

## Unrestricted Report

### ITEM NO: 9

Application No.  
**15/00281/FUL**

Site Address:

Ward:  
Harmans Water

Date Registered:  
25 March 2015

Target Decision Date:  
20 May 2015

**9 Vickers Row Bracknell Berkshire RG12 9PQ**

Proposal:

**Erection of a single storey rear extension and conversion of garage into habitable accommodation**

Applicant:

Mr & Mrs Sanket Banawalikar

Agent:

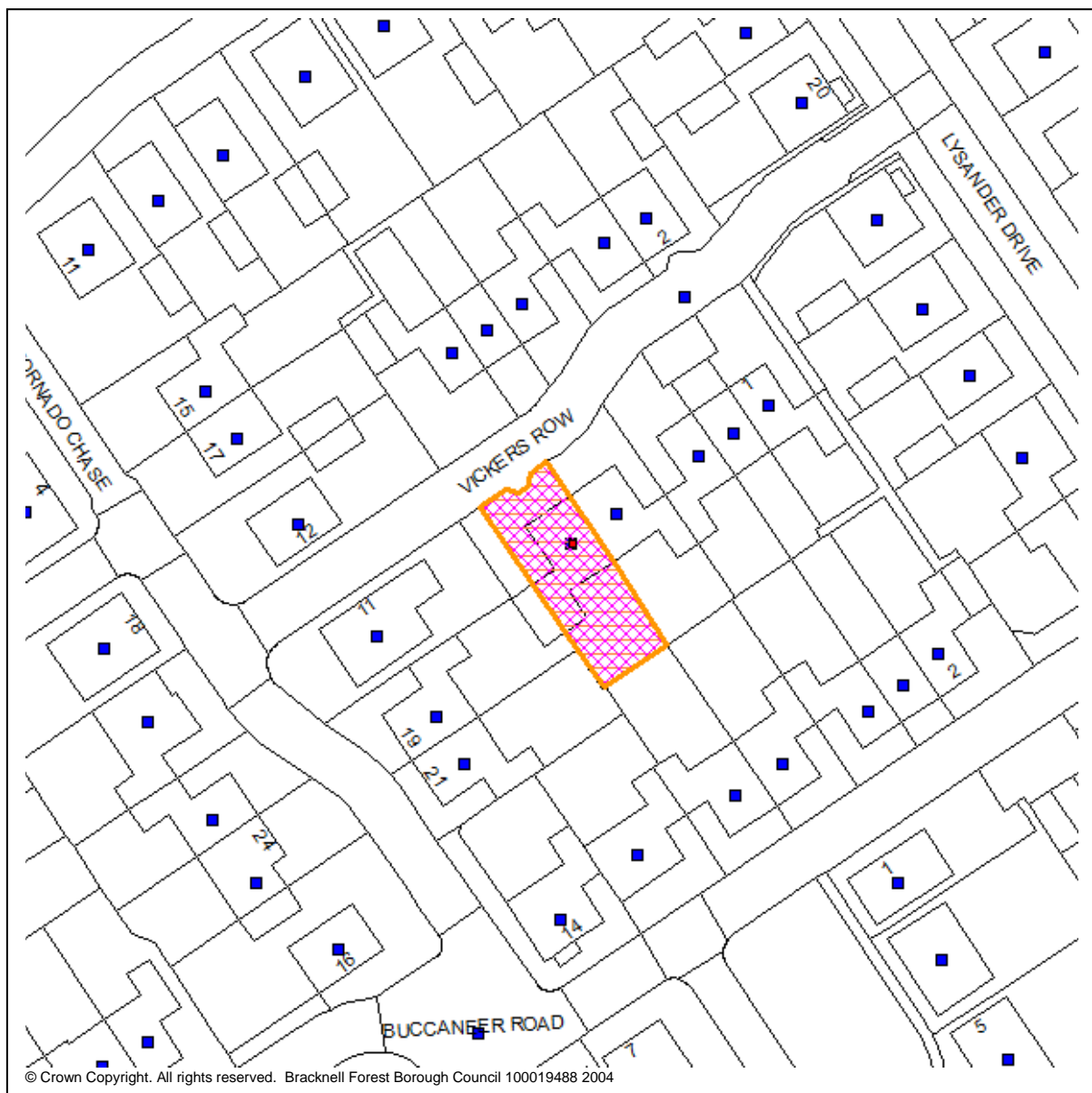
Mrs Anupama Srivastava

Case Officer:

Gerald Hegarty, 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**

Councillor Dudley has requested this application to be considered by the Planning Committee, due to concerns over potential impact on the residential amenity of adjoining properties and whether adequate parking can be provided.

