

Application Number: 12/00405/FUL

**Erection of single storey rear extension to form part-change of use from dwelling to Home Salon (Use class A1 - Retail)**

**AT 40 Hatton, Tinkers Bridge, Milton Keynes**

**FOR Miss Kelly Butler**

**Target:** 13th January 2012

**Ward:** Woughton

**Parish:** Woughton Community Council

**Report Author/Case Officer:** Alex Harrison

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## 1.0 INTRODUCTION

*(A brief explanation of what the application is about)*

### 1.1 The Site

The property is two-storey, end of terrace dwelling in this residential area. There is unallocated parking to the front of the site in an area where the majority of homes have a car port. The dwelling sits adjacent open space and has a garden area enclosed by fencing and walling. Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.

### 1.2 The Proposal

A single storey rear extension is proposed in the garden area. The new floor area will be used to enable the applicant to work from home with a home salon. The extension will run the majority of the width of the dwelling leaving space for access to the garden. It will have a flat roof and the side elevations will be constructed to match the existing dwelling with the end being timber faced.

## 2.0 RELEVANT POLICIES

*(The most important policy considerations relating to this application)*

### 2.1 National Policy

National Planning Policy Framework paragraphs:

14. Presumption in favour of sustainable development

## 2.2 Local Policy

### Core Strategy

None

### Adopted Milton Keynes Local Plan 2001-2011

E10 – Working from Home

T15 – Parking Provision

D1 - Impact of Development Proposals on Locality

D2 – Design of Buildings

### Supplementary Planning Guidance

Addendum to 'Parking Standards for Milton Keynes' 2005 April 2009

## 3.0 MAIN ISSUES

*(The issues which have the greatest bearing on the decision)*

- 3.1 There is not any off street car parking on plot. However the scale of the proposal and the ability to control its use by condition means that it is considered that there would not be a detrimental impact on the highway.

## 4.0 RECOMMENDATION

*(The decision that officers recommend to the Committee)*

- 4.1 It is recommended that planning permission be granted subject to the conditions set out in Section 6 below.

## 5.0 CONSIDERATIONS

*(An explanation of the main issues that have lead to the officer Recommendation)*

### 5.1 Scale of Operation

The salon floor area will be less than 10 square metres. The business plan submitted states the use will operate three days a week (Mon, Wed, Fri) with hours not exceeding 09:00 – 16:30 (16:00 on Wed). It is stated that there is likely to be between 4-6 clients in one day and it indicates that these would be by appointment. It is considered that this scale of operation proposed means that hairdressing would be a secondary activity at the property, ensuring its residential use remains primary. The level of detail given means that the Council would be able to condition aspects such as operational hours, appointments and operator to ensure it would not intensify. It is considered that, on this basis, the proposed level of use will meant he scheme falls within the remit of the Local Plan home working policy E10 and will not result in activity that would harm highway safety and convenience or neighbouring residential amenity.

## 5.2. Car Parking

The property does have a hard standing in front of the house, as do neighbours, and it is large enough to provide a parking space for these homes. However it forms part of the large turning area at the end of the residential street. It cannot form a designated parking space as a result. The applicant highlights on the plan a car port owned by a neighbour (No. 36) which has an easement in place to allow salon visitors to park. This does not form part of the application site and is essentially a civil agreement between two parties which should not be given significant weight when considering the proposal. Concern over the lack of visitor parking is balanced against the scale of operation already addressed above and it is considered that the business plan is such that the likely generation of vehicles will have a comparable effect to a scenario of a dwelling having personal visitors during the day and will therefore result in a negligible impact on the highway.

## 5.3 Other Matters

Other matters, which are not critical to the decision, are dealt with in Section 3 of the attached Appendix.

