

**REPORT TO THE EASTERN AREA PLANNING COMMITTEE**

Report No. 1

<b>Date of Meeting</b>	November 3 <sup>rd</sup> 2011
<b>Application Number</b>	E/2011/1094/FUL
<b>Site Address</b>	Cresingham Elcot Lane Marlborough Wilts SN8 2BG
<b>Proposal</b>	Addition of Car Port to front
<b>Applicant</b>	Mr Charles Hines
<b>Town/Parish Council</b>	MARLBOROUGH
<b>Grid Ref</b>	419672 169117
<b>Type of application</b>	Full Planning
<b>Case Officer</b>	David Cox

**Reason for the application being considered by Committee**

This application is brought to Committee at the request of the Division Member, Councillor Dow to consider whether the application is detrimental to the street scene as the car port would be built in front of the existing building line and that this would set a precedent for similar proposals.

**1. Purpose of Report**

To consider the recommendation that planning permission should be granted.

**2. Report Summary**

The application is for a single garage in the front garden. No objections have been received from neighbours, although the Town Council have objected. The property is screened from the road by an existing hedge that is higher than the garage and approval is recommended as it is not considered that the development will have any adverse impact on the appearance of the area or the amenity of neighbours.

**3. Site Description****Site Location**

'Cresingham' is one of four established detached dwellings located on this side of Elcot Lane

between Stonebridge Close and the access to the football club. Cresingham and its neighbour 'Devonshire' are bungalows with accommodation in the roof space. The other neighbour 'Laburnham' is a two storey dwelling with 'Omega' being a single storey bungalow. Each of the four dwellings is set back approximately 12 metres from the road. Cresingham has an integral single garage.

Cresingham has a 1.1 metre tall fence with a 3.2 metre tall laurel hedge behind at the front boundary with Elcot Lane. The side boundaries with both neighbours are defined by close board fences of 1.2 metres and 1.6 metres high.

Immediately opposite the application site is the Martin Ashby motorcycle building, which is a fairly large rectangle building with a 15 metre long flank side elevation facing immediately on to a narrow pavement. Additionally further down Elcot Lane to the west there are other examples of buildings and fences being immediately adjacent the pavement.

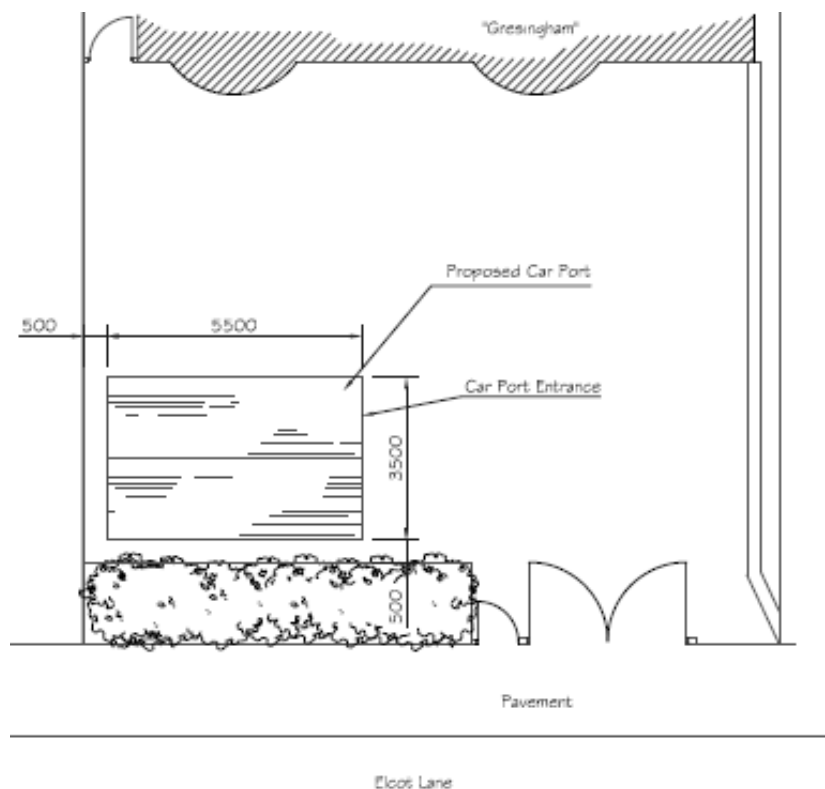
Of the four detached dwellings located in this row, only 'Devonshire' does not have any formal front boundary of either hard or soft landscaping. None of the 4 dwellings have any outbuildings located forward of their established building line.

