

ITEM NO: 8

Application No.
16/00864/FUL
Site Address:

Ward:
Harmans Water

Date Registered:
6 September 2016

Target Decision Date:
1 November 2016

20 Lytchett Minster Close Bracknell Berkshire RG12 9RY

Proposal:

Erection of a part first floor, part two storey side extension, a single storey rear extension and part garage conversion to habitable accommodation.

Applicant:

Mr Sam Farrin

Agent:

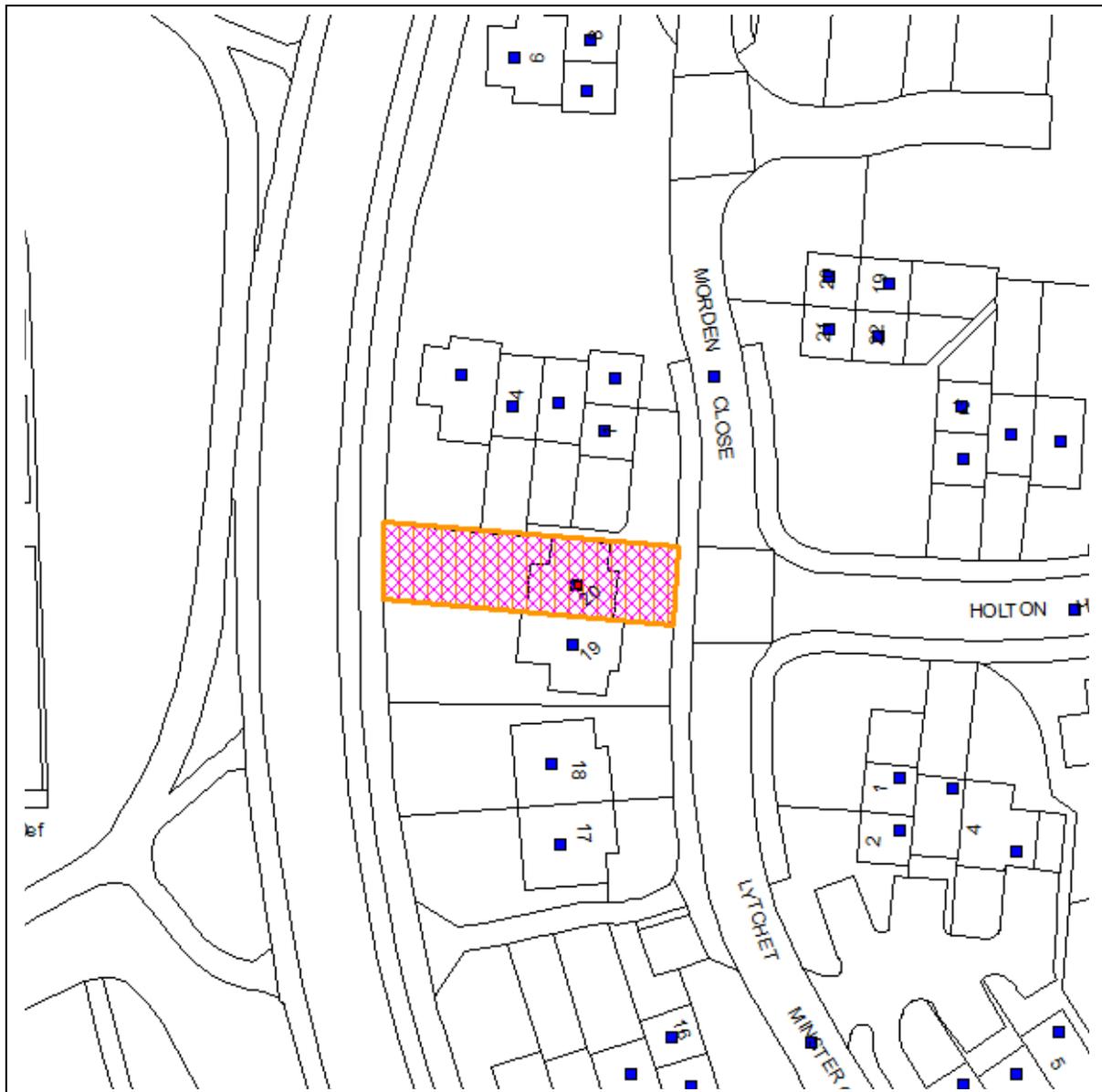
Mr Steven Miles

Case Officer:

