

Unrestricted Report

ITEM NO: 7

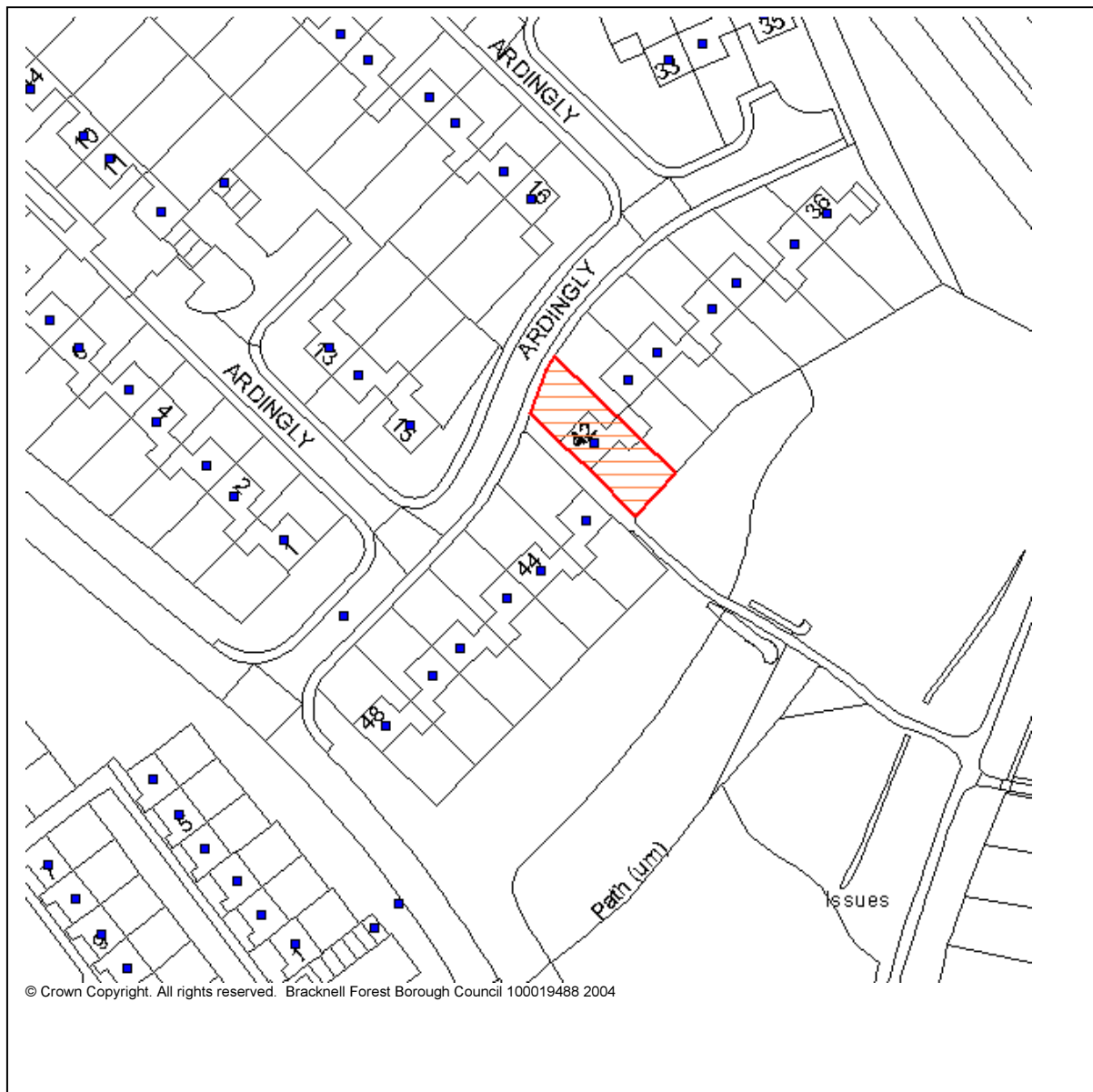
Application No.
14/00159/FUL
Site Address:

Ward: **Great Hollands North**
Date Registered: **12 February 2014**
Target Decision Date: **9 April 2014**
42 Ardingly Bracknell Berkshire RG12 8XR

Proposal: **Erection of a single storey side extension and part single/part two storey rear extension and garage conversion to provide habitable accommodation.**

Applicant: **Mrs S Lester**
Agent: **Mr Ian Lewis**
Case Officer: **Michael Ruddock, 01344 352000**
Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. REASON FOR REPORTING APPLICATION TO COMMITTEE

The application is reported to the Planning Committee at the request of Councillor Gbadebo and Councillor Mrs Temperton due to concerns that the extension may represent an over-development of the site due to the increase in bedrooms and that it may result in an adverse impact on the streetscene and highway safety.

