

Unrestricted Report

ITEM NO: 07

Application No.
14/00844/FUL

Ward:
Winkfield And
Cranbourne

Date Registered:
30 July 2014

Target Decision Date:
24 September 2014

Site Address:

**49 Carnation Drive Winkfield Row Bracknell
Berkshire RG42 7NT**

Proposal:

**Erection of a 2 storey side extension following the part demolition
of existing garage**

Applicant:

Mr & Mrs Jahromi

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 three objections have been received.

2. SITE DESCRIPTION

No.49 Carnation Drive is one of a group of four detached dwellings accessed along a private drive off Carnation Drive. It has an integral garage to the side which is set back from the front elevation of the dwelling by 3.0m. Parking is located forward of the garage and the front elevation of the dwelling with a private garden to the rear. The site is bordered by No.47 Carnation Drive to the east and No.51 Carnation Drive to the west. It is noted that No.49 is set further to the rear than No.47. No.25 Foxglove Close borders the site to the south at the rear.

3. RELEVANT SITE HISTORY

No relevant planning history.

4. THE PROPOSAL

The proposed development is for the erection of a two storey extension to the side of the dwelling following the partial demolition of the existing garage. The extension would match the width of the existing garage of 2.95m with a depth of 10.1m. At ground floor level it would project 0.4m forward of the existing front projection and would incorporate a roof over the front entrance to form an open porch. The first floor element would have the same front projection as the adjacent elevation, set back 0.8m from the furthest front projection. To the rear the extension would project no further at ground floor level, and match the existing rear projection at first floor level. The extension would have a height of 8.1m which would match the height of the existing dwelling.

The extension would form a new integral garage at ground floor level which would have the same internal dimensions as the existing garage. An enlarged living room would be formed to the rear of the garage. At first floor level two additional bedrooms would be provided, increasing the number of bedrooms from three to five.

Since the application was submitted it has been amended to ensure that sufficient parking can be provided at the front of the site. The front projection of the extension has been reduced and a roller shutter door is now shown on the garage. Additional information has also been submitted to demonstrate how the parking would be accommodated.

It is noted that the roof of the extension would project over the boundary with No.47. As such, notice has been served on the neighbouring property.

5. REPRESENTATIONS RECEIVED

Three neighbour objections have been submitted and can be summarised as follows:

- The extension would be visually imposing and out of keeping with the surrounding properties.

- Insufficient parking for a five bedroom house. The space in front of the garage encroaches upon a shared turning area which is un-neighbourly.
- The development would be detrimental to the amenities of No.47 Carnation Drive and No.25 Foxglove Close.
- Concerns about the proximity of the extension to the boundary with No.47 in respect of the foundations.

6. SUMMARY OF CONSULTATION RESPONSES

Winkfield Parish Council

- WPC considers this an overdevelopment of the site, insufficient parking for a five bedroomed house as the third space encroaches upon a shared turning point. The development is unneighbourly causing access and egress conflict. The development will cause loss of light to No 47 at the front and side. WPC also has concerns with the accuracy of the submitted plans.

Highway Authority

- The Highways Officer recommends conditional approval.

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.

Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF. In particular, Policy CS2 permits development within defined settlements. No.49 Carnation Drive is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Therefore, the principle of development on this site is acceptable. 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 but details such as no adverse impacts upon residential amenities of neighbouring properties, character and appearance of surrounding area, highway safety implications, remain to be 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 extension would project to the side of the main dwelling and forward of the garage and as such it would be visible in the streetscene. It would also be visible from the adopted highway outside the site to the east. The extension would have the same height as the main dwelling and would project slightly forward of the main front elevation at ground floor level. Such an extension would not appear subordinate to the host dwelling. However as it would not increase the height of the dwelling or increase the front projection at first floor level it is not considered that it would result in a disproportionate addition to the property. Furthermore as at first floor level it would not project forward or rear of the existing projection it is not considered that it would appear overly prominent in the streetscene.

The gap to No.47 would be narrowed at first floor level, however as a gap of approximately 1.8m would remain it is not considered that it would result in an undesirable terracing effect. Furthermore it is noted that the nearby property of No.53 has been extended at first floor level, and in any case it is not considered that the development would result in a dwelling that would appear out of keeping with the neighbouring properties or an overdevelopment of the site.

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.

