

Unrestricted Report

ITEM NO: 10

Application No.
14/01114/FUL
Site Address:

Ward:
Harmans Water

Date Registered:
16 October 2014

Target Decision Date:
11 December 2014

24 Beaulieu Close Bracknell Berkshire RG12 9QL

Proposal:

Erection of a part two storey, part first floor side extension (Re-submission of planning application 14/00633/FUL).

Applicant:

Mr Shane Fabry

Agent:

Mr David Taylor

Case Officer:

Matthew Miller, 01344 352000

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



OFFICER REPORT

1. REASON FOR REPORTING APPLICATION TO COMMITTEE

The application has been reported to the Planning Committee at the request of Councillors Kensall and Turrell, due to concerns that the proposed development would be out of keeping with the street scene and the character of the surrounding area.

2. SITE DESCRIPTION

The street scene of Beaulieu Close consists primarily of two storey detached residential properties of varying sizes, with varying detached, attached and integral garage structures. 24 Beaulieu Close was originally a four bedroom two storey detached dwellinghouse with an attached double garage, and is located in a predominately residential area. The property contains a hardsurfaced frontage which provides off-street parking, and an enclosed rear garden. The property is sited immediately northeast of the junction between the highways of Beaulieu Close and Brockenhurst Road.

3. RELEVANT SITE HISTORY

14/00633/FUL

Erection of a part two storey, part first floor side extension.

Approved (27.08.2014)

4. THE PROPOSAL

The development is the erection of a part two storey, part first floor extension to the front of and above the existing attached double garage on the northern side elevation of the host dwelling. It has a dual-pitched roof and will form an enlargement to the double garage at ground floor level and a bedroom, bathroom and en-suite bathroom at first floor level in association with alterations to the first floor layout of the host dwelling. The extension projects 2.0 metres in depth to the front of the original garage, and measure 5.2 metres in width, and 7.8 metres in total height (with the total depth of the extension and existing garage being 8.7 metres).

The development is a re-submission of planning approval 14/00633/FUL, and has been amended to increase the depth of the extension to the front. The development is mostly retrospective as construction works have commenced and have almost been completed externally.

During the course of the application a revision to the development was proposed to replace the single width garage door with two separate smaller garage doors, and an amended parking plan was received.

5. REPRESENTATIONS RECEIVED

Two objections were received from the residents of the neighbouring properties of 20 Beaulieu Close and 'Springhill', 23 Beaulieu Close. The objections are summarised as follows:

- The design and massing of the development is out of character with the surrounding area, including the use of a single wide garage access door, and has resulted in overdevelopment of the site and a terracing effect. Furthermore the wooden beams as shown on the approved plans for 14/00633/FUL have not been installed.
- The development results in an adverse loss of light to the residents of the neighbouring property of 'Springhill', 23 Beaulieu Close.

- The development does not provide adequate parking provision for vehicles.

Officer Note: The wooden beams are shown as proposed to be installed on the plans submitted in respect of this application, and therefore would form part of the development if fully implemented. The remaining matters referred to above are discussed in the report below. The application was reported to the Planning Committee by Councillors Kensall and Turrell before the Local Authority's 1-3 Objection Procedure was undertaken.

No further representations were received from neighbouring properties.

6. SUMMARY OF CONSULTATION RESPONSES

(i) Winkfield Parish Council:

Winkfield Parish Council object to the development, but have not provided grounds for the objection. Winkfield Parish Council further advise that in the event of granting planning permission, it should be demonstrated that there is no loss of amenity to the neighbouring properties, that adequate parking is practicable and meets with current standards, and that the development is of a similar appearance to other properties in the area as per condition 03 of the original application (14/00633/FUL). [Officer Note: Condition 03 of planning permission 14/00633/FUL relates to the requirement for matching materials].

(ii) Highway Officer:

The Highway Officer was consulted on the development and objected to the initially submitted parking layout. [Officer Note: the parking layout been altered from that approved under planning permission 14/00633/FUL]. However, the Highway Authority advised that an acceptable revised parking layout could be provided, and following the receipt of these comments, an acceptable amended parking layout was received.

7. DEVELOPMENT PLAN

The development plan for this Borough includes the following:
Site Allocations Local Plan (2013) (SALP)
Core Strategy Development Plan Document (2008) (CSDPD)
Bracknell Forest Borough Local Plan (2002) (BFBLP)
Bracknell Forest Borough Policies Map (2013)

8. PRINCIPLE OF DEVELOPMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). This is also reflected in 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, and can be afforded full weight. In particular, Policy CS2 permits development within defined

settlements. No.24 Beaulieu Close 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 SALP Policy CP1, 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. It further states that the design of the development should promote local character and a sense of local identity.

These policies are considered to be consistent with the objectives set out within the NPPF, and as such can be afforded full weight. Para. 56 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. Furthermore para. 64 of the NPPF states that the design of developments should take the opportunities where available to improve the character and quality of an area and the way it functions.

