

Unrestricted Report

ITEM NO: 9

Application No. **12/00147/FUL** Ward: **Winkfield And Cranbourne** Date Registered: **22 February 2012** Target Decision Date: **18 April 2012**

Site Address: **23 Locks Ride Ascot Berkshire SL5 8RA**

Proposal: **Erection of detached five bedroom house following demolition of existing chalet bungalow.**

Applicant: **Mr & Mrs Peters**

Agent: **The Bazeley Partnership**

Case Officer: **Sarah Horwood, 01344 352000**

environment@bracknell-forest.gov.uk

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



1 **RELEVANT PLANNING HISTORY** (If Any)

2530 Validation Date: 19.07.1954
Application for garage.
Approved

2 **RELEVANT PLANNING POLICIES**

Key to abbreviations

<i>BFBCS</i>	<i>Core Strategy Development Plan Document</i>
<i>BFBLP</i>	<i>Bracknell Forest Borough Local Plan</i>
<i>RMLP</i>	<i>Replacement Minerals Local Plan</i>
<i>WLP</i>	<i>Waste Local Plan for Berkshire</i>
<i>SPG</i>	<i>Supplementary Planning Guidance</i>
<i>SPD</i>	<i>Supplementary Planning Document</i>
<i>MPG</i>	<i>Minerals Planning Guidance</i>
<i>DCLG</i>	<i>Department for Communities and Local Government</i>
<i>NPPF</i>	<i>National Planning Policy Framework</i>
<i>SEP</i>	<i>South East Plan</i>

<u>Plan</u>	<u>Policy</u>	<u>Description</u> (May be abbreviated)
BFBLP	EN1L	Protecting Tree And Hedgerow Cover
BFBLP	EN20	Design Considerations In New Development
BFBLP	M9	Vehicle And Cycle Parking
BFBCS	CS7	Design
BFBCS	CS10	Sustainable Resources
BFBCS	CS23	Transport
SEP	CC6	Sustainable Comms. & Character of Env.

3 **CONSULTATIONS**

(Comments may be abbreviated)

Winkfield Parish Council

Recommend refusal;

Winkfield Parish Council object on the grounds that it is out of character with the neighbouring properties and is detrimental to the local street scene.

Environmental Policy

Refer to officer report

Urban Design Officer

(No comments received at time of producing this report).

4 **REPRESENTATIONS**

8no. letters of objection received (2 from the same address) which raise the following issues:

- The design of the building is out of character with neighbouring properties and the surrounding area.
- The Borough has a policy that is designed to uphold the style of development sympathetic to the surroundings and that policy must be upheld.
- Development could start a precedent.
- Locks Ride has a landscape character assessment and this style of building is not conducive to the assessment.
- Although the style of housing along the road is varied, it is still traditional and this overtly modern design would stand out like a "glaring sore thumb".
- Design of house would be perfect on a cliff edge overlooking the sea but not in a semi rural area like Locks Ride.
- Architects need to look at the overall design of houses including 5 new homes built by Sutton Homes which are still traditional looking.
- Is there anything in Locks Ride that looks like this design?

A letter of representation has been received from the agent which raises the following:

- There is variation of designs of dwellings within the street scene and there is little consistency as noted in the character area assessment.
- Difficult to identify buildings that exist on Locks Ride that merit emulation.
- There is extensive tree screening that obscures views into the site.
- By creating something unique adds interest and unifies the street scene.
- Any view of the design not being in keeping is made with reference to more general areas of policy that refer to preserving local character in a broad sense and ignore more specific areas of policy that support a different approach.
- Scheme causes no harm in terms of scale, overlooking or materials used.
- The roof form cannot be an issue when 15% of buildings on Locks Ride display an element of flat roofing in some form.
- Key sections of the NPPF support the proposal - paras 58, 59, 60 and 63 all refer to innovation and outstanding designs.
- A contemporary scheme has been allowed in Cornwall in a street characterised by bungalows of the 1950's era based on its exceptional design qualities.
- Interpreting the wording of NPPF and BFBLP policies, a design can be different if it's good enough. The scheme should be judged on this basis as a refusal on the basis of the scheme not being in keeping misses the point of what the application is trying to achieve.

5 OFFICER REPORT

This application has been reported before the Planning Committee at the request of Councillor Virgo on the grounds that the proposal is of high quality design and due to the non-uniform street scene along Locks Ride, the proposal would not necessarily be out of keeping in the street scene.

i) PROPOSAL

Full permission is sought for the erection of a detached five bedroom house following demolition of existing chalet bungalow.

The replacement dwelling would be contemporary in design, modelled on the "white box" design. The building would be three stories high, with a flat roof. The walls of the replacement dwelling would comprise white render and timber cladding and the roof would comprise a liquid applied membrane. The total height of the dwelling would be 8.3m and it would be 12.9m wide and 9.6m deep.

On the ground floor there would be kitchen, lounge, dining room, day room, WC and utility room with 3 bedrooms, one with en-suite and dressing room and bathroom on the first floor. The second floor would contain 2 bedrooms, both with en-suites, a study and TV room.