2. SITE DESCRIPTION

No.42 Ardingly is a detached dwelling with an integral garage to the side. Driveway parking is located to the front of the garage with a private garden to the rear. The site is bordered by No.41 Ardingly to the north east and an adopted pedestrian footway to the south west. The footway separates the site from No.43 Ardingly.

3. RELEVANT SITE HISTORY

No relevant planning history.

4. THE PROPOSAL

The proposed development is for the erection of a single storey extension to the side of the property and the erection of a part two storey, part single storey extension to the rear of the property. The existing garage would be converted to habitable accommodation and would form part of the side element.

The main body of the side extension would have a depth of 14.9m and a width of 3.6m. This element would form a lounge, two bedrooms and a bathroom. During the course of the application the plans have been amended to remove a kitchen element and an internal wall to ensure that there would be interaction between the extension and the main dwelling. A narrower element would project 4.25m forward of the main extension and would form a store and entrance area.

The rear element would project 3.15m beyond the rear elevation of the dwelling and at ground floor level would have a width of 7.05m. A smaller two storey element would have a width of 2.4m. This element would form an extended living area at ground floor level and an en suite at first floor level.

The applicant's agent has stated that much of the additional accommodation would be for the disabled daughter of the applicant and her full time carer.

Finally, the driveway at the front of the site would be widened to form an additional parking area.

5. REPRESENTATIONS RECEIVED

Bracknell Town Council were consulted on the application, and recommend refusal for the following reasons:

- Overdevelopment of the site.
- Parking concerns.

No letters of representation from neighbouring residents have been received in respect of the proposed development.

6. SUMMARY OF CONSULTATION RESPONSES

Highway Authority:

The parking layout is acceptable to the Highway Authority however no details have been submitted detailing the construction and drainage. The dropped kerb would need to be extended under licence with the Highway Authority. Conditional approval is recommended.

7. DEVELOPMENT PLAN

The Development Plan for this Borough includes the following:

Site Allocations Local Plan 2013 (SALP)

'Retained' Policies of the South East Plan 2009 (SEP)

Core Strategy Development Plan Document 2008 (CSDPD)

'Saved' Policies of the Bracknell Forest Borough Local Plan 2002 (BFBLP)

Bracknell Forest Borough Policies Map 2013

8. PRINCIPLE OF DEVELOPMENT

SALP Policy CP1 refers to the presumption in favour of sustainable development as outlined within the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and environmental conditions within the area. Planning applications that accord with the policies in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

No.42 Ardingly is located in a residential area that is within a defined settlement on the Bracknell Forest Borough Policies Map (2013).

CSDPD Policy CS1 sets out a number of sustainable development principles including making efficient use of land and buildings where it protects the character and quality of local landscapes.

CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites. Development that is consistent with the character, accessibility and provision of infrastructure and services within that settlement will be permitted, unless material considerations indicate otherwise.

These policies are considered to be consistent with the sustainable development principles of the NPPF and as a consequence are considered to carry significant weight.

As a result the proposed development is considered to be acceptable in principle, subject to no adverse impact on the street scene, amenity of neighbouring occupiers, highway safety etc. These issues are addressed elsewhere in this report.

9. IMPACT ON CHARACTER AND APPEARANCE OF AREA

CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area.

These policies are considered to be consistent with the objectives set out within the NPPF. In addition para. 56 of the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live.

The extension would project to the side of the property and would be visible in the streetscene from the front of the site. The main element would be set 4.25m back from the front elevation of the dwelling and as such would not be a prominent feature in the streetscene. The store element would have the same front projection as the dwelling however it is not considered that such an extension at single storey level would result in a disproportionate addition to the property that would appear incongruous in the streetscene.

The rear elements would be visible from the public footway to the side of the site. The two storey element would be set off the side boundary of the site by over 5m and the rear element of the side extension by over 7m. As such it is not considered that these elements would appear overly prominent in the streetscene. Although the single storey rear element would be set close to the boundary, it is not considered that an extension of this size and design would result in a disproportionate addition to the dwelling that would appear incongruous in the streetscene.

As a significant area of rear garden would remain it is not considered that the development would represent an overdevelopment of the site that would be out of keeping with the existing character of the area. It is considered that sufficient justification for the number of bedrooms proposed has been provided by the applicant. The amendments to the scheme have removed an internal wall which ensures interaction within the dwelling, and the new accommodation would be dependant on the main dwelling for kitchen facilities. It is therefore not considered that the extension would be tantamount to a separate dwelling.

Finally, although the driveway would be widened to accommodate the additional parking, it is considered that sufficient soft landscaping would remain at the front of the property for there not to be an adverse impact on the streetscene.

As such it is not considered that the development would result in an adverse impact on the character and appearance of the area and it would be in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 and the NPPF.