## 5.4 Conclusions

Consideration of the proposal balances lack of designated parking with the scale of operations proposed. In this instance it is felt that the level of business will be low-key and it will be the secondary use of the dwelling and therefore is appropriate as a working from home business. The lack of parking is not ideal but the constraints of the site are such that there is no scope to provide any spaces. The impact on the highway is considered to be negligible and in this instance it is considered that, on balance, there would not be any harm to highway users. It is therefore recommended that planning permission be granted subject to the conditions detailed below.

## 6.0 CONDITIONS

*(The conditions that need to be imposed on any planning permission for this development to ensure that the development is satisfactory. To meet legal requirements all conditions must be Necessary, Relevant, Enforceable, Precise and Reasonable )*

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

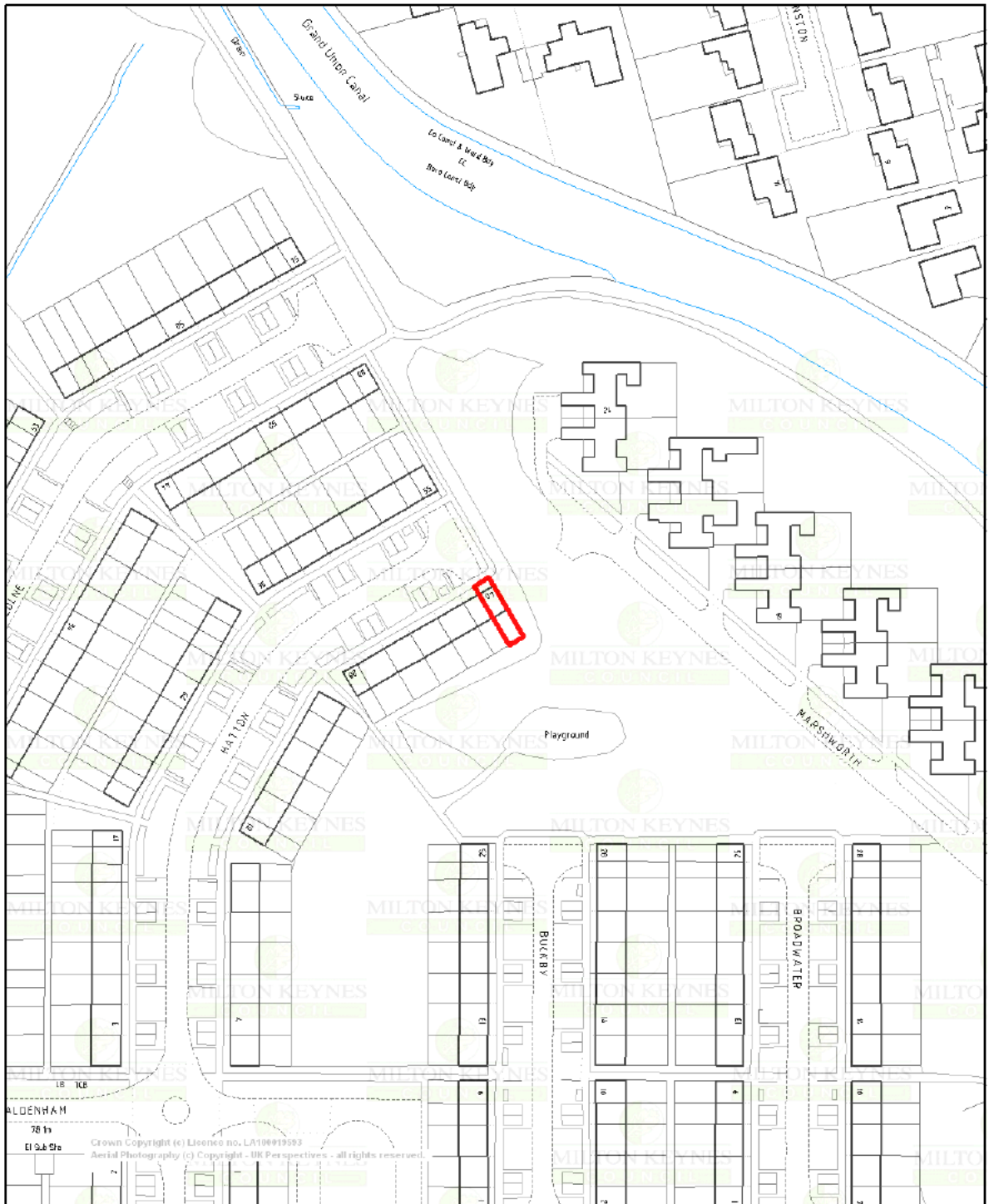
Reason: To prevent the accumulation of planning permissions; to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances; and to comply with section 51 of the Planning and Compulsory Purchase Act 2004. (D11)

