

Date of Meeting	09 th April 2015
Application Number	14/12193/FUL
Site Address	4A and 4B The Crescent, Hillview Road, Salisbury
Proposal	Extension to east elevation to create 2 x 2 bed flats
Applicant	W.Mundy Building Contractors Ltd.
Town/Parish Council	St Martin, Salisbury
Grid Ref	414915 130031
Type of application	Full Planning
Case Officer	Tom Wippell

Members will recall that this application was deferred at the previous Committee, after it was queried whether the recently-approved ‘Car-Parking Strategy Review 2011-2026’ (approved by Cabinet on 17th March 2015), will have had any impact on the amount of parking spaces required for this application.

Officers have liaised with the Highways Team in regard to this issue; specifically in regard to Section 7 of the document , which outlines Minimum Residential Parking Standards across Wiltshire (see Appendix A)

The Highways Team have confirmed that their comments in regard to the amount of parking spaces required for this application have not changed as a result of the recently approved document, as Policy PS6 of the Parking Strategy provides the flexibility to allow for a lower level of provision where specific circumstances can be demonstrated. These specific circumstances are outlined in the report below.

Reason for the application being considered by Committee

The application has been called to committee by Councillor Ian Tomes if minded to approve, in view of the relationship to adjoining properties, the environmental/highway impacts and car parking.

1. Purpose of Report

To consider the recommendation of the Area Development Manager (South) that planning permission be **GRANTED** subject to conditions.

2. Report Summary

The issues in this case are:

- The principle of residential development;
- Ownership
- Impact on visual amenity and character of the area;
- Impact on residential amenity;
- Highway safety;
- Other Issues

Publicity of the application has resulted in an objection from the Town Council and 9 objection letters. There have been no letters of support.

3. Site Description

The Crescent is a small cul-de-sac (private road) at the bottom of Milford Hill to the east of the chequers. The site lies within the recently re-designated Milford Hill Conservation Area and immediately to the north of the grounds of Milford Hill House (the youth hostel), a grade II listed building, and to the south east of the grade II* Winchester Gate Inn. The rise of the hill and near-alignment with Winchester St means that the site is visible from within the city centre over the ring road. No. 4A and 4B The Crescent is the easternmost of a pair of modest semi-detached two-storey houses; now converted into two flats.

4. Planning History

14/10146/FUL- Extension to east elevation to create 1 x 1 bed and 2 x 2 bed flats
Withdrawn

5. The Proposal

Planning permission is sought to construct a two-storey extension to the side of the existing property, and to split the built-form into 2 flats (making 4 flats in total). A hardstanding towards the front will accommodate 3 parking spaces and a bin storage area, and a communal garden will be created to the rear.

6. Planning Policy

Core Policy 1, Core Policy 2, Core Policy 57, Core Policy 58

NPPF

7. Consultations

Town Council: Objects on the grounds of over development

Conservation: No objections to the revised plans, which overcome the concerns raised in the previously-withdrawn application that the scheme would fail to preserve or enhance the appearance of the Conservation Area due to its overall size and design.

WC Highways: The site is sited in a sustainable location close to the city centre, within easy walking distance of public transport and other local facilities, thus minimising the need for a private car. I would not therefore wish to raise a highway objection to the level of parking or to the layout generally and recommend that no highway objection be raised to this application.

Archaeology: Support, subject to an archaeological watching brief being carried out

8. Publicity

The application has been advertised by way of site notice and letters to near neighbours.

The publicity has generated nine letters of objection and no letters of support.

The letters of objection are summarised as follows:

- 'Notice' has not been served on all landowners of the site and access driveway
- Traffic will come dangerously close to neighbouring windows
- Insufficient space within the plot for vehicle turning
- Insufficient levels of parking proposed (3 spaces for 4 flats)
- The parking is currently formally laid out in the lane, and is not informal as claimed
- Damage has been caused to the driveway and access gates during construction
- Additional cars and construction traffic will cause harm to highway safety
- Narrow road is inappropriate for additional traffic
- Design would adversely affect the character of the Conservation Area
- Loss of privacy due to removal of trees adjacent to the school
- Not affordable housing, contrary to the claims in the planning statement
- Loss of open space
- Removal of trees and works to the site has already been carried out without permission

9. Planning Considerations

9.1 Principle

A previous application for 3 flats (5 in total at the site) was withdrawn in 2014, after concerns were raised that the scheme would be an overdevelopment of the site, and would have an adverse impact on the character of the dwelling and Conservation Area. It was also noticed during the application process that 'notice' had not been served on all landowners of the access driveway. This new scheme sees the bulk of the development reduced and the number of flats reduced to 2 (4 in total).

Having regard to Core Policies 1 and 2, which support new residential development in the City Centre, a proposal for additional new residential units at the site is not considered unacceptable in principle, provided the development is appropriate in terms of its scale and design to its context, and provided other interests including residential amenity and highway safety are addressed.

