

Unrestricted Report

ITEM NO:

Application No.
15/00674/FUL

Ward:
Ascot

Date Registered:
21 July 2015

Target Decision Date:
15 September 2015

Site Address:

31 Mill Ride Ascot Berkshire SL5 8LF

Proposal:

Raise main ridge of existing house by 415mm, erection of two storey front extension, two storey side extension, single storey rear extension, installation of rear dormer and alterations to include render (white) and timber cladding.

Applicant:

Mr Malcolm Saunders

Agent:

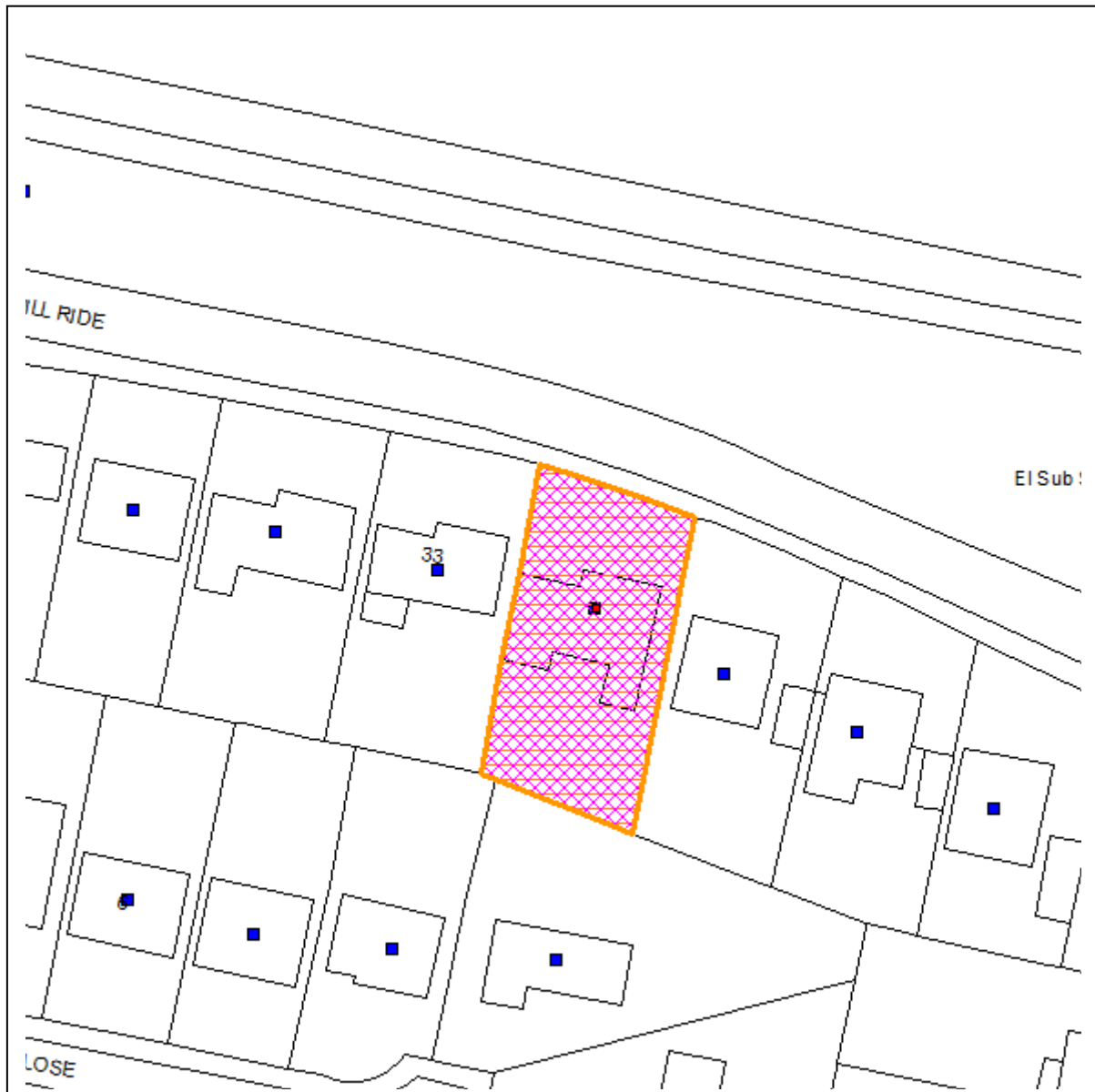
Mr Sam Jones

Case Officer:

Charlotte Pinch, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. SUMMARY

- 1.1 The proposal is for raising the main ridge of the existing house by 415mm, erection of two storey front extension, two storey side extension, single storey rear extension, installation of rear dormer and alterations to include white render and timber cladding.
- 1.2 Amended plans were received on 18 September 2015 which showed obscure glazed windows on the first and second floor, therefore it is considered there will be no negative impacts on privacy. The design was altered to fit in with the street scene, by retaining existing cladding combined with white render. The relationship with adjoining properties is acceptable and there are no highway safety implications.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

- 2.1 The application has been reported to the Planning Committee following the receipt of more than 3 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within settlement boundary.

- 3.1 No.31 Mill Ride is a 4 bedroomed, two storey detached property located in a predominantly residential area. The property has an enclosed rear garden with 1.8 metre high boundary fencing on the east and west side boundary, with high and thick vegetation on the rear boundary. The property has a small grassed area to the front, in addition to a hard standing providing parking for 3 vehicles.

4. RELEVANT SITE HISTORY

4.1 621097

Erection of single storey rear extension and new flat roof over existing garage.
Approved 1995.

08/00461/FUL

Erection of two storey side extension, single storey front extension and single storey rear extension.
Approved 2008.

5. THE PROPOSAL

