front, rear and to either side of the application site.

The application property benefits from a garage attached to the left-hand side elevation, and front and rear gardens.

The Proposals:
This application is seeking planning permission for the construction of single-storey rear extension and first-floor side extension above the existing garage.

The proposed single-storey rear extension will provide a kitchen, dining room and snug and the proposed first-floor side extension will provide an additional bedroom and en-suite.

The proposals have been amended during the application process to address officer concerns with regard to the design and scale of the proposed side extension. Revised plans were submitted by the agent, reducing the width the of the proposed side extension and pulling it away from the shared boundary with the neighbouring property. The revised plans were subject to a further period of consultation, for 14 days.

Impact upon amenity of occupiers of neighbouring properties:
The proposals have the potential to impact upon the occupiers of neighbouring properties located to either side.

• No.116 Longcroft:

This is the adjoining semi-detached property. The proposed fist-floor side extension will be constructed to the blind side of the adjoining property and consequently it will not adversely impact upon the occupiers as a consequence of overbearing impact, overshadowing or loss of privacy.

The proposed single-storey rear extension will be constructed approximately 1m from the shared boundary with this property. The proposed extension will sit approximately 3.2m high and will project approximately 3m beyond their rear elevation. It is not proposed to insert any openings in the side elevation facing the adjoining property.

It is considered that the proposed rear extension will not materially impact upon the occupiers of the adjoining property as a consequence of overbearing impact, overshadowing or loss of privacy due the modest single-storey nature of the proposals.

• No.120 Longcroft:
This is a neighbouring two-storey property located to the east of the application property. Comments received from the occupier of this property with regard to the original plans were duly noted and the concerns were brought to the attention of the agent. In response to the concerns raised, the agent amended the scheme by pulling the proposed side extension back from the shared boundary and thereby removing the overhang above the footpath. The proposed first-floor side extension will therefore sit above the footprint of the existing garage.

It is noted that this property has been extended by way of a single-storey extension to the rear of the garage. Due to the angle of the application property in relation to the neighbouring property, the separation distance between them increases from the front elevation to the rear elevation. As such, the proposed side extension will be constructed between 2.3m and 3.9m from side elevation of the neighbouring garage and between 5.3m and 6.7m from the neighbouring property's first-floor side elevation. Whilst it is acknowledged that the proposed first-floor extension will result in an increase in built form and will be visible from the neighbouring property, it is considered not to result in such an overbearing impact to warrant a reason for refusal in this instance, due to the separation distances that exists between them and due to the hipped roof form, sloping away from the neighbouring property.

It is acknowledged that there are windows in the side elevation of the neighbouring property at ground floor and first floor levels. However, it is understood that the ground floor window serves the kitchen/breakfast room, and it appears that this room is also served by a window and door in the rear elevation and therefore the side window is not the primary light source to this room. It is also understood that the first-floor side window of the neighbouring property serves the landing, which is not considered to be a main habitable room. Therefore, it is considered that the proposed first-floor extension would not result in such a detrimental impact upon loss of light or overshadowing to warrant a reason for refusal.

It is not proposed to insert any openings in the side elevation of the first-floor extension facing the neighbouring property and consequently, there will be no material loss of privacy as a result of the proposed development.

The proposed rear extension will be constructed at least 4m from the neighbouring property and will be approximately 3.2m high and 3m deep. Given the modest single-storey nature of the proposals and the separation distance that exists between them, it is considered that the proposed

rear extension will not materially impact upon the occupiers of the neighbouring property as a consequence of overbearing impact, overshadowing or loss of privacy.

Impact upon the character and appearance of the area:
There is clear established precedent along this road for properties that have been the subject of two-storey side extensions of a similar design to what is proposed here. There is also an established precedent for single-storey side and rear extensions of varying designs. In view of this, these proposals are not considered to harm the character and appearance of the area, particularly as it will reflect the existing form of the dwelling and be built of matching materials.

Impact upon highway safety and parking provision:
The proposed development will result in an increase in the number of bedrooms, from 3no. as existing to 4no. as proposed. The Wiltshire Local Transport Plan 2011 – 2016: Car Parking Strategy (March 2011) requires 3no. on-site parking spaces are provided for dwellings with 4 or more bedrooms.

The council's Highways Officer raised an initial concern, commenting "*I am happy to accept the proposed changes but to meet minimum parking standards the applicant should provide 3 spaces to the front, I am happy to condition this is you think helpful or I am equally happy to approve a drawing from the applicant."*

The above comment was brought to the attention of the agent and a revised site plan (drawing number: 10 Revision P2) was provided to demonstrate that 3no. parking spaces will be provided within the application site. In consideration of the revised plan, the council's Highways Officer raised no objection subject to condition, commenting "*I am happy to accept the drawing showing the three off street spaces and as such I am happy to offer no highway objection subject to the following:*

No part of the development hereby permitted shall be first brought into use until the parking spaces along with a dropped kerb across the entire frontage and finished in a consolidated material 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 the creation of a 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 must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of road side ditches) will require full Land Drainage Consent. Please contact the Drainage Team at Drainage@wiltshire.gov.uk."

Therefore the proposed development does not give rise to any concerns in terms of highway safety and is considered acceptable in terms of parking provision.

Conclusion:
In conclusion the proposals seem fitting with regards to scale, design and materials. The proposal is 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.

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 Number: 01 Location Plan
Drawing Number: 10 Revision P2, Site Plan - Proposed, received 01/03/2024
Drawing Number: 11 Revision P5, Proposed Floor Plans, received 01/03/2024
Drawing Number: 12 Revision P5, Proposed Roof Plan, received 01/03/2024
Drawing Number: 20 Revision P3, Proposed Elevations, received 01/03/2024

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

3 No part of the development hereby permitted shall be first brought into use until the parking spaces along with a dropped kerb across the entire frontage and finished in a consolidated material 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.

Informatives: (1)

4 The application involves the creation of a dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is

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