9.2 Ownership

Concerns have been raised that part of the driveway leading to the site is not owned by the applicant. To overcome this concern, the applicant has 'served notice' on all landowners of the driveway during the application process. Given that 'notice' has been served on all landowners of the driveway, Officers consider that the consultation process has been adhered to as a point of law, as the development is not 'land-locked' in planning terms.

It is noted that any further land ownership disputes/ driveway maintenance/ construction damage issues between the applicant and the neighbouring properties should be regarded as a civil issue, and cannot be considered as a material planning consideration at this stage.

9.3 Impact on Visual Amenity and character of the Conservation Area

The two-storey side extension is considered to be sympathetic in design and scale, will not overbear the size of the existing property, or detract from the appearance of the wider area. The extension is set-down/ set-in from the front elevation, ensuring that the extension will not compete with the main dwelling or unbalance the semi-detached pairing, and many of the architectural features from the existing building are shown in the design of the new extension.

The plot is sufficient in size to accommodate this scale of extension without being overwhelmed, and the loss of open space within the Conservation Area will not be significantly harmful to visual amenity. Although the plot is sited at the top of the slope, views of the extension will be limited given its set-down nature to one-side of the property, and the development will not be overly prominent from the wider Conservation Area.

Materials (render and tiles to match) are considered acceptable and in visual terms no objections are raised.

9.4 Impact on residential amenity

The extension is set away from neighbouring properties and no overshadowing, overlooking or over dominance will occur.

The impact of additional cars/delivery vehicles reaching the site via the driveway has been fully assessed, but given the limited amount of development proposed, it is considered that noise/disturbance from any additional vehicular trips will not be significantly harmful to residential amenity as to warrant refusal.

Any damage caused to neighbouring properties/ the driveway during or after construction should be regarded as a civil issue between the applicant/owner, and therefore this issue cannot be assessed as a material planning consideration.

9.5 Highway Safety

The Car-Parking Strategy Review 2100-2026 suggests that a minimum of 7 parking spaces should be provided for the 4 flats, based on the number of bedrooms created (3 x 2 bed flats and 1 x1 bed flat).

Table 7.1 Minimum parking standards (allocated parking)

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

However the site is sited in a sustainable location close to the city centre, within easy walking distance of public transport and other local facilities, thus minimising the need for a private car.

As such, Highways have confirmed that there is no requirement for off-street parking and raise no objection to the level of parking or to the layout proposed.

This stance is the same as the stance taken in other residential areas just outside the ring road, such as the York Road area.

Whilst it is noted that the access lane is narrow and has a relatively awkward layout in terms of the coming-and-going of vehicles, it is considered that delivery vehicles, construction traffic and occupier's car manoeuvres will not result in any significant harm to highway safety above current levels.

9.6 Other Issues

It has been confirmed (in part 13 of the application form) that no protected species are present within the site. During the site visit, no visible evidence of protected species was observed. Therefore due to the relatively small size of the site and its siting within a semi-urban area, it is considered that a protected species survey is not required.

Drainage and surface-water runoff details can be agreed by condition and will also be assessed at the Building Control stage of development.

Whilst it is noted that works at the site have already started, including levelling of the site, the removal of an earth-bank close to the boundary and the removal of a number of trees, the works have been carried out at developer's own risk.

No trees worthy of Tree Preservation Order have been removed (or are proposed to be removed) as part of this development.

The development will not overhang the boundary, and although an earth bank has been removed to accommodate the extension, there will be no adverse impact on the adjacent playing fields.

Recommendation:

Approve with the following reasons;-

In pursuance of its powers under the above Town & Country Planning Act 1990, the Council hereby grant PLANNING PERMISSION for the above development to be carried out in accordance with the application and plans submitted (listed below), subject to compliance with the condition(s) specified hereunder:-

- 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 section 51(1) of the Planning and Compulsory Purchase Act 2004.

- 2 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON: To ensure that the proposed extension will satisfactorily harmonise with the external appearance of the existing building

- 3 The development hereby permitted shall not be first occupied until the whole of the proposed car parking areas have been consolidated and surfaced (not loose stone or gravel). These areas shall be maintained as such thereafter.

REASON: In the interests of highway safety.

- 4 No development shall commence within the area indicated (proposed development site) until: A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority. The work should be conducted by a professionally recognised archaeological contractor in accordance with a written scheme of investigation approved by this

office. The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

5 This development shall be in accordance with the submitted drawings:

- 214017/13, dated DEC 2014 and received to this office on 23/12/14
- 214017/12, dated DEC 2014 and received to this office on 23/12/14
- 214017/11, dated DEC 2014 and received to this office on 23/12/14

REASON: For the avoidance of doubt.