- 5.1 The proposed development is for raising the main roof by 415mm and the installation of a rear dormer, to allow for a loft conversion to form a 4th bedroom, en-suite and home office. Proposal also includes the erection of a two storey front extension, to form a second front gable feature with a small round window on both gables, two storey side extension and conversion of the garage below and single storey rear extension to form an enlarged kitchen/dining area. The whole house will be white rendered with some sections of timber cladding.

The rear dormer will measure 12.6 metres in width, 2.5 metres in height and be 3.6 metres deep. The two storey front extension would have a width of 5.7 metres, depth of 1.8 metres and a height of 7.9 metres. The two storey side extension would have a width of 2.35 metres, depth of 7.4 metres and height of 8 metres. The single storey rear extension would have a depth of 6.2 metres, width of 7.2 metres and height of 3 metres.

During the course of the application process amended plans were received, adding in round windows to the two front gables, altering the position of the cladding and obscure glazing the first and second floor rear windows.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council:

6.1 An objection was received from Winkfield Parish Council, objecting on the grounds that it would be overdevelopment of the site, out of keeping with the street scene and impacts the residential amenity of neighbouring properties.

Other representations:

6.2 A total of 3 objections have been received from residents of surrounding properties.

The objections can be summarised as follows:

- Overlooking and loss of privacy from the second floor dormer windows.
- Overbearing scale of the alterations to the rear.
- Out of character for the area.

[Officer Note: The distances between second floor windows and neighbouring properties will be analysed using guidance from Bracknell Forest Borough Council 'Extending your home: A Householder's guide' (2003). However, amended plans were received on 18 September 2015 showing the second floor rear dormer windows to be obscure glazed. The concerns over the overbearing nature of the proposal will be discussed in the report below. The concerns over the impact of the proposal on the character of the host dwelling and surrounding area are also discussed in the report below.]

7. SUMMARY OF CONSULTATION RESPONSES

7.1 Highway Authority

Despite the loss of the garage as a parking space there is sufficient spaces across the frontage to provide 3 parking spaces for this 4-bed dwelling. The exiting dropped kerb would need to be extended.

