

Date of Meeting	0307/14
Application Number	14/02315/FUL
Site Address	Newlands Boar Street Mere Warminster Wiltshire BA12 6DD
Proposal	Demolish part of existing store and extend remaining to create garage/car port and erect single storey 2 bed dwelling
Applicant	Mr M Jeans
Town/Parish Council	MERE
Electoral Division	MERE
Grid Ref	381341 132331
Type of application	Full Planning
Case Officer	Andrew Bidwell

Reason for the application being considered by Committee:

The applicant is the son of the Division member - Cllr George Jeans

1. Purpose of Report

To set out the relevant material planning considerations for this proposal and to recommend approval with conditions

2. Report Summary

This application is for a new single storey height dwelling with accommodation in the roof space. The proposal will use and will significantly improve an existing vehicular and pedestrian access, provide on-site parking, a new car port Bin storage area and a garage.

The proposal will also result in significant improvements to the existing vehicular and pedestrian access to the front of the existing property on the site known as "Newlands".

The application is recommended for approval with conditions and a Unilateral undertaking / S 106 agreement for Off-Site Adult recreation provision in the form of a financial contribution..

3. Site Description

This site is situated in the centre of Mere within the established development limits / Housing policy boundary and the Mere Conservation Area.

The site is part of the rear curtilage of Newlands which is a relatively large traditional two storey dwelling house.

There are two points of vehicular and pedestrian access to the property. These are at the front (off Boar Street) and the rear off Barnes Place.

The site is adjacent to several buildings listed for their historic importance but is itself not listed.

4. Planning History

S/2012/0146 T1 - Scots or Black Pine - Crown reduce by 20 percent, leave
Approved branches near vertical around crown. Reduce lower diameter by
four metres.

S/2010/0381 Erect house, make alterations to existing vehicular access, make
Refused alterations to junction of Barnes Place with Boar Street

S/2009/0655 Proposed dwelling including alterations to existing vehicular access
Refused

5. The Proposal

Demolish part of existing store and extend remaining to create garage/car port and erect single storey 2 bed dwelling.

6. Planning Policy

Salisbury District Local Plan saved policies (which are 'saved' policies of the adopted South Wiltshire Core Strategy):

G2: General criteria for development
H16: Housing Policy Boundaries

CN3 Proposed development, including extensions or other alterations, which would in any manner affect the character or setting of a listed building will be permitted only if the following criteria are met:

(i) new work respects the character of the existing building in terms of scale, design and materials;

(ii) sympathetic natural materials, matching the original, are used in repair or replacement work;

(iii) the historic form and structural integrity of the building is retained; and

(iv) architectural or historic features, including internal features, are retained unaltered.

CN8 In Conservation Areas, only development which preserves or enhances the existing character of the area will be permitted. The Local Planning Authority will

seek to ensure that the form, scale and design of new development and the materials used in it, respect the character of the area.

National Planning Policy Framework (NPPF) - part 12 (amongst others), Conserving and Enhancing the Historic Environment.

7. Consultations

Mere Town Council: Support the application

Highways: Recommend that no highway objection be raised subject to the conditions

Conservation Officer: No objections subject to conditions and details being agreed

8. Publicity

Neighbours: 5 letters objecting to the proposal and 1 supporting have been received summarised as follows;

Object:

- The reasons for two previous refusals have not changed.
- The junction at Boar Street is considered unsuitable to accommodate the increase in
- traffic.
- What is the point in having a conservation area if you then allow it to be permanently spoiled by building on it?
- Proposal would be out of character in the garden of a 17th century house
- Traffic generated from this proposal would use a road which is considered unsuitable to accommodate the increase in traffic from this development
- Too much infilling in a small space and loss of more land in an already overdeveloped area

Support:

- This will improve visibility which will be safer for all using Barnes Place
- The area of land for the proposal has never been kept and is an eyesore

9. Planning Considerations

- Principle of development

Saved policy H16 of the Salisbury District Local Plan (which is a 'saved' policy of the adopted South Wiltshire Core Strategy) permits small scale development and redevelopment within Housing Policy Boundaries.