Matthew Miller, 01344 352000

development.control@bracknell-forest.gov.uk

Site Location Plan (for identification purposes only, not to scale)



OFFICER REPORT

1. SUMMARY

1.1 The proposed development is the erection of a part first floor, part two storey side extension (to the north-facing elevation), a single storey rear extension and a part garage conversion to habitable accommodation.

1.2 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely impact upon the character and appearance of the surrounding area, the residential amenities of neighbouring properties, and would be acceptable in terms of highway safety and parking, subject to proposed conditions.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 3 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within settlement boundary

3.1 20 Lytchett Minster Close is a three bedroom, two storey semi-detached dwellinghouse located in a predominately residential area. The property contains an attached single garage (to be altered as part of the proposal), and contains a hardsurfaced frontage providing off-street parking. The property benefits from an enclosed rear garden with an external side access route to the garden. The dwelling has not been previously enlarged.

4. RELEVANT SITE HISTORY

4.1 No previous planning applications submitted.

5. THE PROPOSAL

5.1 The proposed development is the erection of a part first floor, part two storey side extension to the north-facing elevation, a single storey rear extension, and a part garage conversion to habitable accommodation.

5.2 The proposed side extension would measure 2.6 metres in width (matching the side projection of the existing garage), 8.4 metres in total depth, and 7.8 metres in total height, with a hipped roof. It would contain an undercroft section on the ground floor at the rear, set-in 0.4 metres from the first floor.

5.3 The proposed single storey rear extension would measure 2.0 metres in depth, 4.5 metres in width, and 3.4 metres in height. It would have a mono-pitched roof with two roof lights.

5.4 Cumulatively the extensions would form a dining room and kitchen enlargement at ground floor level. At first floor level it would form enlargements to two bedrooms, and an en-suite bathroom.

5.5 The existing garage would be externally altered by the proposed side extension. In addition to this, it is proposed to part convert it into a utility room and part of the enlarged kitchen, with a store area to the front.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council:

6.1 Winkfield Parish Council object to the proposal due to the loss of the garage space for parking, where there are known on-street parking issues in the area. The Parish Council also raise concerns that the proposal would result in an adverse impact on the amenities of neighbouring properties.

Other representations:

6.2 A total of 3no. objections have been received from the occupants of the neighbouring properties of 1, 3 and 4 Morden Close to the north. The objections can be summarised as follows:

- the proposal would result in an adverse loss of light and loss of privacy impacts and be overbearing and overshadowing to the neighbouring properties;
- the proposal would result in the devaluation of surrounding properties;
- the construction works associated with the proposal would result in potentially adverse generation of noise pollution; and
- the proposal would be out of character with the surrounding area by reducing the separation distances of built form in respect of the proposal and the neighbouring properties to the north.

[Officer Comments: Noise generation through the construction process is controlled by separate Environmental Health legislation. Property values are not a material planning consideration. The remaining above matters are assessed in the report below].

6.3 A support comment has been received from the occupant of the adjoining dwelling of 19 Lytchett Minster Close to the south. However, the reason/s for the support of the proposal have not been provided.

7. SUMMARY OF CONSULTATION RESPONSES

7.1 Highway Officer:

The Highway Officer raises no objection.