2. This permission shall ensure for the benefit of Kelly Butler only and not for the benefit of the land nor of any other person, or persons for the time being having an interest therein and the land shall only be used for the purpose hereby permitted and for no other purpose.

Reason: To enable the Council to consider any varying proposal should the property be occupied by another person in the future in the interests of policies D1, T15 and E10 on the Milton Keynes Local Plan 2001 - 2011

3. The use hereby permitted shall operate on an appointment only basis and shall not be open to customers outside the following times 09:30 to 16:30 on Mondays; 09.30 to 16:30 on Wednesdays, and; 09:30 to 16:00 on Fridays

Reason: To ensure that the development does not prejudice the enjoyment by neighbouring occupiers of their property in the interests of policy D1 and E10 of the Milton Keynes Local Plan 2001 - 2011

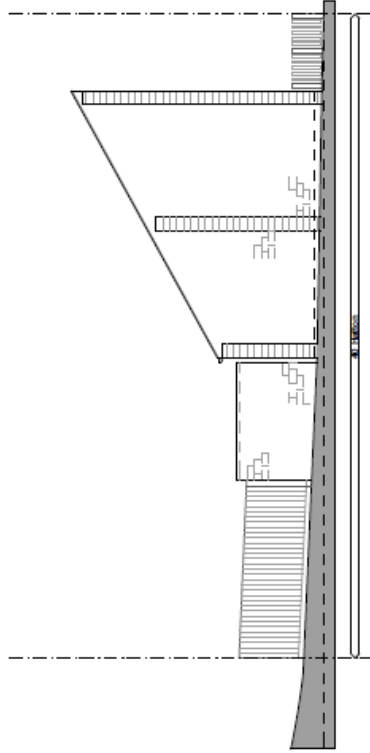


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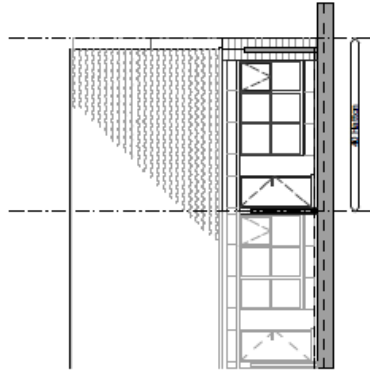
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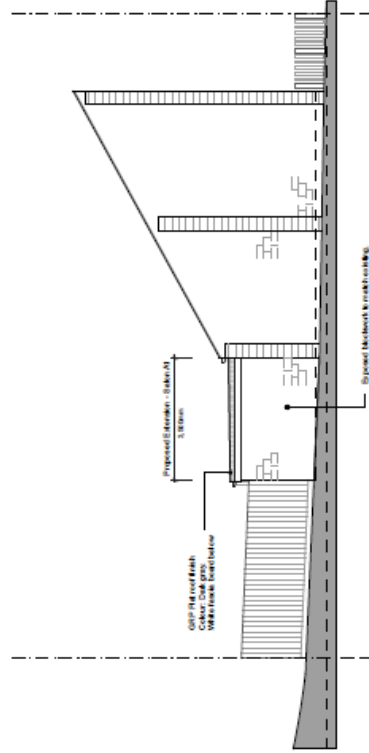
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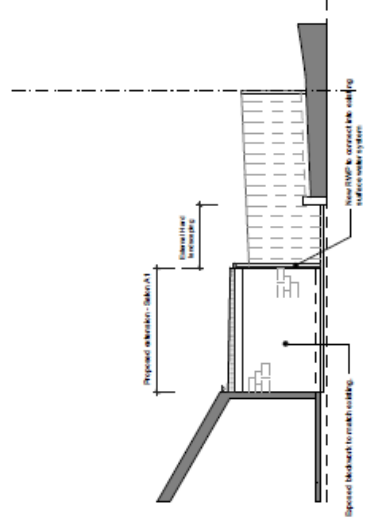
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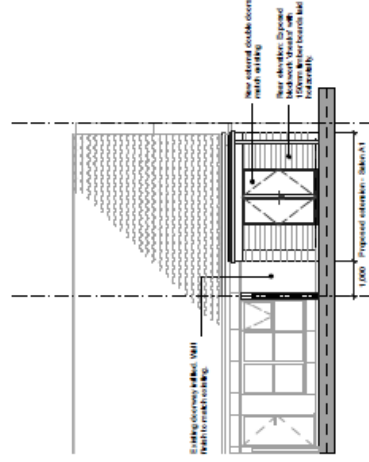
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Proposed Side Elevation  
 Scale 1:100



