

<b>Date of Meeting</b>	17 December 2015
<b>Application Number</b>	15/08673/FUL
<b>Site Address</b>	The Coach House 63 A Castle Road Salisbury Wiltshire SP1 3RN
<b>Proposal</b>	Increase eaves/ridge height by approx 1.1m to facilitate additional head height at first floor level.
<b>Applicant</b>	Mrs P.A Ussher
<b>Town/Parish Council</b>	SALISBURY CITY
<b>Electoral Division</b>	ST FRANCIS AND STRATFORD – Cllr Mary Douglas
<b>Grid Ref</b>	414332 131077
<b>Type of application</b>	Full Planning
<b>Case Officer</b>	Warren Simmonds

### Reason for the application being considered by Committee

Councillor Mary Douglas has requested this item be determined by Committee due to:

- Visual impact upon the surrounding area
- Relationship to adjoining properties
- Design – bulk, height, general appearance
- Neighbour concern regarding this and the previous planning application on this site, as incremental development

### 1. Purpose of Report

To consider the above application and to recommend that planning permission be APPROVED with Conditions for the reasons outlined at the end of this report.

### 2. Report Summary

The main issues for consideration are:

- The scale, design and materials of the proposed development and the impact of the development on the existing character of the surrounding area
- The impact on the proposal on the amenity of neighbours
- Highways considerations

### **3. Site Description**

The application site is located within a predominantly residential street scene on one of the main road arteries serving the City. The existing property constitutes a small one bed dwelling of single storey form with an integral single garage space at ground floor level and internal stairs to accommodation at first floor level within the void of the pitched roof.

A large three storey Edwardian house (number 63 Castle Road), sub-divided into flats, is located to the immediate south of the building. A detached two storey dwelling (number 65a) is located to the east (via a driveway shared with the application building and the Edwardian house). A detached two storey dwelling (number 65) is located in close proximity to the north east of the application site. A row of semi-detached two storey houses, set well back from the road, are located further to the north of the application site.

### **4. Planning History**

14/08157/FUL 2 storey extension vertical extension on existing 1.5 storey footprint (WD)

### **5. The Proposal**

The application proposes the increase in height of the eaves and ridge of the building (maintaining the same roof pitch) of approximately 1.1 metres to facilitate an increase in head height in the existing first floor accommodation. The works would facilitate the creation of a two bedroom property and bathroom on the first floor, with the living areas relocated to the ground floor. The existing garage is retained.

The application is a revised/reduced scheme over that initially proposed under this planning reference (the scheme initially proposed included the addition of a vertical extension to provide second floor level accommodation).

### **6. Local Planning Policy**

Wiltshire Core Strategy Core Policies CP1, CP2, CP20, CP57 & CP64  
Saved local plan policy H8  
National planning guidance as provided by the NPPF & NPPG

### **7. Summary of consultation responses**

WC Highways – Supports the proposal  
Wessex Water – Standard letter of advice received  
Wilts Fire & Rescue Service – No response received  
WC Public Protection – No response received  
Climate Change Team – No response received  
Salisbury City Council – No response received in respect of the revised (reduced) scheme but objected to the original proposal on grounds of overdevelopment and loss of amenity.

### **8. Publicity**

The application was publicised by site notice and neighbour notification letters. Following the submission of amended plans (a reduced scheme) all consultees, neighbours and other third parties who had previously shown an interest were re-notified for a further 21 day period of consultation.