### **2. SITE DESCRIPTION**

No. 9 Vickers Row is a semi detached dwelling located to the south of the highway. There are two tandem parking spaces available to the front of the dwelling's attached garage. The surrounding area is residential. The site is attached to No. 7 Vickers Row.

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

There is no planning history relevant to the proposed development.

### **4. THE PROPOSAL**

Full planning permission is sought for the erection of a single storey rear extension and the conversion of the attached garage accommodation, including the installation of a window on the rear elevation of the garage. The proposed rear extension would have a maximum depth of approximately 3.6 metres, would be 6.3 metres in width, would have a maximum height of approx. 3.4 metres and would have an eaves height of approx. 3.6 metres.

It is noted that the reason for the proposed development is to create an adapted living space for a severely disabled child.

### **5. REPRESENTATIONS RECEIVED**

#### **Bracknell Town Council**

Bracknell Town Council have recommended that the application be refused as there is a condition on application 03/00567/OUT for the dwelling, which states that all garage accommodation should be retained for the use of parking at all times.

#### **Other Letters of Representation**

2 Letters of objection have been received which can be summarised as follows:

- Size of the extension is not in keeping with the size of the plot.
- Loss of light to their back garden.
- Increased traffic and congestion in this part of Vickers Row during the construction period. Increased congestion during construction is not a material consideration.

*[Officer Comments: Other issues are considered in the report].*

Two letters of support has been received commenting that the proposed development would help the applicant's disabled child.

## **6. SUMMARY OF CONSULTATIONS RESPONSES**

### Highways Officer

The Highways Officer recommends that the application be approved, subject to a condition to secure parking and a garage roller shutter door to maximise the length of the driveway for parking.

## **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**

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 SALP Policy CP1, which sets out that planning applications which accord with the Development Plan should be approved without delay, unless material considerations indicate otherwise. Policy CP1 also sets out a positive approach to considering development proposals that reflects the presumption in favour of sustainable development contained in the NPPF.

Policy CP1 is consistent with para. 14 of the NPPF in relation to the presumption in favour of sustainable development, and can be afforded full weight. Regard will also need to be had to Policy CS1 of the CS relating to sustainable development principles, which is considered to be consistent with the NPPF (and can be afforded full weight).

CSDPD 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. 9 Vickers Row 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 acceptable in principle and in accordance with CSDPD 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 etc. These matters are assessed below.

## **9. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

Policy CS7 of the CSDPD and Saved Policy EN20 of the BFBLP relate to design considerations in new proposals and are relevant considerations. These policies seek to ensure that developments are sympathetic to the character of the area and are of a high design. This is consistent with paragraph 56 and 57 of the NPPF.

The proposed rear extension would be sited to the rear of the dwelling, some 7.6 metres from its rear boundary. Due to its siting and modest size, it would not appear obtrusive in the street scene, nor would it be considered to be an overdevelopment of the site.

The proposed garage conversion would involve the installation of a window in the southern elevation of the garage. Due to its positioning and modest size, it would not appear obtrusive in the street scene.

The design and scale proposed are considered to be sympathetic to the host dwelling house including the proposed materials to be used.

It is noted that there is an example of a side extension and a garage conversion in the surrounding area, including Nos. 11 and 4 Vickers Row respectively. Furthermore, there is an example of a rear extension in the immediate area, including No. 21 Tornado Chase. Therefore, the proposed development would not be out of character in the surrounding area.

The proposal therefore would not adversely affect the character and appearance of the surrounding area and would be in accordance with Saved Policy EN20 of the BFBLP, Policy CS7 of CSDPD and the NPPF.

## **10. RESIDENTIAL AMENITY**

BFBLP 'Saved' Policy EN20 (vii) refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. This is consistent with the NPPF.

The proposed rear extension would be built up to the boundary with No. 7 Vickers Row. The proposed rear extension would be approx. 3.6 metres in depth and would have a maximum height of approx. 3.4 metres. It would also have an eaves height of approx. 2.6 metres. The proposed rear extension would be visible to No. 7 Vickers Row, however, it is considered that it would not appear visually intrusive to the detriment of the residential amenity of No. 7. No overlooking would result from the proposed development due to the boundary screening, including 1.8 metre wooden boundary fencing, bordering the application site and No. 7, and there are no side windows proposed on the east elevation facing No. 7. In addition, the relative orientation of the two dwellings means that no significant overshadowing is considered likely to occur as a result of the proposed development.

In association with the assessment of potential loss of light, guidance within the Building Research Establishment (BRE) Report "Site layout planning for daylight and sunlight: a guide to good practice" (2011 - second edition) is utilised as a standard for assessing acceptable levels of loss of light. A 45 degree line is drawn on the horizontal plane from the midpoint of the closest window serving a habitable room at the affected residential property. If this line intersects the development, a 45 degree line is drawn on the vertical plan from the point of intersection towards this window. If the line intersects more than half of the window, it would be considered that the development would result in an adverse impact on the property with regards to loss of light.

