

## **ADDENDUM REPORT PLANNING COMMITTEE 28 APRIL 2011**

**Item: 6.5**

**Site: 12 Elford Crescent**

**Ref: 11/00282/FUL**

**Applicant: Mr Phil Chevis**

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For clarification members are advised that the last paragraph of the Analysis section of the report should be replaced with the following paragraphs:

‘With regard to other matters raised in letters of representation: the issue of precedents can be a material consideration, but each planning case is considered on its merits and the specific issues in this case have been assessed against relevant planning policies. In this respect ‘garden-grabbing’ is a term that reflects the government’s changed stance towards development proposals affecting garden land, but is not a presumption against such development. Regarding wildlife interest on the plot, this is not considered to be significant because of the plot’s size and suburban nature, and the perceived dangerous drops are matters for building control. In terms of amenity there is considered to be no significant impact on daylight/sunlight and privacy. Loss of view has also been cited, but this is not a planning matter.

Regarding the relationship between the proposed parking spaces and those at No.4 Waddon Close, the potential change in level between the two properties can be the subject of a condition on boundary treatments and the matter of the drainage of the proposed parking spaces, and the concern that this might allow more water to drain down the drive at No.4 Waddon Close, would be a detail of the construction of the footway crossover that would be dealt with by the Highway Authority;

With regard to the proposed boundary adjacent to Waddon Close, the wall/fence is considered to be set back far enough from the junction so as to avoid being visually intrusive, although there would presumably have to be a barrier at the back edge of the landscaped area and these details could be part of the boundary treatment condition.

There are concerns on highway grounds, but the parking arrangement is similar in nature to other properties in the street and is satisfactory in terms of its distance from the nearby junction. The proposal will result in the loss of a short section of kerbside parking however there is sufficient off street parking available for existing properties along the street and this will not have a significant impact.’