Since the re-consultation on the revised scheme, 9 representations were received from third parties objecting to the proposal on grounds including:

- Overdevelopment
- Adverse impacts on neighbour amenity (overlooking/overshadowing etc)
- Excessive scale
- Design out of keeping
- Insufficient parking provision
- Access and parking issues/dispute
- Emergency vehicle access compromised

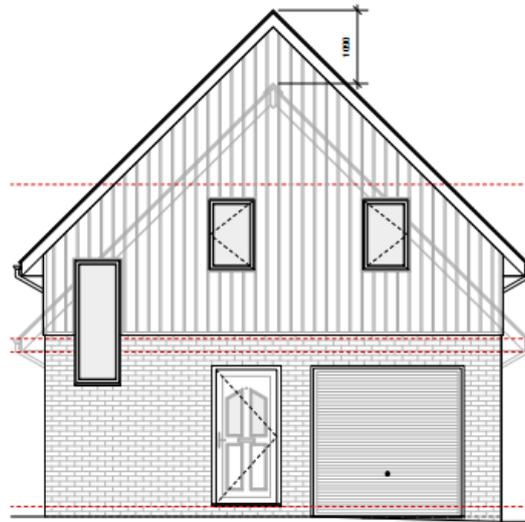
## **9. Planning Considerations**

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.

### **9.1 The scale, design and materials of the proposed development and impact on the existing character of the surrounding area**

The existing dwellinghouse (subject of this application) is somewhat unusual in its scale and general appearance due to its modest footprint but 'reads' in the street scene as a garage outbuilding ancillary to the large Edwardian house at 63 Castle Road, and thereby fits in with the character and appearance of the area. The existing building is also reasonably well screened by existing boundary treatments when viewed from the street to the north and west by boundary walls and hedges of the front gardens of adjacent properties including those of number 65 Castle Road, and those located further to the north.

The application proposes the increase in height of the eaves and ridge of the building (maintaining the same roof pitch) of approximately 1.1 metres to facilitate an increase in head height in the existing first floor accommodation:



**Proposed West Elevation 1:50**

The proposal does not enlarge, increase or extend the existing footprint of the building, and the gross internal floorspace remains as existing. As part of the application it is proposed to re-arrange the internal layout of the building whereby two bedrooms and a bathroom are provided at first floor level, and a kitchen/living room are provided on the ground floor. The existing integral single garage space is retained.

Whilst there exists a large detached three storey Edwardian house (subdivided into flats) to the immediate south of the application site, the immediate surrounding area around the proposed development, and in particular on the eastern side of Castle Road, is characterised by detached and semi-detached two storey dwellinghouses that are set back a significant distance from Castle Road.

The proposed development would, using matching materials, increase the eaves and ridge height of the building by approximately 1.1 metres. Officers consider the proposal to constitute a modest increase in the overall scale of the dwelling that would be not significantly alter the appearance of the building and would not be unduly prominent within, or otherwise discordant with the existing character of the street scene and the character and appearance of the area in general.

## **9.2 Impact on neighbour amenity**

There has been third party concern regards the impact of the development. The existing first floor of the property subject of the works currently contains two windows on the front facing west elevation, three rooflights on the south elevation, and a Juliet balcony and double doors on the rear , east facing elevation. Consequently, there are already a number of windows in the existing dwelling above ground floor level.

As part of the works, this existing first floor arrangement would be altered. A new additional first floor window is proposed in the front (west) facing elevation of the building, this would serve an internal staircase and is not considered likely to unduly overlook neighbouring properties. The two existing windows are retained, although the position of one of the windows would be moved slightly above the garage opening.

A new single rooflight window is proposed within the new north facing roof plane, which faces the adjacent dwelling, no. 65. The rooflight would serve as an ancillary window to one of the two first floor bedrooms. To preserve the amenity of the neighbouring property to the north, this window could be conditioned to be fitted with obscure glazing, as it could otherwise overlook the front garden of number 65 Castle Road.

Within the south facing side elevation the number of rooflight windows is reduced from current three rooflights to just one rooflight. The south facing rooflight window is not considered likely to unduly overlook neighbouring properties, as it faces the rear parking area of the adjacent property, and in any case, it replaces 3 rooflights, thus resulting in a reduction in overlooking potential.

Within the rear (east) facing elevation at first floor level it is proposed to insert two large casement windows in place of the existing glazed double door Juliet balcony. These would face the properties rear garden, and by reason of the substantial level of existing boundary screening between the application site and the closest neighbouring property to the east it is not considered the proposed casement windows would unduly overlook neighbouring properties.

