

REPORT TO THE AREA PLANNING COMMITTEE

Date of Meeting	8th August 2018
Application Number	18/04022/FUL
Site Address	74 Blain Place, Royal Wootton Bassett, SN4 8FP
Proposal	Garage conversion and addition of single storey side extension
Applicant	L Pearce
Town/Parish Council	Royal Wootton Bassett
Division	Royal Wootton Bassett East
Grid Ref	407857 182866
Type of application	Full Planning
Case Officer	Kate Clark

Reason for the application being considered by Committee

The Application was called in for Committee determination by Councillor Groom to consider the impact of the proposed development on parking provision and highway safety and relevance of restrictive conditions attached to the previous grants of permission under which the properties were constructed.

1. Purpose of Report

To consider the above application and to recommend that planning permission be GRANTED

2. Report Summary

Royal Wootton Bassett Town Council – object
Highways Officer – No objection

The main issues in consideration of this planning application are as follows;

- Principle of development
- Parking provision & Highway safety
- Impact on the scale and character of the existing site/buildings
- Impact on neighbour amenity

3. Site Description

The application site relates to 74 Blain Place, a 3 storey new build property located within a large housing estate on the former site of Rylands sports ground located within the defined settlement boundary for Royal Wootton Bassett. The dwelling occupies a corner plot and is opposite an area of public open space which leads onto playing fields and a children's play area. To the front of the property there is off street parking for 1No car with an integral garage providing an additional space.

4. Planning History

N/07/03318/OUT – Erection of 100 Dwellings with primary access from Stoneover lane (Outline)

N/12/00551/FUL Erection of 100 Dwellings and Associated Access (relevant conditions addressed in the main body of the report).

5. The Proposal

Permission is sought for a single storey extension to the side of the property and the conversion of the integral garage to provide additional living accommodation.

6. Planning Policy

Relevant Planning Policies:

The Wiltshire Core Strategy (Jan 2015) (WCS)
CP57 (Ensuring high quality design and place shaping),
CP60 (Sustainable transport),
CP61 (Transport and development)
CP64 (Demand management)

National Planning Policy Framework. (NPPF) (July 2018)

Paras 11 & 38
4 (Decision making)
9 (Promoting sustainable Transport)
12 (Achieving well-designed places)

Royal Wootton Bassett Neighbourhood Plan

Policy 7: Design
Policy 12: Road safety, traffic and transport

Wiltshire Local Transport Plan (3) Car Parking Strategy 2011-2026 PS6 & Table 7.1
Residential Parking standards

7. Consultations

Royal Wootton Bassett Town Council – Object

Highways - No objection

8. Publicity

The application was advertised by neighbour letter and site notice.

No representations have been made by local residents

9. Planning Considerations

Principle of development

Under the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004, applications for planning permission must be determined 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); the 'saved' policies of the North Wiltshire Local Plan (NWLPL) 2011 (adopted June 2006) and the Royal Wootton Bassett Neighbourhood Plan, Policy 12: Road safety traffic and transport.

The principle of householder alterations is established under Policy 57 of the Wiltshire Core Strategy which seeks to ensure high quality design and place shaping. Extensions should be of an appropriate size, scale and design and be designed so as not to harm the living conditions of local residents.

Similarly, Policy 7 of the made Royal Wootton Bassett Neighbourhood Plan requires development to be sensitive to its context and reinforce the character; layout and local distinctiveness and ensuring materials used are historically found within the locality.

Core Policy 64, 'Demand Management' section d discusses residential parking and highlights that provision will be made on a minimum parking spaces basis for new development. Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy sets out the minimum requirement per number of bedrooms.

Planning permission is required for the proposed development due to planning conditions placed on the original consent (N/12/00551/FUL);

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), the garage(s) hereby permitted shall not be converted to habitable accommodation.

REASON: To safeguard the amenities and character of the area and in the interest of highway safety.

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations to any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations.

Planning conditions do not necessarily preclude the element of development or activity that they are restricting in perpetuity, rather they allow the Local Planning Authority to assess the effect of such a scheme on an individual basis rather than allowing development to come forward under national permitted development rights. The above two conditions are standard planning conditions and are commonly placed on applications for large housing estates and should not be taken to mean that all related development proposals are unacceptable in principle.

Parking provision and highway safety

Wiltshire Core Strategy policies CP57 (ix), CP60, CP61, and CP64 seek to ensure sustainable transport and road safety and sufficient parking provision. The adopted Royal Wootton Bassett Neighbourhood Plan, Policy 12, Road safety, traffic and transport states that development should not harm highway safety and must ensure that residual cumulative impacts of development are not severe.

Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy sets out the minimum requirement per number of bedrooms in table 7.1 under the terms of policy PS6.