A flat roofed detached garage is also proposed, sited close to the front boundary of the site. The garage would be 5m wide and 5.5m deep, with a height of 2.8m.

The proposal also includes a detached flat roofed studio, sited along the rear boundary of the site. The studio would be 7m wide and 4m deep, with a height of 2.8m and would have a roof overhang.

ii) SITE

23 Locks Ride is an existing white rendered chalet bungalow with detached garage located on the western side of Locks Ride. The surrounding area is residential, characterised by a mix of styles of dwellings. The adjoining properties at nos. 21 and 25 Locks Ride are both two storey dwellings. There is existing mature hedging along the front boundary of the site and a parking area to the front is laid to gravel.

iii) PLANNING CONSIDERATIONS

(1) Principle of development

23 Locks Ride is located within an area designated as "Defined Settlement" by the Bracknell Forest Borough Proposals Maps. Policy H1 of the Bracknell Forest Borough Local Plan states "residential development will be permitted within the defined settlement boundaries except where it would create environmental problems or result in inconvenience or danger on the public highway...where a development opportunity occurs, there will generally be a presumption in favour of such development, provided the proposal...is appropriate to the physical and visual character of the immediate locality, will not create highway problems and accords with siting, design".

(2) Effect on residential amenities of neighbouring properties

The proposed replacement dwelling would be set between 5-6m from the flank wall of no. 21 Locks Ride. A 3no. panel window is proposed at ground floor level in the flank wall of the replacement dwelling serving the dining room and a further 3no. panel window at second storey level serving the hallway. It is considered that the window proposed at second storey level could be conditioned to be obscure glazed and fixed shut so as to prevent overlooking to side facing windows at no. 21 Locks Ride in the event of planning permission being granted.

There are windows in the flank wall of no. 21 facing the application site at ground floor and first floor level. According to planning permission approved and implemented for a replacement dwelling on site (LPA ref: 02/00137/FUL), the windows at ground floor level are not considered to serve habitable rooms, however there is a high level window at first floor level which is the only source of light to a bedroom. It is acknowledged that the replacement dwelling would infringe upon a 25 degree angle when drawn from this window and would therefore result in some loss of daylight to this window, however in view of the separation distance between the flank wall of no. 21 and the replacement dwelling of some 5-6m, the loss of daylight to this window would not be considered to be so adverse as to warrant refusal of the application for this reason.

Due to the separation distance between the flank walls of no. 21 and the replacement dwelling and that the footprint of the proposal would not extend beyond the front and rear elevations of no. 21, the proposal would not appear unduly overbearing to the detriment of the adjoining property at no. 21.

Windows are proposed in the side elevation of the replacement dwelling facing no. 25 Locks Ride, including 2no. high level windows. The windows are shown to be obscure glazed and would be conditioned to be obscure glazed and fixed shut so as to prevent overlooking to windows in the flank wall of no. 25 in the event of planning permission being granted. There are windows in the flank wall of no. 25 at ground floor and first floor level. From assessing plans for the extension that was approved and implemented on site at no. 25 (LPA refs: 09/00737/FUL and 10/00759/FUL), the windows in the side elevation of no. 25 are either secondary sources of light or serve a bathroom. As such, the proposed replacement dwelling would not result in a loss of daylight to any windows which are the primary source of light to habitable rooms.

The proposed replacement dwelling would be set approximately 4m from the flank wall of no. 25 Locks Ride. Due to the separation distance between the properties, the replacement dwelling would not appear unduly overbearing.

The proposed replacement dwelling would be set some 45 to 50m from properties opposite the site and would therefore not appear visually intrusive to these properties.

The proposed garage and studio would not have an adverse impact upon adjoining properties.

(3) Impact on character and appearance of surrounding area

FOOTPRINT AND HEIGHT OF REPLACEMENT DWELLING

The footprint of the replacement dwelling would be comparable to the existing chalet dwelling on site and the proposed height of the replacement dwelling would be comparable to adjoining residential properties.

DESIGN OF REPLACEMENT DWELLING

Locks Ride is characterised by a mix of styles of detached dwellings including bungalows, chalet style dwellings and two storey buildings and as such there is no uniform street scene in respect of the design of existing buildings in the immediate area. The Character Area Assessment SPD relating to this area itself states "generally development form and architectural language are of little consistency" though states that "Locks Ride is less urban in character and of lower density, with larger houses and more spacious plot sizes".

The buildings on Locks Ride are however of a similar era and include traditional features such as gable ends facing the highway. The adjoining property at no. 21 Locks Ride has gable ends facing the highway with a hipped main roof and no. 25 Locks Ride has recently been extended with hipped roof. The variety of styles/design of dwellings along Locks Ride is acknowledged, with dwellings having pitched roofs and hipped roofs. There are some examples of dwellings along Locks Ride with flat roofed dormer windows or hipped roofs which contain a flat roof element, however there is no design along Locks Ride which replicates the dwelling that is being proposed by this application. Because of the existing street scene, the proposed design of the replacement dwelling which would be contemporary based on the "white box" approach with full height flat roof would appear incongruous and discordant within the street scene, appearing out of character when viewed against surrounding residential properties which are more traditional in design.

