

## Unrestricted Report

### ITEM NO: 10

Application No.  
**14/01246/FUL**

Ward:  
Winkfield And  
Cranbourne

Date Registered:  
4 December 2014

Target Decision Date:  
29 January 2015

Site Address:

**1 William Sim Wood Winkfield Row Bracknell  
Berkshire RG42 6PW**

Proposal:

**Erection of a part single storey, part two storey side extension.**

Applicant:

Mr & Mrs Jackson

Agent:

Helen Nightingale

Case Officer:

Matthew Miller, 01344 352000

[Development.control@bracknell-forest.gov.uk](mailto: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 has been reported to the Planning Committee at the request of Councillor Dudley due to concerns that the proposed development would be out of keeping in the street scene and the character of the surrounding area.

### **2. SITE DESCRIPTION**

1 William Sim Wood is a three bedroom two storey link-detached dwellinghouse located in a predominately residential area, sited directly to the west of the highway junction of William Sim Wood with Carnation Drive. The property contains an attached single garage which connects to the adjoining residential dwelling of 2 William Sim Wood to the north. The property contains a hardsurfaced driveway linked to a soft landscaped front and side garden which includes dense planting on the southern side. The property benefits from an enclosed rear garden and has been previously extended through a single storey rear extension.

### **3. RELEVANT SITE HISTORY**

02/00833/FUL  
Erection of two storey side extension.  
Withdrawn (2002)

*[Officer Note: This extension was significantly different in terms of massing and design to the proposed development].*

### **4. THE PROPOSAL**

The proposed development is the erection of a part single storey, part two storey extension to the southern side elevation of the dwellinghouse. The proposed extension would project 2.9 metres in width from the existing side elevation and would measure 8.3 metres in depth and 7.2 metres in total height, with a dual-pitched roof. It would form an enlargement to the lounge and kitchen/diner along with a shower room at ground floor level, and an enlargement to the main bedroom, an en-suite bathroom, a replacement bathroom, and an additional bedroom at first floor level.

In association with the proposed development, a rear-facing first floor window is proposed to be installed on the host dwelling.

During the course of the application the proposal was amended from a two storey side extension to a part single storey, part two storey extension. In addition the proposed parking layout has been amended.

### **5. REPRESENTATIONS RECEIVED**

An objection comment has been received from the occupants of the neighbouring residential properties of 30 Carnation Drive to the west and 20 Saturn Croft to the northwest. The occupants both objected to the proposal on the grounds that the proposal would result in adverse overlooking, overbearing and loss of light impacts on the residential amenity of the occupants of 30 Carnation Drive and 20 Saturn Croft.

*[Officer Note: The above matters are assessed in the report below].*

Following the receipt of the objection from 30 Carnation Drive, the Local Authority's 1-3 Objection procedure was undertaken. Councillor Dudley called the application to the Planning Committee for the reasons described in the report above. The objection from 20 Saturn Croft was received after the application has been called to Planning Committee.

No further representations have been received from neighbouring properties.

## **6. SUMMARY OF CONSULTATION RESPONSES**

### Winkfield Parish Council:

Winkfield Parish Council raise no objection.

### Highway Officer:

The Highway Officer was consulted on the originally submitted proposed parking layout and raised concerns over the proposed siting and orientation of the additional proposed parking bay. Following the receipt of these comments a revised parking plan has been submitted and the Highway Officer raises no objection to this amended layout, subject to the imposition of a planning condition requiring the provision and retention of the proposed layout.

## **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. The application site 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. In association with the above policies, the Council's adopted Streetscene Supplementary Planning Document (SPD) (2011) states that features such as bin stores should be screened from the street scene where possible.

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.

Following the receipt of amended plans the proposal has been revised to include a set-back at first floor level, and the associated height and roof layout of the proposed extension has been amended. The amendments to the proposal have provided the extension with a more subordinate appearance to the host dwelling, with the pitched roof layout of the extension providing a predominately subordinate appearance to the primary gable roof.

Although the host dwelling is located in a prominent location adjoining the highway junction of William Sim Wood and Carnation Drive, the existing property contains soft landscaping including dense planting on its southern boundary, which aids in softening the appearance of the property from the street scene and junction. This landscaping is proposed to be retained (with the exception of some hedging on the front boundary of the property), which would assist in screening and softening the impact of the proposed extension, and provide a separation feature to the main highway. Although the proposed extension would not be screened to the front when viewed from William Sim Wood, the set back of the extension and its pitched roof would be in keeping with the general form of the dwellinghouses and their attached pitched roof garages visible in William Sim Wood. Considering the above, it is not considered that the proposal would result in an adverse impact on the character of the surrounding area, despite its prominent location.

Furthermore it is noted that the residential property of 35 Merlin Clove to the east contains a single storey side extension fronting Carnation Drive. Although this extension is single storey, the overall footprint of the development is similar to that proposed.