The Highway Authority has no objection and recommends that this planning application be approved.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key planning policies and guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Consistent

Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent Para. 39 refers to LPA's setting their own parking standards for residential development.
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) Bracknell Forest Borough Council 'Extending your home: A Householder's guide' (2003) Building Research Establishment (BRE) Report "Site layout planning for daylight and sunlight: a guide to good practice" (2011)		

9. PLANNING CONSIDERATIONS

9. 1 The key issues for consideration are:

- i. Principle of development
- ii. Impact on character and appearance of the area
- iii. Impact on residential amenity
- iv. Impact on highway safety
- v. Community Infrastructure Levy

i. PRINCIPLE OF DEVELOPMENT

9.2 No. 31 Mill Ride 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 character and appearance of surrounding area, residential amenities of neighbouring properties, highway safety, etc. These matters are assessed below.

ii. IMPACT ON CHARACTER AND APPEARANCE OF AREA

9.3 It is considered that the proposed rear dormer would not be visible in the street scene of Mill Ride. There are a number of other similar rear dormers on many properties in Mill Ride, including the neighbouring property of No.29 Mill Ride. The dormer will also be clad in wood to match that of the cladding on the front elevation of the property. It is therefore considered that the proposal would not be out of character for the area.

9.4 To accommodate the rear dormer the main ridge of the existing house is proposed to be raised by 415mm. There are a range of ridge heights and property elevations in the street scene of Mill Ride. The neighbouring property to the east has a considerably lower ridge height, however the property to the west, No.33 Mill Ride, has a ridge height slightly higher. Therefore it would be considered that a raise in ridge height would not be detrimental to the character of the area or street scene.

9.5 It is considered that the proposed single storey rear extension would not be visible in the street scene of Mill Ride, and considering the presence of an existing rear extension at No. 31 Mill Ride and rear extensions (including conservatories) on

surrounding dwellinghouses, it is not considered the proposed will result in an adverse impact on the appearance of the surrounding area.

9.6 It is considered that the proposed two storey side extension would not be adversely out of character with the host dwelling. Despite it being on the front elevation of the house and visible in the street scene, a number of other properties in Mill Ride, including No. 33 have similar two storey side extensions incorporating garages, therefore it would not be out of character for the area.

9.7 The proposed two storey front extension with gable roof feature and round window is considered not to have a detrimental impact on the character of the area. No.31 Mill Ride already has a gable roof feature on the principal elevation of the property, and the proposed extension would mirror this. Furthermore, gable features are recurrent in the street scene of Mill Ride, therefore it would not be out of character for the area.

9.8 The proposed white render on the property, will be broken up with a large section of wooden cladding on the front elevation and rear dormer. There are other examples of partial white render of properties in Mill Ride and it is becoming more common. Although white render is not an overwhelming trend in the street scene of Mill Ride, it is not considered to have a detrimental impact on the character of the area.

9.9 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, and the NPPF.

iii. IMPACT ON RESIDENTIAL AMENITY

9.10 Amended plans were received showing all second floor windows on the proposed rear dormer as obscure glazed. However, in accordance with the Bracknell Forest Borough Council 'Extending your home: A Householder's guide' (2003) it states that a window at second floor level (including a dormer) should be no less than 30 metres from a neighbouring property and 15 metres from a boundary, where it overlooks that property or boundary. The proposed rear dormer at No.31 Mill Ride would be 13 metres from the rear boundary with No.9 Ferrard Close and 25 metres from the property of No.9 Ferrard Close. Although this does not quite meet the Council's guidance, there is tall vegetation screening on the rear boundary and proposed second floor windows will be obscure glazed. It is therefore considered that there will be no significant detrimental impact on residential amenity from overlooking.

