

ITEM NO: 6

Application No.
17/01236/FUL
Site Address:

Ward:
Ascot

Date Registered:
30 November 2017

Target Decision Date:
25 January 2018

26 Blackmoor Wood Ascot Berkshire SL5 8EN

Proposal:

Application for the raising of roof to create additional habitable accommodation, the erection of a single storey rear extension, front porch and detached garage following demolition of existing garage.

Applicant:

Mr C & Z Bovingdon

Agent:

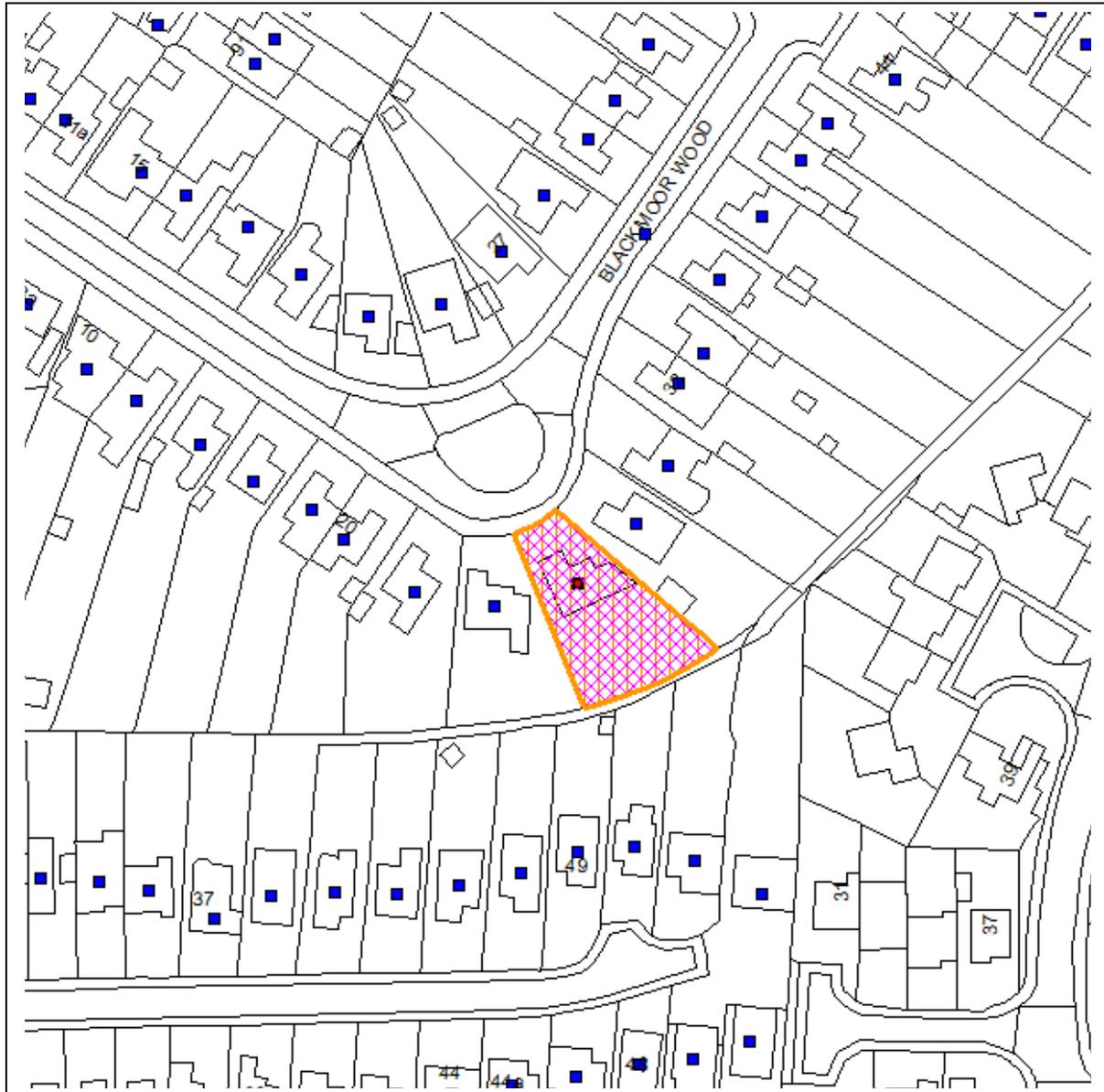
Mr David Watsham

Case Officer:

Shannon Kimber, 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 proposal is for the raising of roof to create additional habitable accommodation. Further development includes the erection of a single-storey rear extension. It is also proposed to erect a detached garage following the demolition of the existing garage.
- 1.2 There would be no significant effect on the streetscene or on the occupiers of the neighbouring properties as a result of this development. The development would be in keeping with the host dwelling, with the character of the surrounding area and would not result in an over development of the site.