The proposal would involve the loss of the existing exterior access to the rear garden of the property. However a replacement side access is proposed to be formed on the southern boundary of the property, which would allow for refuse bin storage.

It is therefore considered that the development would 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, the Streetscene SPD, and the NPPF, subject to a condition requiring matching materials.

## 10. IMPACT ON RESIDENTIAL AMENITY

BFPLP '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 LPAs should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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 a standard for assessing acceptable levels of visual amenity with concern to loss of light.

The proposal would be visible to the side of the neighbouring residential property of 30 Carnation Drive to the west. No windows at first floor level are proposed to be installed on the rear elevation of the extension (facing no. 30). A rear-facing window at first floor level is proposed to be installed on to the host dwelling. However, this window can be installed under permitted development rights (in accordance Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (as amended)), and as a result in isolation it does not require the submission of a planning application.

As a result it is not considered that the proposal would adversely increase any overlooking impacts on no. 30 that are already present. Considering that the host dwelling is sited perpendicular to no. 30, and has a separation distance of approximately 10 metres, it is not considered that the proposal would be unduly overbearing or result in an adverse loss of light beyond any currently experienced by the present built form. Furthermore there are no first floor windows on the dwellinghouse of no. 30 that directly face the application site, and the ground floor glazed door serves a kitchen, which is not a habitable room.

The proposal would not be readily visible from the residential properties to the north as it would be obscured by the host dwelling. It is not considered that the proposal would result in an adverse impact on the residential amenity of the occupants of 20 Saturn Croft to the north considering the orientation and distance of the proposal to this property. Considering the separation distance it is not considered that the proposal would result in an adverse impact on the residential amenity of the property of 40 William Sim Wood sited to the east.

The proposed south-facing side windows of the extension would have a separation distance of around 19 metres to the nearest dwellings to the south. At this distance, and considering the orientations of other dwellinghouses within Carnation Drive it is not considered that these windows would result in adverse overlooking or loss of privacy impacts. However, as two of these windows serve a bathroom and en-suite bathroom, it is recommended that these windows be obscure glazed (secured by condition) to prevent any adverse impact on residential amenity.

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

## 11. TRANSPORT IMPLICATIONS

CSDPD CS23 states that the Local Planning Authority will seek to 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 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 existing three bedroom property benefits from the provision of two off-street parking spaces provided by the existing garage and the driveway within the frontage of the property.

The proposal would result in a net increase in bedrooms from three to four. In accordance with the guidance contained within the Parking Standards SPD, a dwellinghouse that contains four bedrooms requires the provision of three acceptable off-street parking spaces. The proposal therefore gives rise to the requirement for an additional off-street parking space to be provided.

The Highway Officer was consulted on the proposal as originally submitted and advised that the additional proposed angled parking space would be difficult to access and egress, particularly when another vehicle is parked on the current driveway. This would potentially result in excessive manoeuvring being undertaken in close proximity to the junction with Carnation Drive, a main residential estate road. Such a situation would therefore be considered to result in an adverse impact on highway safety.

Following the receipt of these comments, a revised proposed parking layout was submitted. The additional parking space has been re-orientated and re-located, and the Highways Officer has advised that this parking bay is now considered to be practical and useable, as it is less acute in angle than that proposed before, and can be accessed separately to the existing driveway space (subject to extending the dropped kerb). This revised parking layout would also provide capacity for an unobstructed 0.9 metre wide pedestrian access route to the front door of the dwelling. The proposed enlargement of the existing dropped kerb is acceptable to the Highway Authority.

It is recommended that a condition be imposed to provide and retain the proposed parking layout, in the interests of highway safety.

In relation to cycle storage, although the existing exterior side access to the rear garden is being removed, an alternative access is proposed to be formed, and cycles may also be alternatively stored in the existing garage.

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 recommended condition.

## 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 EN1, EN20 and M9, the Parking Standards SPD, the Streetscene SPD, and the NPPF.

### 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:  
J/2061 Rev. A 'Existing Plans and Elevations' received on 16 March 2015  
J/2061/1 Rev. A 'Proposed Plans and Elevations' received on 16 March 2015  
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: Core Strategy DPD CS7, BFBLP 'Saved' Policy EN20]
04. The development hereby permitted shall not be occupied until the 2no. off-street parking spaces as shown on drawing 'Existing Plans and Elevations' received by the Local Planning Authority on 16 March 2015 have been 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. The 2no. windows serving the bathroom and en-suite bathroom sited on the first floor of the south-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 with the exception of a top hung operable fanlight. Any replacement window shall be glazed and fixed to this standard, and retained as such.  
REASON: In the interests of the residential amenity of the neighbouring properties.  
[Relevant Policy: BFBLP 'Saved' Policy EN20].

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. Time Limit
  2. Approved Plans
  3. Materials
  4. Parking provision
  5. Obscure-glazing
03. The applicant is advised that it is illegal to drive vehicles over the public footpath without the provision of a formal dropped kerb. The Streetworks 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](http://www.bracknell-forest.gov.uk)