7.2 No further statutory or non-statutory consultations have been required.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent

Highway Safety & Parking	CS23 of CSDPD, Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) BRE Site Layout planning for Daylight and Sunlight: A Guide to Good Practice (2011). CIL Charging Schedule		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Impact on highway safety
- v Community Infrastructure Levy

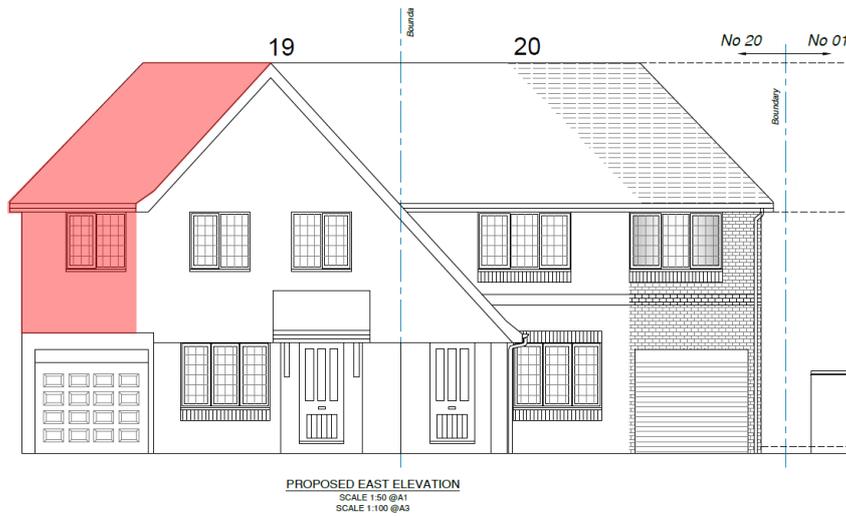
i. Principle of Development

9.2 The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF, subject to no adverse impacts upon character and appearance of surrounding area, residential amenities of neighbouring properties, etc. These matters are assessed below.

ii. Impact on Character and Appearance of Area

9.3 While the proposed side extension would not be subordinate in appearance to the host dwelling, it would match the architectural style of the host dwelling, and the proposed roof layout of the side extension would match the hipped roof style of the host dwelling (*Figure 1*). The extension would match the height of the existing dwelling and the projecting side width of the attached garage.

Figure 1 – Proposed front elevation & extension to no.19



9.4 The proposed side extension would be similar in design and architectural merit to the south-facing side extension erected to the adjoining dwelling of 19 Lytchett Minster Close (*Figure 1*), with an integral garage and hipped roof feature. Furthermore, it is considered that the balance and relationship of these two dwellings would be preserved through the resulting matching enlargements.

9.5 The proposal would be highly visible in the surrounding area through the siting of the host dwelling adjacent to the junction of Lytchett Minster Close, Holton Heath and Morden Close, and its visibility from New Forest Ride to the west (rear). In respect of the character of the surrounding area, the area consists of a variety of dwelling sizes, designs and types, with various enlargements made to many of these dwellings. The proposal, by way of its design and symmetry to no.19, is considered appropriate to the character of this area. While an objection has been raised as to the reduction in separation distances to neighbouring dwellings resulting in an adverse impact on the character of the area, the actual separation distance of the existing built form would not be reduced as the side extension would not project past the existing side wall of the garage.

9.6 Dedicated access for bin storage to the rear of the property would be retained through the external side gate.

9.7 It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area or the host dwelling, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF, subject to a condition requiring matching materials.

iii. Impact on Residential Amenity

9.8 In association with the assessment of potential loss of light and overshadowing, guidance within the Building Research Establishment (BRE) Report "Site layout planning for daylight and sunlight: a guide to good practice" (2011) is used as a standard for assessing acceptable levels of light.

9.9 The proposed side extension would not be readily visible from the adjoining dwelling of 19 Lytchett Minster Close, as it would not project forward or rearward of the host dwelling. The single storey rear extension would be visible from the rear of no.19, which contains an

existing conservatory. As the rear extension would not project beyond the rear elevation of this conservatory, it is not considered that it would result in any undue loss of light impacts on the occupants of no.19.