The extension would project approximately 0.7m forward of the nearest front facing ground floor window of No.47 Carnation Drive at ground floor level, and it is not considered that such a front projection would result in an unacceptable loss of light to the front facing windows at that property. It would be visible from a side facing living room window, however this window is the secondary source of light to this room and a loss of light would therefore not warrant refusal of the application.

As No.49 is set further to the rear than No.47, the extension would project beyond the rear elevation of the neighbouring property and be visible from the private amenity area to the rear of the neighbouring property. The extension would project approximately 3m beyond the rear elevation of No.47, set off the side elevation of that property by 1.8m. A 45 degree line drawn on the horizontal plane from the nearest rear facing window at No.47 would not intersect the extension, and as a result it is not considered that it

would result in an unacceptable loss of light to the rear facing windows at that property. The extension would be set on the boundary with the neighbouring property, and would increase the height and bulk over and above the existing garage. However it is not considered that such an extension with a depth of 3m would appear so unduly overbearing that refusal of the application is warranted.

Concerns have been raised with regard to the privacy of the neighbouring properties at No.47 Carnation Drive and No.25 Foxglove Close. The new rear facing first floor window would face away from the private amenity area at No.47 and would not result in an unacceptable loss of privacy to this property. A new landing window would face towards that property, however this window would not serve a habitable room. As such a condition will be imposed requiring this window to be obscure glazed and fixed shut, to ensure that it would not result in a loss of privacy to No.47. A further condition will restrict any further side facing windows in this elevation.

In respect of No.25 Foxglove Close, the extension would project no closer to the rear boundary with the neighbouring property than the existing rear element. In any case, the BFC guidance contained within 'Extending Your Home - A Householders Guide' suggests that first floor windows should be set no less than 10m off the boundary with the neighbouring property. The window would be located over 10m from the boundary and as such would comply with this guidance. Furthermore there are no side facing windows at this property that would be affected.

Finally, concerns have been raised with respect to the foundations as the extension would be in close proximity to the property boundary with No.47 Carnation Drive. This is not a material planning consideration and will be considered under Building Regulations, and notice has been served in relation to the encroachment of the roof.

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. 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.

For a dwelling that has or exceeds four bedrooms (as is the case with No.49 Carnation Drive), a minimum of three allocated parking spaces should be provided in accordance with the minimum measurements stated within the SPD.

The proposed garage would not meet the size criteria set out within the Parking Standards SPD, however as it would be the same size as the existing garage it is considered acceptable on this occasion. Two further spaces are shown to the front of the site. Concerns have been raised that it would not be possible to park a car to the front of the garage without it overhanging a shared turning area, shown as a hatched area on the submitted Land Registry plan. Although this area is within the curtilage of the site it needs to remain available for turning for the neighbouring properties.

Initially there was not room to park a car in this location without it overhanging the turning area. However the plans have been amended to set the front elevation further

back, which results in a gap of between 4.86m and 5.442m from the front elevation of the garage to the hatched area. Usually this would not be sufficient for a space forward of the garage, however as a roller shutter door is shown on the submitted plans such a space is acceptable on this occasion.

A third space is shown to the side of the space in front of the garage, on the existing brick paving. It is considered that there is sufficient area for a parking space in this location, whilst maintaining a clear pedestrian access between the dwelling and the adopted highway. The Highways Officer has confirmed no objection to the application, subject to a condition retaining the garage and hard standing areas for parking, to ensure that the Parking Standards are complied with.

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.

13. RECOMMENDATION

The application 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 26th September 2014:

JAH/02 (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 first floor landing window in the east facing side elevation of the extension hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). It shall at all times be fixed shut with the exception of a top hung openable fanlight.
REASON: To prevent the overlooking of neighbouring properties.
[Relevant Policies: BFBLP EN20]
05. 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 east facing side elevation 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]
06. The areas for parking shown on the approved layout, including that within the garage, 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]
07. The garage doors hereby approved shall be of a roller shutter design. Any replacement or repair shall only be with a roller shutter type garage door.
REASON: To ensure that the garage is still accessible while a car is parked to the front of the property avoiding inappropriately parked cars comprising the communal reversing/turning area.
[Relevant Policy: BFBLP M9]

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 Plan
 03. Materials
 04. Obscure Glazing
 05. Restrictions on side facing windows
 06. Parking
 07. Roller Shutter Door

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