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 is to be considered by the Planning Committee as more than five objections have been received.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within settlement boundary

- 3.1 Number 26 Blackmoor Wood is a bungalow located on the south-east of the highway. The property is accessed via a spur road, there is a landscaped island separating the spur road from the main carriage-way to the front of the application site. The surrounding area is predominantly residential.

4. RELEVANT SITE HISTORY

- 4.1 There is no relevant planning history.

5. THE PROPOSAL

- 5.1 The proposed development is for the raising of roof to create additional habitable accommodation at first floor level. This element of the proposal would result in an increase in maximum height of 1.3 metres from 5.4 metres to 6.7 metres. The eaves height would increase by 1.8 metres, from 2.7 metres to 4.5 metres. The replacement roof would be pitched on all four sides and would have a section of flat roof at its apex. There are two rooflights proposed to this roof. This additional habitable space would provide three bedrooms, an en-suite and a bathroom.
- 5.2 Further development includes the erection of a single-storey rear extension. Due to a stagger in the existing rear elevation, the proposed extension would have a maximum depth of 3.5 metres (but project 3 metres south western corner), it would have a width of 9.7 metres, and a maximum height of 3.5 metres with the eaves at a height of 2.5 metres. There would be a mono-pitched roof over this element of the development, with three rooflights. It would provide an enlarged kitchen and sitting room. Due to the proposed additional accommodation at first floor level, internal alterations would provide a utility room at ground floor level.

- 5.3 It is also proposed to erect a detached garage following the demolition of the existing attached garage. The proposed garage would have a maximum depth of 6.5 metres, a maximum width of 3.3 metres and a maximum height of 3.7 metres with the eaves at a height of 2.5 metres.
- 5.4 During the course of the application the proposed scheme has been amended. The original scheme included a gable feature at first floor level to the front elevation and a change of external materials. The gable feature has been replaced with cut-through windows and the changes to the external materials have been removed from the proposed development. Other smaller amendments have been made to the dimensions and design of the proposed development.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council:

6.1 Recommended refusal:

- The proposed development is too imposing, it would be an overdevelopment of the site;
- It would set an undesirable precedent;
- It would be out of keeping with the character of the area;
- It would cause loss of amenity to the neighbouring properties;
- The proposal would result in an unsafe highway situation due to restricting the movements of waste management and emergency vehicles.

[Officer Note: Following the receipt of the amended scheme, the Parish Council commented a second time to state that the amendments fail to address any concerns it had raised.]

Other Representations:

6.2 Objections received are summarised below:

- Out of keeping with the character of the area/streetscene
 - The proposed development would result in a two storey dwellinghouse amid bungalows.
 - The design and scale of the development would be out of context with the character of the surrounding dwellings.
 - The development, if approved, would set an unacceptable precedent.
 - Despite other dwellings in Blackmoor Wood extending, the facades have been retained, the proposed increase in height would exceed this.
 - The streetscene would be destroyed by the proposed increase in height due to the prominent location of the application site.
 - It is an inappropriate setting for the proposed development.
- Design
 - The proposal does not represent a high quality of design.
 - The new palette of materials would be out of keeping with those used in the surrounding properties.
 - The proposed appearance would not be sympathetic to the character of the area; it would be too large and conspicuous.
 - There are no other examples of front facing dormer windows.
- Overshadowing/overbearing
 - The proposed first floor extension would dominate the streetscene and be oppressive to the neighbouring occupiers.
 - It would overshadow the immediate neighbours, resulting in the loss of residential amenities.
 - The bulk of the proposal would result in an un-neighbourly development.
 - Inaccurate loss of light survey.

- Overlooking
 - Potential overlooking from first floor level windows.
 - Potential loss of privacy to the occupiers of neighbouring properties.
- Parking
 - The application site is accessed on a curve in the road, the proposed development would exacerbate existing parking issues.
 - On-street parking is an issue due to existing dwellings not having sufficient parking.
 - Other comments have said that the area is secluded with few cars and little traffic.
 - The island and spur road to the front of the site is used by service vehicles, ambulances and fire appliances, the proposed development would increase the number of vehicles using and parking on the road.
 - The proposed garage would not comply with the Parking Standards.
 - The applicants appear to have several cars and commercial vehicles.
 - Increases to the amount of vehicles in the road could lead to more damage to the green verges and the island.
- Other
 - Disliked the time of year that they were notified.
 - The majority of residents are elderly and have lived in the area for many years.
 - The application site is on a bend not a corner plot.
 - Some neighbouring bungalows were originally constructed with painted render and plain glazing.
 - There is a shortage of bungalows as developers are not encouraged to build them; this development would remove a dwelling suitable for people who need/wish to live only at ground level.
 - Would the footings for the bungalow be adequate for a two storey dwelling?
 - Inaccuracies in the boundary to the property.