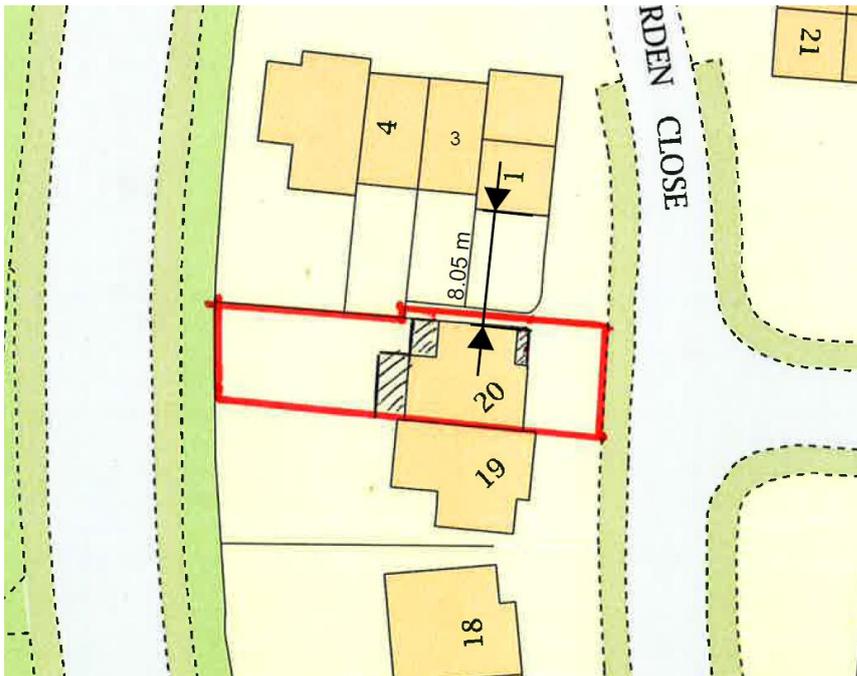
9.10 The proposal would be visible from the neighbouring dwellings of 1, 3, 4 and 5 Morden Close to the north. In respect of 1 Morden Close, its south-facing elevation is the dwelling's side elevation, with a side garden which borders the application site. This side elevation contains a window serving a kitchen at ground floor level and a window serving a bathroom at first floor level. Neither of these windows therefore serve habitable rooms, and as a result it is not considered that the proposal would result in an adverse loss of light to the occupants of 1 Morden Close.

9.11 In respect of 3 and 4 Morden Close, their south-facing elevations are the rear elevations of the dwellings, with rear gardens which then border the application site. These two dwellings are identical in layout, with a rear ground floor window and door serving a kitchen, a first floor window on the eastern side serving a bathroom, and a second first floor window on the western side serving a bedroom. Similar to 1 Morden Close, the kitchen and bathrooms are not habitable rooms for the purposes of loss of light assessment. 4 Morden Close is situated westwards of the built form of the application site, and would not directly face the proposed first floor elements of the proposal.

9.12 While a bedroom window of 3 Morden Close would face part of the proposed first floor of the development, there would be a separation distance of approximately 9 metres. In accordance with BRE Standards (2011) for loss of light, a 25 degree line drawn on the vertical plane from the midpoint of this window would not intersect the proposed enlargement, and would therefore meet the aforementioned standards. Furthermore appropriate weight has to be given to the existing situation, in terms of the impact of the existing dwelling on this window. It is therefore not considered that the proposal would result in an undue loss of light to the bedroom.

9.13 In terms of potential for overshadowing of the rear/side gardens of the properties of 1, 3 and 4 Morden Close, and being overbearing, due attention is given to the existing impacts created by the presence of the existing dwelling. It is not considered that a first floor extension that would not project in width past the side of the existing garage, or project forwards or rearwards of the existing dwelling, would result in an adverse increased level of overshadowing that would be demonstrably harmful to the neighbouring residents.

Figure 2 – Block Plan



9.14 The proposal would contain one north-facing side window at first floor level, which would serve an en-suite bathroom. This window would be required to be obscure-glazed and non-opening (and this would be secured by planning condition), and therefore it would not be considered to result in an adverse loss of privacy or overlooking impact on the neighbouring properties. No further windows are proposed to the first floor of this elevation, and this would be secured by planning condition.