The proposal falls within the Mere Housing Policy Boundary where the principle of development is accepted. The proposal is therefore considered to be in accordance with saved policy H16.

Impact on the context and character of the listed building surrounding area and the Conservation Area:

The conservation officer has considered the proposals at pre-application stage and in response to this application.

This site is opposite a listed building (The Old Manse) so works could affect the setting of this listed building. The site is also in a conservation area and there is a draft conservation area appraisal for Mere. However, referring to the latter there is no particular mention of this site in regard to the conservation area setting.

However, Mere has many small outbuildings of stone with pan tile roofs and so a small outbuilding or, dwelling of quality traditional materials and with a traditionally pitched roof, is not out of keeping. Also the dwelling should ideally have a wall that is hard up against the highway as this is more in keeping with the character of the CA. Whilst the proposal has set the wall back from the roads edge, it is minimal being 1 metre. This small set back is not considered to detract adversely from the character of this area and is thus acceptable.

There are no objections to the proposed dwelling although it is noted the D&A statement says it will be constructed in Mere stone. Mere stone is preferred but, is often not available in large quantities – as would be required. However, there are other appropriate natural stone types used in the immediate area that are also appropriate and acceptable. Therefore a condition clarifying approval of the type of stone and also a condition regarding a 1 metre panel will be imposed.

Given the prominence of the roof (to ensure a roof of character) a condition to approve sample tiles will be imposed. The application proposed to use plain Red/Brown clay or similar tiles which are considered to be acceptable

Windows should be flush-framed casement painted timber. The application proposed to use timber windows painted white but, does not specify details beyond that. As such a condition will be imposed which, will also cover door details.

It is considered therefore that - subject to full details - this proposal would not result in any demonstrable harm to the character and appearance of nearby listed buildings or, the character of the surrounding conservation area.

There are no objections to the minimal proposals for the garage/carport/store. These will result in a notable reduction in the size of the garage in relation to the existing, whilst allowing space for a bin store and a significantly improved parking area and vehicular access.

- Highways Issues

The proposed details include an improved vehicular site access, the provision of adequate visibility splays at the point of access to enable a driver accessing the site to see and be seen by other road users and on-site car/cycle parking in accordance with current standards.

The highways officer has been consulted and It is considered that subject to conditions requiring a consolidated access, visibility spays and surface water drainage, the development proposed will not have any significant impact on highway safety.

During pre-application negotiations it was agreed that the new development would also include improvements to the existing access/parking arrangements at the front of Newlands. This would result in greatly improved provision of vehicle turning facilities within the site (Newlands) to enable vehicles to enter and leave in forward gear. Officers consider this to be reasonable and necessary as the new dwelling would result in an increase – albeit minimal - of vehicles accessing the proposed site very close to the access to Newlands. Any improvements in this regard are therefore welcome.

Whilst Newlands is outside the application Red Line area, the property is in the same ownership as the proposed site. As such there is considered to be “reasonable prospect” of achieving the access improvements and thus a suitable “Grampian” style planning condition will be imposed to secure agreement of details (see condition No 9).

- Impact on neighbour amenity:

Part (vi) of saved policy G2 of the Salisbury District Local Plan (which is a ‘saved’ policy of the adopted South Wiltshire Core Strategy) states that new development will be considered against the avoidance of unduly disturbing, interfering, conflicting with or overlooking adjoining dwellings or uses to the detriment of existing occupiers.

The proposed development will be located in a predominantly residential area. Residential use is an historic matter of fact of this property and the addition of an appropriately scaled – small dwelling designed to reflect local character - as proposed - is considered to be acceptable. This proposal is for a single storey dwelling and the proposed roof lights at the rear have been positioned where they would not cause any notable overlooking. As such the proposal will not conflict with the aims and objectives of the above planning policy.

