

Unrestricted Report

ITEM NO: 8

Application No.
14/00555/FUL
Site Address:

Ward:
Warfield Harvest Ride

Date Registered:
29 May 2014

Target Decision Date:
24 July 2014

45 Julius Hill Warfield Bracknell Berkshire RG42 3UN

Proposal: **Erection of a detached double garage to the front.**

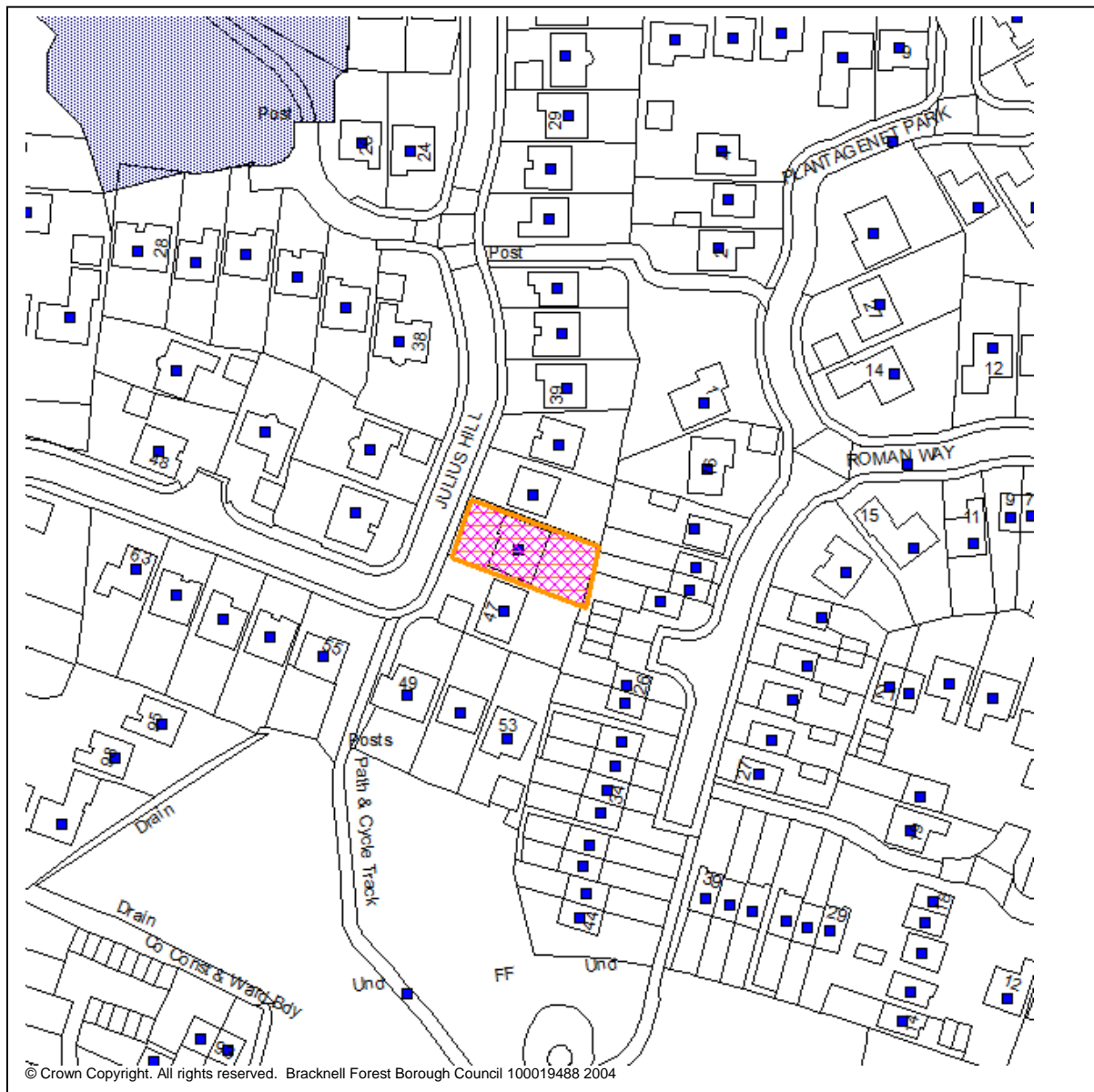
Applicant: Mr & Mrs Bik Hulait

Agent: Mr Alistair Lloyd

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 as more than four objections have been received.

2. SITE DESCRIPTION

No.45 Julius Hill is a detached dwelling with a hardstanding parking area at the front of the site and a private garden to the rear. The site is bordered by No.43 Julius Hill to the north and No.47 Julius Hill to the south. It is noted that a detached garage is located at the front of No.47, and one of the properties opposite the site at No.40.

3. RELEVANT SITE HISTORY

Application 622521 - Erection of single storey rear extension - APPROVED 1997

Application 00/01210/FUL - Section 73 application to convert double garage into habitable room without compliance with condition 4 of reserved matters approval 618718 - APPROVED 2000.

4. THE PROPOSAL

The proposed development is for the erection of a detached double garage to the front of the property. The garage would have external dimensions of 6.2m x 6.2m to achieve an internal area of 6.0m x 6.0m with a height of 4.7m. During the course of the application amendments have been made to the proposal to increase the depth and width of the garage and to incorporate planting to the front and side of the garage. The planting to the front would be low-level landscaping, with climbers to the side to be fixed to a trellis.