It is acknowledged that the replacement dwelling would be set back from the highway by some 20m and views of the dwelling would be screened by existing hedging along the front boundary of the site, however due to the established residential character of the area based on traditional housing design, the replacement dwelling would be considered inappropriate in design, not typical of the surrounding area and would therefore be considered to have a detrimental impact upon the visual amenities of the area. If the site were isolated and not closely surrounded by existing residential properties, a more innovative design like that proposed would be more acceptable. However in this instance, the design of the dwelling with the proposed palette of materials of timber cladding and flat roof made of a membrane, viewed against the context of the surrounding area would exacerbate the visual prominence of the replacement dwelling within the street scene to the detriment of the surrounding area.

The design of the proposed replacement dwelling in isolation is innovative and considered to be of a high quality, contemporary design. The NPPF itself seeks to encourage high quality design, with paragraph 60 stating "planning policies and decisions...should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness". The LPA acknowledge the innovative design of the proposal in isolation, however the LPA must also consider the impact of the proposal in relation to its context i.e. the street scene as a whole and the design of surrounding residential dwellings which the proposal would be viewed against. Paragraph 60 of the NPPF recognises that "local distinctiveness" must be reinforced and in this instance, Locks Ride, due to the traditional style of existing housing stock, the proposed contemporary white box design of the replacement dwelling proposed would not respect the character of the immediate area, and in this particular location, the proposal is therefore considered to appear incongruous within the street scene.

PROPOSED GARAGE

The principle of a detached garage set forward of the front elevation of the dwelling is acceptable as there are other examples within the street scene of detached garages roofs sited in similar positions including nos. 25 and 27 Locks Ride. The existing detached garages located in the frontages of surrounding properties have in the majority pitched roofs. It is noted that the proposed garage would have a flat roof which would differ to other garages along Locks Ride, however this flat roof design would not be considered in isolation to appear so incongruous within the street scene to the detriment of the surrounding area. As such, the design and appearance of the garage will not be included in the reason for refusal of the application.

PROPOSED STUDIO

The proposed flat roof studio building would be set some 55m from the highway and would not appear visible within the street scene.

(4) Highway implications

The replacement dwelling would have 5 bedrooms. The second floor TV room and study could also be counted as bedrooms. In accordance with the Council's Parking Standards SPD, 3no. parking spaces would be required. The proposed garage at a depth of 5.5m would not comply with the 6m standard for the internal depth of a garage and therefore the garage cannot be considered as a parking space. However it is considered that there is sufficient space to the frontage to provide 3no. parking spaces.

(5) Tree implications

There are trees on and off the site. The replacement dwelling would sit on a similar footprint to that of the existing dwellinghouse, although would sit further forward than the existing front elevation of the dwelling on site by 2-3m. There are trees in the adjoining property which are considered to make a contribution to the visual amenities of the surrounding area and given these trees are located on land outside the control of the applicant, their protection is important. A tree survey has been submitted with the application. The most important trees are T1, T2 and T3 situated at the adjoining property. T1 - a cedar, is the tree closest to the proposed development. On the basis of the information submitted with the application, it is considered that there would be sufficient distance between the tree and the replacement dwelling so as to not impact upon the rooting area of the tree. Tree protection measures proposed on site are sufficient and would protect the trees at the adjoining property. It is advised that the demolition of the garage on site would be beneficial. It is acknowledged that this area maybe used for parking, however it would be advisable for this area to be returned to soft landscaping as there is sufficient space elsewhere to the frontage of the replacement dwelling to provide parking.

The proposal is therefore not considered to have an adverse impact upon trees on and off the site.

(6) Sustainability implications

Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, i.e. Code for Sustainable Homes Level 3. Formal assessment of dwellings against the Code for Sustainable Homes must be carried out by an accredited assessor (accredited by BRE). The assessment has several stages: Pre-assessment Estimator, Design Stage Assessment, and Post Construction Review. All stages should be covered, and the assessments submitted to the Council.

No Sustainability Statement has been submitted.

These matters can be addressed by the relevant conditions in the event of planning permission being granted.

Policy CS12 does not apply in this case as there would be no net gain in dwellings.

iv) CONCLUSION

The proposed replacement dwelling due to its design and appearance would be out of character and incongruous to the detriment of the surrounding area. The proposal is therefore considered unacceptable.

The application is therefore recommended for refusal.

6 RECOMMENDATION

That the application be **REFUSED** for the following reason(s):-

01. By reason of the design and appearance, the proposed dwelling would be incongruous within the street scene, out of keeping with the surrounding area to the detriment of the character and visual amenities of the area. The proposed development would therefore be contrary to Policy CC6 of the South East Plan,

Policy EN20 of the Bracknell Forest Borough Local Plan and Policy CS7 of the Core Strategy Development Plan Document.

Informative(s):

01. This refusal is in relation to drawing no. 11023 PL01A, Design and Access Statement received 22 February 2012 by the Local Planning Authority.

Doc. Ref: Uniform 7/DC/Agenda

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