9.15 The proposal would involve the formation of an additional first floor window to the rear (west-facing) elevation of the dwelling. This window would not directly face the neighbouring properties, and existing windows are present on this elevation at first floor level. Furthermore, such a relationship between the window and the neighbouring dwellings to the north is common in a built-up residential area, and is not considered to result in an adverse impact on the residential amenity of these neighbouring properties.

9.16 The proposal would also be visible from the property of 5 Morden Close to the northwest. However, in view of the separation distances and orientation of this dwelling to the application site, and its siting further away from 3 and 4 Morden Close, it is not considered that the proposal would result in an adverse impact on the residential amenity of this property.

9.17 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF, subject to the recommended conditions.

iv Impact on Highway Safety

9.18 The proposal would not result in a net increase in bedrooms (three existing). In accordance with the guidance contained within the Parking Standards SPD (2016), it is advised that a three bedroom dwelling should have provision for two acceptable off-street parking spaces. The property as existing has two parking spaces provided through the existing hardsurfaced frontage.

9.19 While the existing allocated parking space within the garage would be lost through the conversion, no shortfall in parking requirements would result in view of the retained frontage. The Highway Officer raises no objection to the proposal as no shortfall in parking would result. However, in view of the loss of the garage space, it is considered appropriate to impose a condition to require the retention of the two parking spaces within the property frontage.

9.20 The retained storage area to the front of the garage and the associated garage doors would provide sufficient retained capacity for secure cycle storage.

9.21 As a result it is not considered that the proposed development would result in an adverse impact on highway safety, in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD (2007), and the NPPF, subject to the recommended condition.

v Community Infrastructure Levy (CIL)

9.22 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.23 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. Extending the existing dwelling at this site is not development that is CIL liable.

10. CONCLUSIONS

10.1 It is not considered that the development would result in an adverse impact on the character and appearance of the host dwelling or surrounding area, the amenities of the residents of the neighbouring properties, or on highway safety, subject to the recommended conditions. It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policy EN20 and M9, and the NPPF.

11. RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990.
02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 6 September 2016:

Block Plan scale 1:500

16-016 P03 Rev.C 'Proposed Plans'

16-016 P04 Rev.C 'Proposed Elevations'

16-016 P05 Rev.B 'Existing and Proposed Roof Plans'

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be of similar appearance to those of the existing dwelling.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: Core Strategy DPD CS7, BFBLP 'Saved' Policy EN20].
04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that order with or without modification), no windows at first floor level or above shall be installed on the north-facing elevation of the development hereby permitted.
REASON: In the interests of the residential amenities of the neighbouring properties of 1, 3 and 4 Morden Close, Bracknell.
[Relevant Policy: BFBLP 'Saved' Policy EN20].
05. The 1no. window the first floor on the north-facing side elevation of the development hereby permitted, serving the en-suite bathroom, shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). It shall at all times be fixed with the exception of a top hung openable fanlight. Any replacement window shall be glazed and fixed to this standard, and retained as such.
REASON: In the interests of the residential amenities of the neighbouring properties of 1, 3 and 4 Morden Close, Bracknell.
[Relevant Policy: BFBLP 'Saved' Policy EN20].
06. The development hereby permitted shall not be occupied until the 2no. off-street parking spaces as shown on drawing 16-016 P03 Rev.C 'Proposed Plans', received by the Local Planning Authority on 6 September 2016, have been provided in accordance with the approved plans. The parking spaces shall thereafter be retained for the use of the parking of vehicles at all times.
REASON: To ensure that an acceptable level of off-street parking is provided to the property, in the interests of highway safety.
[Relevant Policies: CSDPD Policy CS23, BFBLP 'Saved' Policy M9]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
1. Commencement
 2. Approved Plans
 3. Materials
 4. Windows
 5. Obscure-glazing
 6. Parking Plan
03. The applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.