The proposed rear extension would be visible from the rear of the attached residential property of No. 7 Vickers Row to the east. A 45 degree line drawn on the horizontal plane from the midpoint of the nearest ground floor window, serving a habitable room on the rear elevation of No. 7 Vickers Row, indicates that the proposed rear extension would encroach upon the horizontal plane in respect of the 45 degree angle from the

ground lounge window at No. 7 Vickers Row. However, a 45 degree line on the vertical plane was drawn from the midpoint of the nearest ground floor lounge window and less than half of the window would be obscured by the proposed rear extension and, therefore, the impact upon loss of daylight to the ground floor lounge window at No. 7 Vickers Row is considered not to be so adverse to warrant refusal of the application.

The proposed rear extension would be set back some 7.6 metres from its rear boundary that is screened from the rear boundaries of Nos. 8 and 10 Buccaneer Road by existing 1.8 metre wooden boundary fencing. The proposed rear extension would also be set approx. 4.6 metres from the boundary with Nos. 19 and 21 Tornado Chase. In view of the separation distances, boundary screening and the proposed extension's height of 3.4 metres, it is considered that it would not appear visually prominent to Nos. 8 and 10 Buccaneer Road and Nos. 19 and 21 Tornado Chase.

The proposed garage conversion and associated works would be set approx. 3 metres from the boundary with No. 11 Vickers Row and approx. 16.3 metres from the boundary with No. 10 Vickers Row. It would be set approx. 7.6 metres from the boundaries with Nos. 8 and 10 Buccaneer Road and approx. 4.6 metres from the boundary with Nos. 19 and 21 Tornado Chase.

It is not considered that the proposed garage conversion and associated works would result in any detrimental impact on the living conditions of the occupiers of Nos. 10 and 11 Vickers Row, Nos. 8 and 10 Buccaneer Road and Nos. 19 and 21 Tornado Chase due its siting and modest size and scale of the proposed works.

As such, the proposal would not be considered to adversely affect the residential amenities of neighbouring properties and would be in accordance with Saved Policy EN20 of the BFBLP and the NPPF.

## **11. HIGHWAY CONSIDERATIONS**

Saved Policy M9 of the BFBLP ensures that development provides satisfactory parking provision. A further material consideration for parking provision is provided in the Council's adopted Parking Standards SPD. This supplements Policy M9. The SPD is a material consideration, and was adopted in 2007 (following public consultation). 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, and can be afforded significant weight.

The proposed garage conversion and associated works would result in the loss of a parking space. However, the applicant has demonstrated that there is capacity for two tandem spaces located to the front of the garage, for the three bedroom dwelling. However, the Highway Officer has recommended that a revised parking plan should be provided to show 2 on-plot parking spaces being provided, which can be secured by condition. The conversion of the garage would remove access through the rear of the property for bin and cycle storage. In order to alleviate, the applicant submitted revised drawings, that shows a storage area of bicycles and bins at the front of the garage and the Highways Officer has concluded that these revisions address concerns regarding cycle parking and bin storage. It is also recommended that a roller shutter door be installed to maximise the length of the driveway for parking. This will be secured by condition.

Subject to compliance with the foregoing condition, the proposal would not be considered to affect the existing parking provision provided and would be in

accordance with Saved Policy M9 of the BFBLP, the Parking Standards SPD and the NPPF.

## **12. CONCLUSIONS**

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 or the amenities of the residents of the neighbouring properties, and adequate parking can be achieved. It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS23, BFBLP 'Saved' Policies EN20 and M9 and the NPPF.

Therefore recommend 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:  
BFC/VR-01 'Block Plan', received on 25 March 2015  
BFC/VR-02R 'Proposed Ground Floor Plan', received on 02 May 2015  
BRF/VR-03R 'Proposed Elevations', received on 02 May 2015  
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
03. Prior to the occupation of the garage conversion hereby approved a roller shutter door shall be inserted to the front of the cycle / storage area. Any replacement or repair shall only be with a roller shutter type garage door  
REASON: To ensure that the garages are still accessible while a car is parked to the front of the properties avoiding inappropriately parked cars comprising the communal reversing/turning area.  
[Relevant Policy: BFBLP M9]
04. The development hereby approved shall not be occupied until details of the associated vehicle parking has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking.  
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 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 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
  4. Roller shutter garage door

Details are required to be submitted in relation to the following condition;

  3. Provision of Parking
03. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to carry out works on, over and under 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](http://www.bracknell-forest.gov.uk)