5. REPRESENTATIONS RECEIVED

Winkfield Parish Council provided comments on the application, and recommend refusal. In addition four objections from neighbouring residents have been received. The concerns raised by the Parish Council and the neighbouring properties can be summarised as follows:

- The proposed detached double garage to the front of the property would have an unacceptable impact on the street scene detrimental to the visual amenities of the area.
- The proposed detached double garage to the front of the property would have a detrimental effect on the amenities of the residents of No.47 Julius Hill by means of loss of light and overbearing.
- The proposal represents an undesirable overdevelopment of the plot.
- Impact on visibility when exiting the adjacent sites.
- Parking was provided within an integral garage when the dwelling was first built, which has since been converted to habitable accommodation.

6. SUMMARY OF CONSULTATION RESPONSES

The Highways Officer was consulted on the application, and originally recommended refusal for the reason that the size of the garage would not comply with the Parking

Standards, resulting in a shortfall of parking on site. However an amended plan has been submitted to overcome this concern.

Advice was sought from the Landscaping Officer with regard to the use of soft landscaping to the front and side of the garage.

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

Policy CP1 of the Site Allocations Local Plan sets out that a positive approach to considering development proposals which reflect in the presumption in favour of sustainable development as set out in the NPPF should be taken, and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise. This is in conformity with the NPPF.

No.45 Julius Hill 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 in accordance with Core Strategy Policies CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF subject to no adverse impacts upon residential amenities of neighbouring properties, character and appearance of surrounding area, highway safety implications, etc. These matters are assessed below.

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 paragraph 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 garage would be located forward of the front elevation of the dwelling and as such would be a prominent feature in the streetscene. However it is noted that detached double garages forward of the front elevation of the dwelling are a feature of the streetscene in this location, as garages are located forward of the neighbouring dwellings of No.40 and No.47 Julius Hill. Further garages in similar locations are located nearby at No.16 Roman Way and No.27 Plantagenet Park, both of which are shown on the location plan. A feature of these garages is that their appearance in the streetscene is softened by soft landscaping at the front of the site.

Originally the application did not show any soft landscaping, and concerns were raised with the applicants that such development would be a stark feature in the streetscene

that would be detrimental to the character of the area. As such, low level landscaping is now shown to be included at the front of the property with climbers to the side of the garage fixed to a trellis. The Landscaping Officer is satisfied that the type soft landscaping proposed would be appropriate for this location and it will be conditioned for retention.

It is considered that the use of soft landscaping would soften the appearance of the garage within the streetscene so that it would not result in an overly prominent, stark feature in the streetscene. Furthermore the use of soft landscaping would be similar to that used on the nearby garages and it would therefore appear in keeping with the streetscene. As such it is considered that the proposed garage builds upon and would be in sympathy with the character and appearance of the local area, and would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

10. RESIDENTIAL AMENITY

BFBLP '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 BFBLP 'Saved' Policy 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 paragraphs 56 to 66 of the NPPF.

As the proposed garage would be located to the front of the site it would be visible from the front facing windows of the neighbouring properties to the north and south. The garage would be located close to the boundary with No.47 to the south, and a 45 degree line drawn on the horizontal plane from the midpoint of the nearest front facing window of that property would intersect the garage. However a 45 degree line drawn on the vertical plane from the point of intersection would not overshadow any part of the window. It is therefore not considered that it would result in an unacceptable loss of light to the front facing windows of that property.

The garage would be located close to the boundary with the neighbouring property, and could potentially result in an overbearing effect on No.47. However the area to the front of No.47 is not the most private amenity area at that site and the area to side of where the garage would be located is currently a hard standing parking area. It is therefore not considered that an overbearing effect on such an area would be unacceptable.

The garage would be set 6.5m off the boundary with No.43 and as a result a 45 degree line drawn on the horizontal plane from the midpoint of the nearest front facing window of that property would not intersect the garage. It is therefore not considered that it would result in an unacceptable loss of light to that property. Similarly to No.47, it would not be visible from the private amenity area of No.43 and as a result an overbearing effect on the front of the property would not be unacceptable. In any case the set off from the boundary reduces the effect on that property.

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 the development would therefore not be contrary to BFBLP 'Saved' Policy EN20 or 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.45 Julius Hill), 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 garage would be located within the existing parking area at the front of the site, which was provided when the previous integral garage was converted following the approval of application 00/01210/FUL. In respect of the original plans, the Highways Officer was concerned that the garage would not comply with the BFC standard of 6.0m x 6.0m for a double garage and as such would result in a shortfall in parking on the site. Therefore amended plans were requested to show a garage that would comply with this standard, and these have been submitted. Therefore two spaces can be provided within the garage with room for one further space on the existing driveway whilst maintaining a clear pedestrian access between the adopted highway and the front door. The garage will be conditioned for retention as parking, to ensure that the Parking Standards continue to be met.

The Highways Officer has not raised any objections with regard to visibility. It is therefore not considered that the development would result in an adverse impact on highway safety and would provide an acceptable level of parking. The development would therefore not be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy M9 or the NPPF.

12. CONCLUSIONS

The development is considered acceptable in principle and it is not considered that it would result in an adverse impact on the character and appearance of the area, the amenities of the residents of the neighbouring properties or highway safety. Conditions will be included to ensure that the proposed soft landscaping is retained thereafter, and that the garage is retained for parking at all times. As such the development would not be contrary to CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policies EN20 and M9 or the NPPF. It also complies with the Parking Standards SPD.

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 14th August 2014:

HUL/01 (Rev C)

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. The garage accommodation 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]
05. The areas shown for soft landscaping purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose without the prior written permission of the Local Planning Authority.
REASON: - In the interests of good landscape design and the visual amenity of the area.
[Relevant Policies: BFBLP EN20, CSDPD CS7]

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:
 01. Time Limit
 02. Approved Plans
 03. Materials
 04. Garage retention
 05. Landscaping retention
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.

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