Whilst this proposal also results in a new first floor for the property, the revised plans show an increase in height of just over 1 metre of the ridge and the eaves compared to the existing situation. Given the pitched nature of the roof, and relationships with adjacent properties, it is therefore unlikely that the increase in overshadowing or dominance from the revised proposal would be so significantly greater or harmful than the existing situation as to warrant refusal.

In general it is considered that by reason of the distance, orientation and general relationship between the proposed development and the closest neighbouring residential properties, and by reason of the modest increase in height of the building and taking into consideration the presence of significant existing mature natural screening to the east of the building, the proposed development would not unduly disturb, interfere, conflict with or overlook adjoining dwellings or uses to the detriment of existing occupiers (subject to the obscure glazing condition suggested above).

### **9.3 Highway and parking considerations**

The existing dwelling is served via an access and driveway off the busy adjacent A345 road. It has one integral garage space. The proposal retains one internal garage parking space. The extent of the red line of the application site would appear to offer space for additional vehicles to park.

The Highways officer has reported that normal parking standards for a two bedroom dwelling would equate to two off-street parking spaces. However it is a material planning consideration that the applicant could, without the need for planning consent, internally re-arrange the existing premises into a two bed dwelling (albeit with more limited headroom) whilst maintaining one parking space.

As this fallback position is available to the applicant and, in the opinion of officers, would constitute a significant material consideration at Appeal should consent for the proposed development be withheld on the basis of insufficient off-street parking provision, and taking into consideration the relatively close proximity of the application site and its good walking and cycling links to the city centre, the retention of a single parking space for the proposed development does not warrant reasonable grounds for the refusal of the application.

Notwithstanding the above, the adjoining landowner has questioned the rights of the applicant to access the site from the Highway and rights to park and turn vehicles on the adjoining land. From the information submitted by the applicant and the adjoining landowner there is clearly an ongoing dispute over rights of access. The Council's Legal officer has been consulted and it has been concluded that in themselves these issues constitute a private civil matter and do not form a material planning consideration in the determination of this application.

Whilst any dispute may affect the possibility of parking and turning additional vehicles within the red line of the application site, should any civil dispute be resolved amicably, then additional onsite parking and turning may be able to be provided on site to serve the property in a manner which would have little impact on amenities. If matters are not resolved, and no additional parking or turning on site is possible, then no additional parking or turning can take place on site, and thus the actual impact on the site and the immediate surroundings may be negligible, particularly as the nature of the A345 is likely to preclude any on street parking within the vicinity of the site. Thus, based on such scenarios, it would also be difficult to justify harm in terms of highway safety, or impact on residential amenity.

## **10. S106 contributions**

None relevant to the development proposed.

## **11. Conclusion**

The concerns of the third parties and consultees have been duly considered and taken into account. However, the proposed development constitutes a modest enlargement of the existing dwelling that is considered acceptable in terms of its scale, design and materials and would not adversely affect the existing character of the surrounding area and would not unduly affect the amenity of neighbours. Whilst Highway concerns regards parking are noted, it is considered that in this particular instance, it would be difficult to defend a reason for refusal on this basis.

The proposed development is thereby considered accordant with the provisions of the Development Plan and relevant local and national planning policy guidance.

## **RECOMMENDATION**

APPROVE 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:

Drawing Number 660/02 Revision D dated 08/2015 as deposited with the local planning authority on 06.11.15, and

Drawing Number 660/03 dated 04.11.15 as deposited with the local planning authority on 06.11.15.

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

3. Before the development hereby permitted is first brought into use the rooflight window in the north facing roof plane shall be glazed with obscure glass only and the window shall be 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 (or any Order revoking or re-enacting or amending that Order with or without modification), the integral garage space hereby permitted shall not be converted to habitable accommodation.

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