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

Parking spaces should measure 2.4m by 4.8m. Section 7.5 clarifies that the Council does not include garages as part of the allocated parking provision. This is due to the propensity of garages to be used for storage rather than for parking. In practice the Council allows for oversized garages, i.e. those with an internal floor area of 3m by 6m to be counted towards the parking provision as this size would reasonably be allowed for storage in addition to the parking of vehicles.

74 Blain Place is a 4 bedroom dwelling and therefore should provide a minimum of 3 spaces according to the above policy. Prior to the adoption of the 3rd Wiltshire Local Transport Plan and the Core Strategy for Wiltshire, the North Wiltshire Local Plan was the relevant Local Plan document and at that time set out maximum number of parking spaces for residential development under policy T3, Appendix 3 which stated that up to 4 bedroom dwellings should provide 2 spaces per dwelling.

When the 2012 application was considered, the Council accepted parking provision under the lower requirements thus the dwelling has an integral garage and 1 space to the front. (2 No spaces in total)

The proposal results in the loss of the garage and its replacement with an additional space to the front. There is therefore no overall loss in parking provision as 2 spaces are available. Notwithstanding that 2 spaces will be maintained, it is noteworthy that the existing garage is substandard in size and would not count towards parking provision under current policy.

The Councils' Highways Officer has been consulted over the scheme and commented as follows;

'I note this is a fairly modern development where the previous on-site parking standards differed from the current Wiltshire Parking Standards of 3 on-site parking spaces for a 4 bedroom dwelling. The above proposal site was completed with an on-site parking allocation of one space within an integral garage and one parking space on the drive within the domestic curtilage.

As the application has demonstrated a replacement on-site parking space to replace the one space lost through garage conversion I do not consider this a loss of parking. Although if current standards were to be applied to the proposal site it would be one parking space short I do not feel that a refusal on parking grounds would be able to be defended to the satisfaction of a planning inspector should the case go through the appeal process.

Therefore I can raise no highway objection to the above proposal.'

As discussed above the dwelling does not provide the 3 spaces required by current parking standards however this will not be altered by the proposed development, 2No spaces in total will be provided as is the existing arrangement. Notwithstanding this, the estate roads are wide enough to accommodate on-street parking and there is a lay-by within 40m of the application site. Furthermore, in accordance with para 109 of the NPPF, even if the development would decrease parking provision, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The Councils' Highway Officer has confirmed no objection to the proposal and therefore a refusal on this basis cannot be warranted.

Royal Wootton Bassett Council has raised concerns relating to highway safety particularly where additional vehicles will create a hazard for emergency services however as discussed above 2No off street spaces will be provided which maintains the status quo and as noted, the dimensions of the existing garage are substandard and therefore is less likely to be used than an additional off street open parking space.

The principle of converting the garage and its replacement with an additional space to the front is therefore considered acceptable and to accord with the relevant policies.

Impact on size / character of existing building and site

The proposed extension to the side measures approximately 1.5m and extends midway to the back of the building. Concerns have been raised that the extension will represent an overdevelopment of the plot by the Town Council. The dwelling occupies a corner plot and as such any side extension will be more visible however its simple lean-to design and use of matching materials will not result in an extension unduly prominent nor out of character with the surrounding area. The garage door is to be bricked up and a window inserted which is of the same style as existing fenestration. To the rear, the existing kitchen window and doors are to be replaced with bi-fold doors. The size, scale and design of the extension are

therefore considered to accord with CP57 of the Core Strategy for Wiltshire, Policies 7 and 12 of the Royal Wootton Bassett neighbourhood plan and Section 12 of the NPPF 2018.

Residential amenity

WCS Core Policy 57 states that all development must have regard to the compatibility of adjoining buildings and uses, the impacts on the amenities of existing occupants and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration and pollution (e.g. light intrusion, noise, smoke, fumes, effluent waste or litter).

The development will not result in any overlooking or overshadowing and is not considered to be harmful to the living conditions of local residents.

10. Conclusion

The proposed revision of parking arrangements is considered acceptable as the same levels of on-site parking provision as is currently available will be provided. It is accepted that these fall short of current requirements however given the existing garage has insufficient dimensions to count towards allocated parking and that the 2No spaces to be provided comply with parking standards, the conversion of the garage is supported. The small extension and external alterations are considered to comply with the aims and objectives of the National Planning Policy Framework paras 11, 47, 49a, 105, 109 and 127; and CP57 vii, ix, of the Wiltshire Core Strategy and Policy 7 & 12 of the RWBNP.

RECOMMENDATION - Permission subject to 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:

74BP07EE

74BP03LBP

74BP0506FP

74BP08EP

74BP0512FP2

Registered 31.05.18

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

3 No part of the development hereby approved shall be brought into use until the parking area shown on the approved plans has been consolidated, surfaced and laid out in accordance with the approved details. This area shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

4 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 used in the existing building.

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

5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations to any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations.

6 INFORMATIVE TO APPLICANT:

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 INFORMATIVE TO APPLICANT:

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.

8 INFORMATIVE TO APPLICANT:

Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.