10. RESIDENTIAL AMENITY

BFPLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. In addition to this, part of the requirement for a development to provide a satisfactory design as stated in BFPLP Policy 'Saved' EN20 is for the development to be sympathetic to the visual amenity of neighbouring properties through its design implications. This is considered to be consistent with the core principle relating to design in paragraph 17 of the NPPF, which states that LPAs should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and consistent with the general design principles laid out in paras. 56 to 66 of the NPPF.

Due to the depth of the side element it would be visible from the rear facing windows of No.41 Ardingly. The integral garage to the side of No.41 separates the rear elevation of the dwelling from the extension, but as a result of its depth a 45 degree angle drawn on the horizontal plane from the midpoint of the nearest rear facing window would intersect the extension. However due to its set off from the rear elevation of No.41 a 45 degree line drawn on the vertical plane from the point of intersection would not overshadow more than 50% of the window. It is therefore not considered that it would result in an unacceptable loss of light to the rear facing windows at No.41. Furthermore as the garage would act as an intervening

feature between the extension and the private amenity area to the rear of No.41, and the extension would be at single storey level, it is not considered that it would appear unduly overbearing when viewed from the rear of that property.

The two storey rear element would project 3.15m beyond the rear elevation of No.41, and set 3.1m off the boundary with that property. Due to the garage at No.41 it would be set over 6m from the rear elevation of that property and as a result a 45 degree line drawn on the horizontal plane from the midpoint of the nearest rear facing window at that property would not intersect the extension. It is therefore not considered that it would result in an unacceptable loss of light to the rear facing windows of that property. Furthermore due to its set off it is not considered that this extension would appear unduly overbearing when viewed from the rear of the neighbouring property. Finally no side facing windows would face towards No.41. A condition will be imposed to ensure that this remains the case at first floor level and above, in the interests of the privacy of the residents of the neighbouring property.

No.43 is set over 8.5m further to the rear than No.42, and the properties are separated by a public footway. No part of the development would be visible from the rear facing windows at No.43. There is a side facing window at first floor level at No.43 which would not be affected by the single storey elements and would not face directly towards the two storey element. It is therefore not considered that the development would result in an unacceptable loss of light to or unduly overbearing effect on that property.

No side facing windows at first floor level would face towards No.43. Although a side facing window would not overlook the private amenity area to the rear of No.43, it could potentially result in a loss of privacy to the existing side facing window at that property. As such, the previously referred to condition will include reference to both side elevations of the first floor element.

As such it is not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties and it would be in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

11. TRANSPORT IMPLICATIONS

CSDPD Policy CS23 states that the LPA will seek to increase the safety of travel. BFBLP 'Saved' Policy M9 seeks to ensure that new development has sufficient car parking. To supplement this policy the adopted Parking Standards SPD (2007) sets out the advised levels and size of parking spaces for residential dwellings. For a dwelling that has or exceeds four bedrooms (as is the case with No.42 Ardingly), a minimum of three allocated parking spaces should be provided in accordance with the minimum measurements stated within the document. The NPPF allows for LPAs to set their own parking standards for residential development and therefore the above policies are considered to be consistent with the NPPF.

The applicant has submitted a parking layout showing four parking spaces to the front of the property (2 x 2 in tandem) with a 0.9m wide footway between the spaces. The Highways Officer is satisfied that the parking layout is acceptable and would meet the requirements of the Parking Standards however no details have been submitted with regard to construction and drainage. This can be dealt with by means of a condition which will also retain the parking layout.

The existing dropped kerb will be extended to accommodate the additional parking, which can be done under licence with the Highway Authority. An informative to this effect can be included on the permission to advise the applicant.

The Highways Officer has raised a concern that the development results in the loss of secure cycle storage and refuse bin storage due to the loss of the existing garage. However it is considered that such storage could be provided within the proposed store to the front of the development.

As such it is not considered that the development would result in an adverse impact on highway safety, and would be in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy EN20, the Parking Standards SPD and the NPPF.

12. CONCLUSIONS

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

13. RECOMMENDATION

The proposal is recommended for conditional approval.

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 10th April 2014 FL1259-2.A

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: BFBLP EN20, Core Strategy DPD CS7]

04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed at first floor level or above in the north east or south west facing side elevations of the extension hereby permitted except for any which may be shown on the approved drawing(s).

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

05. No development shall be occupied until the associated vehicle parking has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority which should include construction and drainage

details. The spaces shall not thereafter be used for any purpose other than parking and turning.

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, Core Strategy DPD CS23]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, 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:

01. Time Limit
02. Approved Plans
03. Materials
04. Restrictions on side facing windows
05. Parking

03. The Applicant is advised 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. The Streetcare Team should be contacted at the Environment, Culture and Communities Department, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

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