As the height of the extension is lower than the height of the host dwelling, and the extension is set back from the front elevation, the extension is subordinate in appearance to the host dwelling. The inclusion of the proposed wooden beam cladding would contribute to providing a design and appearance that is in keeping with the host dwelling. It is not considered that the development represents an overdevelopment of the site considering its subordinate appearance, its equal width to the original attached double garage, and considering the overall size of the property (including its garden space).

The development is prominent in the street scene due to the siting of the property in close vicinity of a highway junction. In addition to its subordinate appearance, it is not considered that the extension is incongruous in appearance when considering the general layout and the variation in sizes of dwellinghouses within the street scenes of Beaulieu Close and Brockenhurst Road, including the large dwellinghouse of 'Comberton', 7 Brockenhurst Road to the immediate south.

Although the development projects forward of the front elevation of the neighbouring dwellinghouse of 'Springhill', 23 Beaulieu Close to the north by approximately 3.4 metres, considering that the host dwellinghouse and original attached garage also projected forward of 'Springhill', this is not considered to be adversely out of character with the surrounding area. As a separation distance of 2.0 metres is maintained between the extension and the dwellinghouse of 'Springhill', it is not considered that the development results in a terracing effect.

Various surrounding properties including 'Comberton' contain integral double garages similar to the development. It was originally proposed to form a single wide door to access the enlarged double garage, whereas the original garage has two separate garage doors. Considering that the integral double garages of properties within the surrounding area have similar single wide access doors, this garage door layout was not considered to be out of character with the surrounding area. However, as a result of

transport implications raised by the altered development (discussed in greater detail below), it is now proposed to install two single single-width garage doors similar in design and size to those on the original garage. Considering that the original garage included this door layout and that various properties contain similar garage door layouts, it is not considered that this revised door layout would result in an adverse impact on the character of the surrounding area.

As the construction of the development has not been completed, in the event of granting planning permission it is recommended that a condition be imposed requiring matching materials.

It is therefore considered that the development does not result in an adverse impact on the character and appearance of the area or the host dwelling, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF, subject to the imposition of the suggested condition.

10. IMPACT ON RESIDENTIAL AMENITY

BFBLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas, through ensuring that development would not result in an adverse impact on neighbouring properties through loss of light, loss of privacy or overbearing impacts. This is considered to be consistent with the core design principle set out in paragraph 17 of the NPPF, which states that Local Planning Authorities (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 as such this policy should be afforded significant weight.

In association with the assessment of potential loss of light and overshadowing, guidance within the Building Research Establishment (BRE) Report "Site layout planning for daylight and sunlight: a guide to good practice" (2011) is utilised as guidance for assessing acceptable levels of visual amenity with concern to loss of light.

The development is visible from the neighbouring dwelling of 'Springhill', 23 Beaulieu Close to the north. In accordance with the BRE Report guidance, a 45 degree line drawn on the horizontal plane from the midpoint of the closest front-facing window at 'Springhill' towards the extension does not intersect the extension. Furthermore planting is present in the front garden of 'Springhill' to the front of this window which results in an existing screening effect.

The development extends forward of the front elevation of 'Springhill', 23 Beaulieu Close by approximately 3.4 metres, whereas the original single storey attached garage projected forward by approximately 1.1 metres, and the host dwellinghouse projects forward by approximately 3.7 metres. Considering the existing impact of the host dwelling, and the separation distance between the nearest front-facing window at 'Springhill' to the proposal (around 4 metres), it is not considered that the development results in an adverse overbearing impact or loss of light.

No northern side-facing windows are proposed to be installed on the extension. In the interests of preventing an adverse loss of privacy or overlooking impact on 'Springhill', in the event of granting planning permission it is recommended that a condition be imposed to restrict the formation of windows at first floor level or above on this elevation.

It is not considered that the development results in an adverse impact on the residential amenities of the properties to the front and rear of the application site, considering the

separation distance of these properties to the extension, and the presence of existing first floor front- and rear-facing windows on the host dwelling.

It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF, subject to the imposition of the recommended condition.

11. TRANSPORT IMPLICATIONS

CSDPD CS23 states that the Local Planning Authority will seek to reduce the need to travel and increase the safety of travel, while simultaneously promoting alternative modes of travel. BFBLP 'Saved' Policy M9 states that development will not be permitted unless satisfactory parking provision is made for vehicles. To supplement the above policies the adopted Parking Standards Supplementary Planning Document (SPD) (2007) sets out the advised levels and size of parking spaces for residential dwellings.

These policies are considered to be consistent with the NPPF, which states that transport policies should contribute in facilitating sustainable development through reducing the need to travel and promoting public transport, and take into account local car ownership levels. The SPD was adopted following public consultation, so can be afforded significant weight.

The development involves a net increase in bedrooms from four to five, and also affects the original parking arrangements by altering the size of the existing double garage and reducing the size of the driveway to the front of the garage.

