

ITEM NO: 6

Application No.
18/00621/FUL
Site Address:

Ward:
Ascot

Date Registered:
21 June 2018

Target Decision Date:
16 August 2018

26 Blackmoor Wood Ascot Berkshire SL5 8EN

Proposal:

Erection of single storey rear extension and single storey front porch, alterations to the roof to including a rear facing dormer to create first floor accommodation and erection of single storey detached garage following demolition of existing garage.

Applicant:

Mr C & Z Bovingdon

Agent:

Mr David Watsham

Case Officer:

Shannon Kimber, 01344 352000

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



OFFICER REPORT

1. SUMMARY

- 1.1 The proposal is for the erection of a single storey rear extension and a single storey front extension, alterations to the roof to including a rear facing dormer to create first floor accommodation and erection of a single storey detached garage following demolition of 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.
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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 36 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 17/01236/FUL

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

Refused March 2018

5. THE PROPOSAL

- 5.1 The proposed development is for 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 from the south western corner), it would have a width of 9.65 metres, and a maximum height of 3.6 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 also provide a utility room at ground floor level, as well as an enlarged dining room and bathroom.
- 5.2 The proposal also includes the erection of a single storey front extension, providing an enclosed porch. This structure would have a pitched roof, with a maximum height of 3.4 metres, an eaves heights of 2.7 metres, a depth of 1.5 metres and a width of 2 metres.

- 5.3 Alterations to the roof are also proposed, these include the installation of a rear facing dormer to create first floor accommodation. The head room at first floor level would be achieved by increasing the pitch of the roof and creating a large section of flat roof. There would also be pitched half-hipped enlargements to either side of the roof.
- 5.4 There is an existing front projection. The pitch of the roof over this element of the dwelling would also be increased, so that the pitch matches that of the main roof.
- 5.5 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 7.7 metres, a maximum width of 3.7 metres and a maximum height of 4 metres with the eaves at a height of 2.7 metres.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council:

- 6.1 Winkfield Parish Council have objected to the application. The points raised have been summarised below:
- proposal would result in an overdevelopment of the area,
 - the roof would be out of keeping owing to its bulk and mass,
 - loss of privacy to the neighbouring properties in Audley Way,
 - the parking arrangements are impractical,
 - bungalows should be preserved.

Other Representations:

- 6.2 At time of writing 14 objections had been received. These have been summarised below:
- a) out of keeping with the character of the area,
 - b) bulk and scale would dominate the streetscene,
 - c) site is a prominent position in the streetscene,
 - d) extensions out of proportion to the host dwelling,
 - e) proposal does not represent a high quality of design,
 - f) would set a precedent,
 - g) loss of privacy to the neighbouring properties,
 - h) overbearing impacts on the occupiers of the neighbouring properties,
 - i) loss of a bungalow.
- 6.3 [Officer Note: Of the points raised above, points a) to f) are address in section ii of the following report, points g) and h) are assessed in section iii of the following report. There are no policies which protect bungalows.]

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority:

- 7.1 The Highway Authority (HA) has raised no objections to the proposal.
- 7.2 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	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 CS23 of the CSDPD	Consistent - Para. 105 refers to LPAs setting their own parking standards for residential development
Supplementary Planning Documents (SPD)		
Design Supplementary Planning Document 2017		
Bracknell Forest Borough Parking Standards Supplementary Planning Document 2016		
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 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 CS1 (Sustainable Development), SC2 (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.

ii. Impact on Character and Appearance of Surrounding Area

9.3 It is 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 application form. As such the proposed development would be considered in keeping with the host dwelling.

9.4 The roof over the existing dwelling has a pitch of 34 degrees. The proposed roof, although not increasing in height, would have a pitch of 45 degrees. Whilst it is acknowledged that the proposed roof form would differ from those immediately adjacent, the design would not harm the visual amenities of the area so significantly as to warrant a refusal.

9.5 Whilst a dormer is proposed to the rear elevation, only rooflights are proposed to the front roof slope. This complies with the guidelines set out in the Design SPD.

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 It is also noted that there are several examples of loft extensions within the pocket 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 or incongruous 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 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 from a spur road screening is provided by the vegetation on the island which separates the spur road from the highway. Due to the inconspicuous siting of 26 Blackmoor Wood, and the fact that the proposed development would not increase the height of the existing dwelling, it is not considered that the proposed 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 14.8 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 on the principal elevation. The proposed increase in pitch to the front roof slope, 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 would be considered 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 level with 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 three additional rooflights 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 at first floor level to either the north-eastern or the south-western flank elevations. As such there would be no overlooking impact to either of the neighbouring properties as a result of the proposed loft extensions.
- 9.17 There are three proposed windows at first floor level on the rear elevation. These would be sited 17.8 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 south, 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 built 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. It is not considered to result in a detrimental impact on the living conditions of the occupiers of the neighbouring property in terms of overbearing.
- 9.19 The proposed rear extension would be sited 5.9 metres from the north eastern boundary of the application site, and 2.4 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 proposed roof alterations 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 (flank) 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). 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, i.e. 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 affected window. This line does not intersect the proposed development. 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 in relation to the two neighbouring properties, it is not considered that this element of the proposal would result in an overshadowing impact.
- 9.27 Due to the minimal increase in footprint, and no increases in maximum height, the proposed development is not considered to result in an overdevelopment of the site.

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

iv. Transport and Highways Considerations

9.29 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 as a result of the proposed development.

9.30 The proposed detached garage would comply with the dimensions set out in the Parking Standards for a usable vehicle parking space. This is considered an improvement on the existing attached garage which no longer complies.

9.31 The Proposed Parking Layout Plan (drawing number: 20111791 2) demonstrates that three vehicle parking spaces (each measuring at least 4.8 metres by 2.4 metres) can be accommodated on site. As such, the proposal would comply with the Parking Standards SPD. The Highway Authority has no objection to this proposal. It is recommended that the parking layout, including the garage, be secured by planning condition.

9.32 Subject to the suggested conditions, the proposal would comply with CSDPD Policy CS23 and 'Saved' BFBLP Policy M9.

v. Community Infrastructure Levy (CIL)

9.33 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 a detrimental impact to 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.

10.2 The application is therefore recommended for conditional approval.

11. RECOMMENDATION

The application is recommended to 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 and other submitted details:

Site Location Plan, Drawing number: 20111790 1, Received 21.06.2018

Block Plan with Parking Layout, Drawing number: 20111791 2, Received 21.06.2018

Proposed Site Plan with Parking Layout, Proposed Elevations and Roof Plan of Garage, Drawing number: 12061802-3 1b, Received 21.06.2018

Proposed Floor Plans and Roof Plan of Dwelling, Drawing number: 12061802-1 1b, Received 21.06.2018

Proposed Elevations, Drawing number: 12061802-2 1b, Received 21.06.2018

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 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]

04. The detached garage hereby permitted shall be retained for the use of the parking of vehicles at all times.

REASON: To ensure that the Local Planning Authority's vehicle parking standards are met.

[Relevant Policy: BFBLP M9, CSDPD CS23]

05. The existing hardstanding, in accordance with the approved drawings, to the front of the application site, known as 26 Blackmoor Wood, Ascot, SL5 8EN, shall thereafter be kept available for parking at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, CSDPD CS23]

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 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. Time limit
2. Approved plans
3. Materials match existing
4. Garage retained for parking
5. Hardstanding retained for parking

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.

04. 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