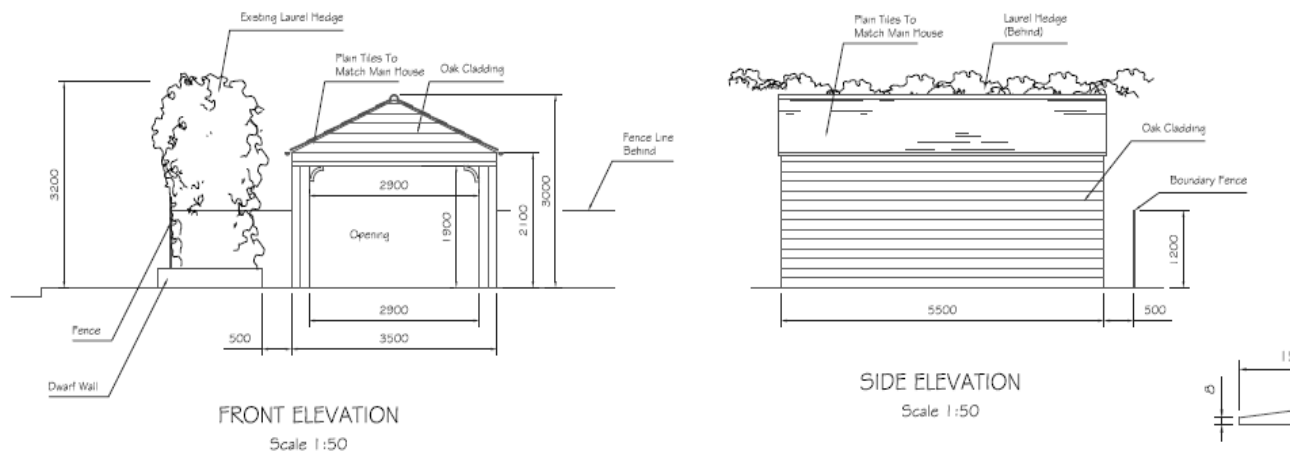
#### 4. Relevant Planning History

None.

#### 5. The Proposal

The proposal is to erect a car port measuring approximately 3.5 metres wide, 5.5 metres long and 3 metres tall sloping to 2.1 metres at eaves. Three sides would be clad with Oak and the roof would have plain tiles to match those on the host building. It would be located behind the laurel hedge, approximately 2.4 metres from the pavement.





## 6. Planning Policy

Kennet Local Plan – policy PD 1

The application site is also within the North Wessex Downs Area of Outstanding Natural Beauty.

## 7. Consultations

Marlborough Town Council – Objection

- Detrimental to the street scene and the amenity of neighbouring properties.
- In front of the established building line.
- Sets precedent for development in front gardens in this area.

Wiltshire Council Highways Officer – No objection.

## 8. Publicity

Neighbours and third parties were notified by letter and site notice. No comments have been received. Any comments received will be reported at the meeting.

## 9. Planning Considerations

The issues here are the impact on the amenity of neighbouring properties and on the appearance of the area.

In relation to the impact on amenity, the garage is a relatively small structure well away from the adjacent properties. No objections from neighbours have been received and it is not considered that there will be any detrimental impact on the amenity of these properties.

In relation to the impact on the appearance of the area, the car port itself would be a relatively small structure which would be just large enough to park one car. It is not considered to be of a size or in a position that would cause undue harm to the character or appearance of the street scene, particularly as it is would be screened by the taller hedge adjacent. The use of timber would be the most appropriate material as it would blend with the timber fences in the vicinity. Any future applications from other neighbouring properties, were they to be submitted, would be considered on their own merits taking into account the size of any new build and any existing screening.

No harm would be caused to the Area of Outstanding Natural Beauty.

## **RECOMMENDATION**

### **Grant planning permission subject to the conditions set out below for the following reasons:**

The decision to grant planning permission has been taken on the grounds that the garage would not have any adverse impact on the appearance of the area or the amenity of residents of nearby properties and would be in accordance with policy PD1 of the Kennet Local Plan 2011

1. The development hereby permitted shall be begun before the expiration of three years of 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 adjacent roadside hedge shall be retained at a minimum height of 3 metres.

#### **REASON:**

To help screen the building in the interests of amenity.

3. The materials to be used in the construction of the roof of the development hereby permitted shall match in colour and texture those used on the existing structure of 'Cresingham'.

#### **REASON:**

To secure harmonious architectural treatment.

4. This decision relates to documents/plans submitted with the application, listed below. No variation from the approved documents should be made without the prior approval of this Council. Amendments may require the submission of a further application. Failure to comply with this advice may lead to enforcement action which may require alterations and/or demolition of any unauthorised buildings or structures and may also lead to prosecution.

Plan Ref - AD-CH-001- Dated - 11 August 2011