The guidance contained within the Parking Standards Supplementary Planning Document (SPD) (2007) advises that 3 parking spaces should be provided for a 4-bedroom property or above. The proposal does not therefore give rise to additional on-plot parking requirements.

The Highway Authority was consulted on the development and advised that the original garage was sub-standard for the purposes of modern vehicular parking. Although the internal size of the garage would be increased through the development, it would not meet the required width for a double garage, however one practical and usable parking space could be provided, with space available to store cycles and refuse bins.

The previous approved development (14/00633/FUL) provided a distance between the garage door and the back of the adopted footway of 5.3 metres, at its minimum, though in general a minimum length of 5.5 metres between the garage door and the back of the footway could be achieved. This was considered acceptable to the Highway Authority with the use of a roller shutter garage door (which was secured by planning condition).

The revised proposal would result in the distance between the garage door and the back of the adopted footway being 4.8 metres, at its minimum. Vehicles parked on the narrowest length of driveway would therefore be likely to overhang the footway, as no allowance is made for clearance of a parked vehicle from the building and, the opening of the garage door would be difficult. This would create risks to highway safety in this residential area.

The Highway Authority therefore objected to the initially submitted parking layout, however advised that an acceptable revised parking layout could be achieved with one garage parking space, one driveway parking space in-front of the main dwellinghouse

(parallel to Beaulieu Close, as is currently occurring) and one driveway parking space in front of the southern part of the garage (where the retained driveway is deeper), but not in front of a garage door being utilised for parking.

Following the receipt of these comments the applicant provided an amended parking layout plan, showing the above described spaces. In order to achieve an acceptable parking layout, the originally approved wide single door is proposed to be replaced with two single doors (both with roller shutters). One door would provide access for a vehicle to park within the garage, with no vehicles parked on the driveway immediately in front of this door. The second door would be installed for the purposes of visual amenity, and would not be actively utilised for internal vehicle parking. An acceptable pedestrian access route was also demonstrated by the revised parking plan.

It is recommended that conditions be imposed to secure the proposed parking layout and also to secure the use of roller shutter doors, in the interests of highway safety.

As a result it is not considered that the proposed development would result in an adverse impact on highway safety, in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD, and the NPPF, subject to the imposition of the recommended conditions.

12. CONCLUSIONS

It is not considered that the development would 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, subject to the recommended conditions. It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policies EN20 and M9, the Parking Standards SPD, and the NPPF.

RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

01. The development hereby permitted shall be retained in accordance with the following plans received by the Local Planning Authority:
2814-2 Issue F 'Proposed elevations' received on 10 December 2014
2817-3 Issue F 'Existing and proposed floor plans' received on 10 December 2014
2814-7 Issue C 'Parking Plan' received on 10 December 2014
2814-10 Issue D 'Site Plan' received on 16 October 2014

REASON: To ensure that the development is retained as approved by the Local Planning Authority.

02. 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: Core Strategy DPD CS7, BFBLP 'Saved' Policy EN20]

03. 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 windows at first floor level or above shall be installed on the north facing side elevation of the first floor rear extension hereby permitted.

REASON: In the interests of the residential amenity of the neighbouring property of 'Springhill', 23 Beaulieu Close, Bracknell.

[Relevant Policy: BFBLP 'Saved' Policy EN20].

04. Within three months of the date of this permission the 2no. off-street parking spaces as shown on drawing 2814-7 Issue C 'Parking Plan' received by the Local Planning Authority on 10 December 2014 shall provided in accordance with the approved plans. The parking spaces shall thereafter be retained for the use of the parking vehicles at all times.

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

[Relevant Policies: CSDPD Policy CS23, BFBLP 'Saved' Policy M9]

05. Within three months of the date of this permission the parking within the garage, shall be provided in accordance with drawing 2814-7 Issue C 'Parking Plan' received by the Local Planning Authority on 10 December 2014. The garage shall, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order revoking or re-enacting that Order with or without modification), thereafter 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: Core Strategy DPD CS23, BFBLP 'Saved' Policy M9]

06. Within three months of the date of this permission the 2no. roller shutter doors shall be installed to the garage in accordance with drawing 2814-2 Issue F 'Proposed elevations' received by the Local Planning Authority on 10 December 2014. The roller shutter doors shall thereafter be retained in this location at all times, and any replacement or repair shall only be with roller shutter type garage doors.

REASON: To ensure that the parking spaces within the garage and on the driveway are both accessible without obstruction, in order to ensure that adequate off-street parking is provided.

[Relevant Policy: Core Strategy DPD CS23, BFBLP 'Saved' Policy M9]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application and negotiating, with the applicant, acceptable amendments to the proposal to address those concerns. The proposal has been assessed against all relevant material considerations, including planning policies and any representations that may have been received. 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:
1. Approved Plans
 2. Materials
 3. Side-facing windows

4. Parking provision
5. Garage retention
6. Roller shutter doors

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