[Officer Note: The new palette of materials has been removed from the proposed development, as has the proposed two storey gable feature to the front. The points listed above under 'other' are not material planning considerations. All other points raised are addressed in the following report.]

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority:

7.1 The Highway Authority (HA) has raised no objections to the proposal.

Royal Borough of Windsor and Maidenhead:

7.2 As the application site directly borders an adjoining local authority, they were notified of the proposed development. The Royal Borough of Windsor and Maidenhead have no objections to the proposal.

7.3 No other 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 associated policies are:

	Development Plan	NPPF
General policies	CS1 and CS2 of the CSDPD	Consistent
Design	CS7 of the CSDPD,	Consistent
Amenity	'Saved' policy EN20 of the BFBLP	Consistent
Highways	'Saved' policy M9 of the BFBLP	Consistent - Para. 39 refers to

	CS23 of the CSDPD	LPA's setting their own parking standards for residential development
Supplementary Planning Documents (SPD)		
Bracknell Forest Borough Parking Standards Supplementary Planning Document 2016 Design Supplementary Planning Document 2017		
Other publications		
National Planning Policy Framework (NPPF) Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice 2011 (SLPDS)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of Development
- ii. Impact on Character and Appearance of Surrounding Area
- iii. Impact on Residential Amenity
- iv. Transport and Highways Considerations
- v. Community Infrastructure Levy

i. Principle of Development

9.2 Number 26 Blackmoor Wood 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 Policies CS1 (Sustainable Development) and CS2 (Location Principles) and the NPPF subject to no adverse impacts upon character and appearance of the host dwellinghouse and surrounding area, residential amenities of neighbouring properties, highway safety, etc. These matters are assessed below.

9.3 The proposed detached garage would comply with the permitted development legislation as defined by Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and therefore this aspect of the proposed development would not require planning permission.

ii. Impact on Character and Appearance of Surrounding Area

9.4 The original scheme has been amended. It is now proposed to construct all elements of the proposed development from materials which would match in appearance those used in the existing dwelling, including the detached garage. This has been confirmed in the submitted amended plans (drawing number: 19101702-2 4a). As such the proposed development would be considered in keeping with the host dwelling.

9.5 The existing roof over the dwelling has a pitch of 35 degrees. The proposed roof, although increased in height, would also have a pitch of 35 degrees. The proposed positions of the windows relate well with the original dwelling. The windows located within the eaves line do not unbalance the building; in addition they would appear as subordinate elements at roof level. Therefore the proposal would be considered to comply with the guidelines set out in the Design SPD for appropriate developments.

9.6 It is noted that there are many other examples of single-storey rear extensions in the surrounding area, as such this aspect of the development would be considered acceptable. There are also several examples of detached garages/outbuildings within Blackmoor Wood, including at number 28 (the neighbouring property). Therefore this element of the proposal would likewise be considered acceptable.

- 9.7 There are front facing dormer windows at 8A Blackmoor Wood, and these become a design feature for the later development starting from 41 Blackmoor Wood. It is also noted that there are several examples of loft extensions within this group of single-storey dwellings. There are also approvals for planning permission for first-floor developments at 25 and 29 Blackmoor Wood. As such, the proposed development would not be unique in the streetscene.
- 9.8 Due to a curve in the road, the application site would be partially visible from Fernbank Road, but with a separation distance of greater than 190 metres, it would not be considered a visually prominent location. The land slopes downhill to the south east; therefore the dwelling is sited at a lower level than the road. As the site is accessed for a spur road screening is provided by the vegetation on the island which separates the spur road from the main highway. Due to the inconspicuous siting of 26 Blackmoor Wood, it is not considered that the proposed first floor development would result in a negative impact on the character of the surrounding area.
- 9.9 The proposed rear extension would not be visible from the highway; as such this aspect of the development would not have a significant impact on the streetscene.
- 9.10 The proposed garage would be visible from the highway, however it would be set back from the front boundary of the application site by 14 metres. As such it would not be considered to result in a dominating impact on the streetscene. The pitch of the roof and the use of matching materials in the construction of this outbuilding would result in it being considered complementary to the streetscene.
- 9.11 The existing single-storey front projection would be retained. This is an original design feature shared with the surrounding properties and has a prominent presence to the principal elevation. The proposed increase in height, whilst visible from the highway, would not be considered unduly dominant in the streetscene.
- 9.12 Due to the use of suitable materials and appropriate design, the proposed development would not be considered out of keeping with the character of the area.
- 9.13 The proposal is therefore considered to be in line with the Design SPD, CSDPD Policy CS7, 'Saved' BFBLP Policy EN20, and the NPPF.