9.11 Considering the siting of the proposed single storey rear extension, although it is close to the boundary with No.29 Mill Ride, it would be further away than the current single storey rear extension, therefore it is unlikely to result in an adverse impact on the residential amenity of No.29 Mill Ride. The south west facing patio doors on the proposed rear extension, are unlikely to result in an adverse impact on the residential amenity of No. 9 Ferrard Close due to the fencing and vegetation boundary screening.

9.12 Both sets of windows on the two storey front extension face north eastwards onto Mill Ride and Mill Ride Golf Club, therefore there are no neighbouring properties that these windows would overlook. The first floor side extension above the garage has windows on the front and rear elevations, however both are shown to be obscure glazed at first floor level. There are no side facing windows. The front window faces north eastwards onto Mill Ride and the rear window faces towards the rear of No.9 Ferrard Close, which is 13 metres from the rear boundary and 25 metres from the property. This exceeds the BFC requirements, of 10 metres to the boundary and 22 metres 'back to back' distance, despite the rear first floor window being obscure

glazed, therefore it is considered that there will be no significant detrimental impact on residential amenity.

9.13 The proposed two storey front extension only projects 1.6 metres from the front elevation of the property, to come in line with the existing front gable feature, therefore not reducing the distance between the property and neighbouring properties boundaries. Furthermore, all windows face north eastwards onto Mill Ride Road.

9.14 The two storey front extension would be the same height as the existing front gable feature and project no further from the front elevation than the existing gable, there are no properties adjoining the front boundary of No.31 Mill Ride, so this is not considered overbearing. The first floor side extension would be no wider than the existing ground floor garage or higher than the existing dwellinghouse. The first floor extension will be 2 metres from the boundary with No.29 Mill Ride, which is an acceptable separation distance and is therefore not considered overbearing. The second floor rear dormer, although it runs the width of the dwellinghouse, it does not protrude significantly beyond the roof. It would be 13 metres from the rear boundary with No.9 Ferrard Close and 2 metres from the boundary with No.29 Mill Ride, therefore it is not considered to be overbearing.

9.15 Due to factors outlined above, the proposal would not be significantly detrimental to the living conditions of the occupants of adjoining properties. 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.

iv IMPACT ON HIGHWAY SAFETY

9.16 This dwelling takes access off an adopted residential road. On-street parking is un-restricted.

This property is shown on submitted plans as currently being a 4-bed dwelling and as having an integral garage. The garage is to be converted into a storage area and as such a potential car parking space is being removed. This garage is unlikely to have an associated planning condition that it be retained for the purposes of the parking and therefore it would not be reasonable to seek replacement on-plot parking by planning condition.

There is sufficient space across the frontage to provide 3 parking spaces to comply with the current standards for a 4-bed dwelling or more whilst retaining soft landscaping and the low front walls which are a feature of this road. The existing dropped kerb would need to be extended to serve a widened parking area. This ought to be considered, but the proposal does not require such changes.

v COMMUNITY INFRASTRUCTURE LEVY (CIL)

9.17 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.18 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings.

9.19 The proposal would result in an extension of over 100 square metres of gross internal floor space and therefore the development is CIL liable.

10. CONCLUSIONS

10.1 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, subject to the recommended conditions. There would be no highway safety implications. It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2 and CS7, BFBLP 'Saved' Policy EN20 and M9, and the NPPF.

11. 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 18 September 2015:

1501-MillRide-03 'Proposed Elevations – Revision P2 Cladding and Gable Windows Amended'

1501-MillRide-02 'Proposed Floor Plans'

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. Those windows shown on the approved drawings as having obscured glazing in part or full shall at all times be so fitted with a minimum of Pilkington Level 3 obscure glass (or equivalent). They shall at all times be fixed with the exception of a top hung openable fanlight.

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed in the first floor and above of the east and west side elevation and rear elevation 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]

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
3. Obscure glazing
4. Side facing windows

03. The applicant should note 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.

04. The Street Care 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