It is therefore considered unlikely that the proposals would result in any demonstrable harm affecting residential / neighbour amenity.

- Neighbour issues

In answer to some of the concerns raised by neighbours, the vehicular access to both Newlands and the new dwelling are expressly designed to prevent any unacceptable impacts in regards to highways use and safety. The proposal will in fact significantly improve the existing situation in this behalf and hence, there are no highways objections.

In regard to the previous applications for a dwelling that were refused, these were for significantly larger two storey full height dwellings. These proposals required a higher

level of parking provision and access and due to their scale, the remaining plot / garden was considered to be too small. These factors (amongst others) led to the council's rejection of the proposals and due also to design issues, the consideration that the character of the conservation area would have been harmed.

- Section 106 Requirements:

This proposal will result in the need for contributions in regard to off-site recreation provision under policy R2. This will be secured through a Unilateral undertaking in the usual way.

10. Conclusion

On balance the proposal is considered to be acceptable from a Town & Country Planning point of view. The proposal is well designed with appropriate materials, a minimal scale and significantly improved safe vehicular and pedestrian access. The proposal will not stand out obtrusively on the site and due to the proposed positioning of windows will not result in any notable harm affecting neighbour amenity.

11. Recommendation

Subject to the signing of a unilateral undertaking as above, and with the conditions set out below, the application is delegated to the area development manager for approval.

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. No development shall commence on site until details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and the character and appearance of the area.

3. No development shall commence on site until a sample panel of stonework, not less than 1 metre square, has been constructed on site, inspected and approved in writing by the Local Planning Authority. The panel shall then be left in position for comparison whilst the development is carried out. Development shall be carried out in accordance with the approved sample.

Reason: In the interests of visual amenity and the character and appearance of the area.

4. No development shall commence on site until details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being occupied.

Reason: In the interests of visual amenity and the character and appearance of the area.

5. No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

Reason: In the interests of highway safety.

6. The development hereby permitted shall not be first occupied until the first five metres of the access, measured from the edge of carriageway, has been consolidated and surfaced (not loose stone or gravel). The access area shall be maintained as such thereafter.

Reason: In the interests of highway safety.

7. The vehicular access area shall remain un gated.

Reason : in the interests of highway safety.

8. The development hereby permitted shall not be occupied until the area between the nearside carriageway edge and a line drawn 1.0 metre parallel thereto over the whole site frontage has been cleared of any obstruction to visibility at and above a height of 1.0 metre above the nearside carriageway level. That area shall remain free of obstruction at all times thereafter.

Reason: In the interests of highway safety.

9. The development hereby approved shall not be first used until a detailed scheme of works to improve the vehicular access arrangements to the front of the property known as "Newlands", has been agreed in writing by the LPA and has been implemented in full.

Reason: In the interest of overall highway safety

10. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access area), incorporating sustainable drainage details, has been submitted to and approved in writing by the local planning authority. The development shall not be first occupied

until surface water drainage has been constructed in accordance with the approved scheme.

Reason: To ensure that the development can be adequately drained.

11. No works shall commence on site until details of all new external window and door joinery have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

Reason: In the interests of preserving the character and appearance of the conservation area and the setting of adjacent listed buildings.

12. The rooflights hereby approved shall be of the 'conservation' type with a single vertical glazing bar and mounted flush with the roof slope.

Reason: In the interests of preserving the character and appearance of the conservation area and the setting of adjacent listed buildings.

13. The development hereby approved shall be carried out in complete accordance with the following list of documents plans and specifications:

Design & Access Statement, received 06/03/14

Location Plan, received 28/02/14

Plan ref No: MJ/2 Elevations, dated Feb 2014, received 28/02/14

Elevation plan for Car Port and Garage as proposed, received 28/02/14

Reason: In the interest of clarity