iii. Impact on Residential Amenity

- 9.14 The application site is predominantly flat and on the same level as the two neighbouring properties: number 28 to the north east and number 24 to the south west. As such, the proposed windows at ground floor level would not be considered to significantly alter the existing levels of overlooking.
- 9.15 The two additional windows and roof light at first-floor level to the front elevation would be sited more than 45 metres from the front elevation of the neighbouring property opposite the application site, 25 Blackmoor Wood. In addition to this significant separation distance, there is screening provided by the vegetation on the island to the front of the site.
- 9.16 There are no additional windows proposed to the north-east (flank) elevation. There is one rooflight proposed to the south western roof slope at first floor level. This window would serve an en-suite and would be positioned no lower than 1.95 metres above the internal floor level of this room. As such it would be considered a high level window and would not result in a detrimental overlooking impact on the occupiers of number 24.

- 9.17 There are three proposed windows at first-floor level on the rear elevation. These would be sited 17.5 metres from the rear boundary of the application site, at the closest point. There would be a separation distance of at least 37 metres to the rear elevation of the neighbouring properties to the rear, 49, 51 and 53 Audley Way. These distances exceed the guidelines set out in the Design SPD for acceptable levels of separation to avoid adverse overlooking impacts. Therefore the proposed development is considered acceptable in terms of overlooking.
- 9.18 It is acknowledged that the proposed garage would be erected adjacent to the boundary shared with the neighbouring property, 28 Blackmoor Wood. There would be a separation distance of 3.6 metres between the proposed garage and the flank elevation of number 28. The proposed garage would have a pitched roof, angled away from the boundary to reduce the bulk of the development. It is not considered to result in a detrimental impact on the occupiers of the neighbouring property in terms of overbearing. In any event, this aspect of the development is permitted development.
- 9.19 The proposed rear extension would be sited 5.9 metres from the north eastern boundary of the application site, and 2.3 metres from south western boundary (both measurements taken at the closest points). Due to the irregular shape of the application plot (which increases in width to the rear) and the orientation of the application site with the two neighbouring properties, the proposed rear extension is not considered to result in an undue level of overbearing on the residential amenities of the occupiers of the neighbouring properties.
- 9.20 The proposed first-floor extension would not increase the footprint of the existing dwelling; the existing separation distances would be maintained. The existing front projection would be retained as single-storey, the two-storey element of the development would not project significantly further forward than the existing front elevation of either of the two neighbouring properties. Therefore it is not considered to result in an unduly dominant impact on the occupiers of the neighbouring property.
- 9.21 There are no windows on the eastern elevation of 24 Blackmoor Wood. There are three windows and a partially glazed door to the south western elevation of 26 Blackmoor Wood. These serve, in order from front to rear, a bathroom (obscure glazed and is not considered a habitable room), a dining room (both a clear glazed window and an obscure glazed stable door), and a kitchen (clear glazed, secondary source of light due to larger apertures on the rear elevation). The proposed scheme has been amended from its original form to address design and loss of light concerns. A loss of light assessment has been conducted for the dining window on the flank elevation of number 28 facing the proposed development site.
- 9.22 The Building Research Establishment: Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice 2011 (BRE SLPDS) is used as a guideline for assessing potential loss of light and the acceptable levels of loss to light.
- 9.23 The BRE's 25 degree rule, for side facing windows, is predicated on the basis of two buildings facing each other, ie with their elevations parallel to one another. This is not the case for 26 and 28 Blackmoor Wood, which are closer to the front of the properties and increase in separation towards the rear. The impact of this is significant when calculating the potential loss of light.
- 9.24 A 25 degree line was plotted on the vertical plane, drawn from the mid point of the effected window. It appears from the vertical elevation that this line would not intersect the proposed development until 0.3 metres from the flat roof section. However, when

this line is viewed in the horizontal plan, drawn at 90 degrees from the flank elevation of number 28, the line would not pass over the highest part of the proposed roof. As such there would be no intersection. Therefore the assessment concluded that there would be no adverse loss of light to 28 Blackmoor Wood.