Proposed Side Elevation  
 Scale 1:100



Proposed Rear Elevation  
 Scale 1:100



## 1.0 RELEVANT PLANNING HISTORY

*(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)*

2.1 None.

## 2.0 CONSULTATIONS AND REPRESENTATIONS

*(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)*

<b>Comments</b>	<b>Officer Response</b>	<b>Policy Reference</b>
<b>2.1 Highway Engineer</b>		
1. This is not an ideal location and it would be better suited in a district centre, local centre or town high street. I am concerned that additional traffic and demand for parking could cause some safety / convenience issues if, for example, a customer were parked within the turning head adjacent to the site.	Noted. See para 5.1 and 5.2 in the Report above.	MKLP T15 & E10 Parking Standards SPG
2. Having said this, the scale of the proposal is relatively small being less than 10m <sup>2</sup> . No employees are proposed and the business will operate only during the day on three days a week (as stated in the business plan).	Noted. See para 5.1 in the Report above.	MKLP T15 & E10 Parking Standards SPG
3. Therefore, although not ideal, on balance I raise no objections subject to conditions that: <ul style="list-style-type: none"><li>• permission is just for the applicant as a hairdresser (i.e. not a blanket A1 use)</li><li>• restricts the use to just the applicant and no employees</li></ul>	Noted. See Section 6 in the Report above.	MKLP T15, D1 & E10 (ii) Parking Standards SPG



- restricts hours to those stated by the applicant within the business plan i.e. Monday 09:30 to 16:30; Wednesday 09.30 to 16:30; Friday 09:30 to 16:00

- 2.2 Campbell Park Parish Council**
1. Woughton Community Council objects to this application on the grounds of additional potential parking and traffic problems in a residential street.
- Noted. See 5.1 and 5.2 in Report above. MKLP T15 & E10 Parking Standards SPG

### 2.3 Public Representations

The occupiers of the following properties were notified of the application:

- 28 – 38 (even) and 45 – 55 (odd) Hatton, Tinkers Bridge

No letters have been received.

## 3.0 ADDITIONAL MATTERS

*(Matters which were also considered in producing the Recommendation)*

### 3.1 Design

The proposed extension is small scale and flat roof in design and will sit comfortably under on the rear elevation, against the existing eaves of the property. The gap between the extension and the neighbouring boundary is such that it would ensure there would be a reduced visual impact and it would not be overbearing. In terms of the finish the proposed white render does not match the existing property. However, the existing building has exposed blockwork which would not be considered desirable to replicate. Therefore it provides flexibility in the choice of external treatment and the white render is considered to sit comfortably. Therefore the proposed design is considered to be acceptable in light of Local Plan policies D1 and D2.