9.25 The 25 degree line does not intersect the proposed garage, as such it is concluded that the garage would not result in an undue level of loss of light to the dining room of 28 Blackmoor Wood.

9.26 Due to the modest scale of the proposed single-storey rear extension, and the orientation of the dwelling with relation to the two neighbouring properties, it is not considered that this element of the proposal would result in an overshadowing impact.



9.27 The occupiers of the neighbouring dwelling to the north east, 28 Blackmoor Wood, have claimed that their property is set at a lower level than the application site, by approximately 0.2 metres. The image above demonstrates the level eaves between the application site (dwelling in the right) and the north eastern neighbour (dwelling on the left). In the absence of any evidence to the contrary, it is considered that the agent's drawings are accurate. The driveways for these two properties are level and the red line demonstrates the eaves are also level.

9.28 Therefore the proposed development would be acceptable in line with 'Saved' BFBLP Policy EN20.

iv. Transport and Highways Considerations

9.29 Number 26 Blackmoor Wood takes access off an adopted residential road which is subject to a 20mph speed limit. There are no parking restrictions. The application site is currently a two bedroomed property; it would become a four bedroomed dwelling following the proposed development.

9.30 It is acknowledged that the proposed detached garage would not comply with the dimensions set out in the Parking Standards for a usable space. However, neither does the existing attached garage.

9.31 While the Proposed Site Plan (drawing number: 13101702-3 4a) only shows two driveway parking spaces, these exceed the dimensions required by the Parking Standards. As such, up to four vehicle parking spaces (each measuring 4.8 metres by 2.4 metres) could be accommodated on the existing hardstanding. As such, the proposal would comply with the Parking Standards SPD.

9.32 In any event, the Highway Authority has no objection to this proposal as there is sufficient space on-street for parking.

9.33 Objections have been raised regarding the actual space available due to a dispute over the location of the boundary between the application site and the neighbouring property to the north east, 28 Blackmoor Wood. Whilst this is a civil dispute, for the avoidance of doubt the Land Registry records have been checked, these are included in Appendix A. This is the most up-to-date plan showing the boundaries of the application site.

9.34 Objections have also been raised regarding delivery lorries, service vehicles and emergency services using the island as a place to turn. Due to the design of the road, no vehicles use the spur road at high speeds. There is sufficient space for a vehicle to pass another vehicle parked on street. Whilst this is assuming that vehicles are parking considerably this is beyond the control of the Local Planning Authority. The proposed increase in bedrooms at 26 Blackmoor Wood would not significantly alter the highway activity within an established residential area.

9.35 The proposal is therefore considered to comply with CSDPD Policy CS23 and 'Saved' BFBLP Policy M9.

v. Community Infrastructure Levy (CIL)

9.36 Following the introduction on the 6th April 2015 of the Community Infrastructure Levy (CIL), all applications for planning permission will be assessed as to whether they are liable. As this development is not for the implementation of a net increase in dwellings, this application will not be liable for a charge.

10. CONCLUSIONS

10.1 It is considered that the development is acceptable in principle and would not result in an adverse impact on the character and appearance of the host dwelling or the character of the surrounding area. The impact of the proposed development would not result in any unacceptably detrimental impacts on highway safety or on the residential amenities of the occupiers of neighbouring dwellings. It is therefore considered that the proposed development complies with 'Saved' policies M9 and EN20 of the BFBLP, Policies CS2, CS7 and CS23 of the CSDPD and the NPPF.

11. RECOMMENDATION

11.1 The application is recommended to be **APPROVED** subject to the following conditions:-

1. 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.
2. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details:

Site Location Plan, Drawing number: 20111790 1, Received 21.11.2017
Block Plan, Drawing number: 20111791 1, Received 21.11.2017
Proposed Site Plan with Parking Layout, Proposed Elevations of Garage, Drawing number: 13101702-3 4a, Received 02.03.2018
Proposed Floor Plans and Roof Plan, Drawing number: 13101702-1 4a, Received 02.03.2018
Proposed Elevations, Drawing number: 19101702-2 4a, Received 02.03.2018
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in appearance those of the existing dwelling.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

11.2 Informative(s):

1. 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 in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
 1. Time limit
 2. Approved plans
 3. Materials match existing
3. 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.
4. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.

Doc. Ref:

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk

Appendix A

Please see below the taken from the Land Registry map search, showing the freehold of 26 Blackmoor Wood (title number BK174076) as accessed on the 13th December 2017. This is consistent with the application site, as defined by the red line on the submitted site location plan (drawing number 20111790 1).

