

ITEM NO:

Application No.
15/01031/FUL

Ward:
Little Sandhurst And
Wellington

Date Registered:
10 November 2015

Target Decision Date:
5 January 2016

Site Address:

11 School Hill Sandhurst Berkshire GU47 8LD

Proposal:

Erection of replacement dwelling following the demolition of existing bungalow

Applicant:

Mr A Russell

Agent:

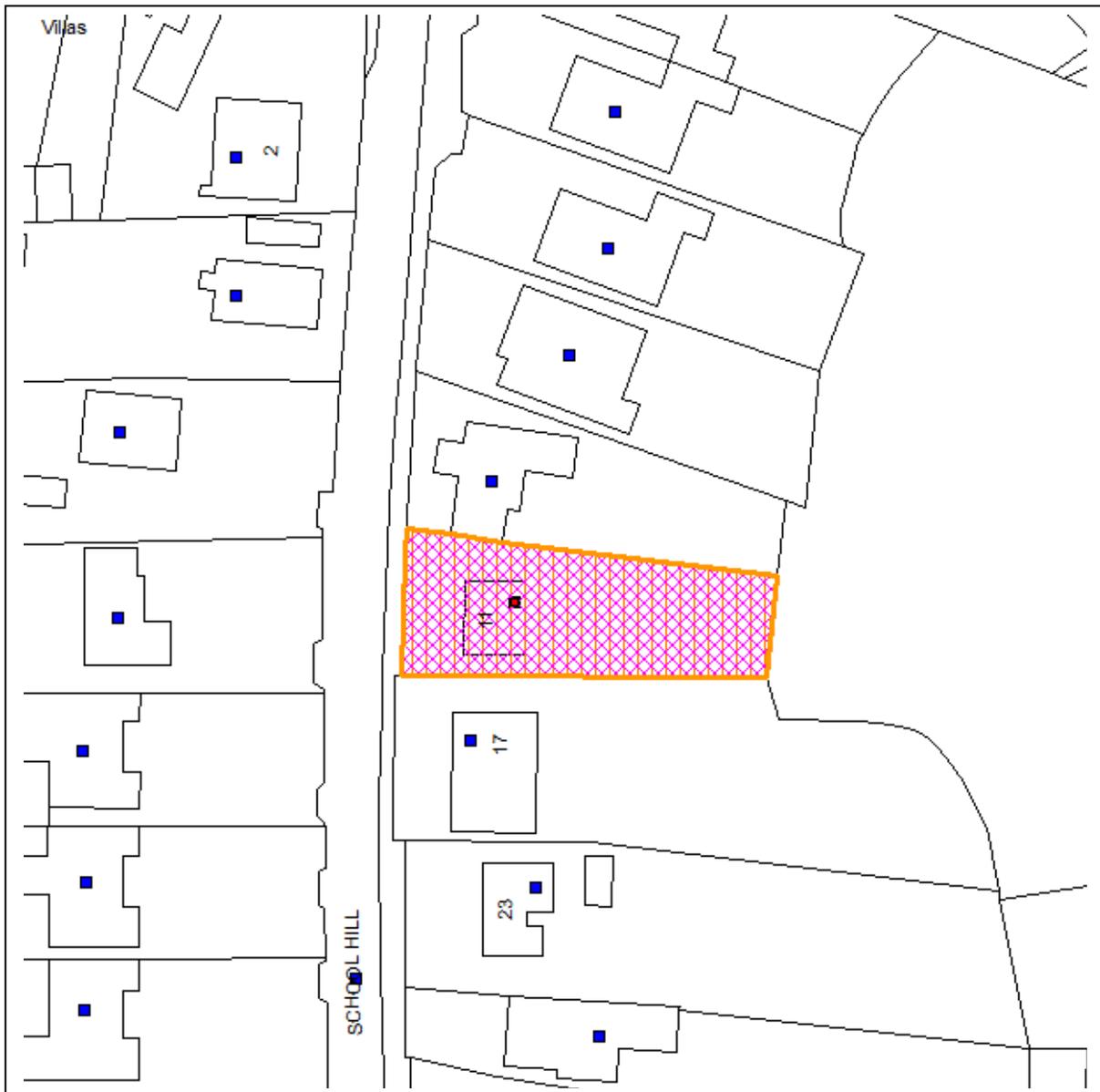
Mr Martin Aves

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. SUMMARY

1.1 The proposed development is for the erection of a replacement detached dwelling following the demolition of the existing bungalow.

1.2 It is not considered that the development would result in an adverse impact on the streetscene or the character of the area. The relationship with adjoining properties is acceptable and it is not considered that the development would result in an unacceptable impact on highway safety.

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 at the request of Councillor Dudley and Councillor Birch due to concerns that the development would not comply with the Bracknell Forest Borough Parking Standards.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within Defined Settlement
Area A of the Character Area Assessment SPD for Sandhurst

3.1 No.11 School Hill is a detached bungalow with driveway parking under a car port to the side of the dwelling, a small garden to the front and a larger private garden to the rear. School Hill is an adopted residential cul-de-sac with a 20mph speed limit that is accessed from High Street.

3.2 On street parking on School Hill is unrestricted. Footways are narrow and limited and as such School Hill is likely to operate as a shared surface, with pedestrians walking in the road. There is a public right of way through to Scotland Hill to the south.

3.3 The site is set at a higher level than the road and is bordered on either side by No.9 Scotland Hill to the north and No.17 Scotland Hill to the south. No.9 is at a slightly lower level than the site, and No.17 at a slightly higher level. The site is located within Area A (Little Sandhurst) of the Character Area Assessment SPD for Sandhurst.

4. RELEVANT SITE HISTORY

4.1 There is no relevant planning history for No.11 School Hill.

5. THE PROPOSAL

5.1 The proposed development is for the erection of a detached two storey dwelling following the demolition of the existing bungalow. The dwelling would have a width of 10.6m and a depth of 11.7m. The main body of the dwelling would have a height of 8.2m with a gable end at the front. A smaller element to the side would have a height of 5.8m with a dormer above the garage.

5.2 At ground floor level the following would be provided:

- Living room
- Dining room
- Family room / kitchen
- Hall
- Utility Room
- Garage

At first floor level the following would be provided:

- Three bedrooms, one with en suite
- Office / Study
- Bathroom

5.3 Access would remain on the northern side of the plot, with a parking space forward of the garage. A soft landscaped area would be sited forward of the dwelling, with privet planting and a 400mm high brick wall. To the rear a number of existing outbuildings would be demolished with a new shed/cycle store with a height of 2.1m and bin enclosure proposed. A new 1.8m high close boarded fence would be constructed to the side of the rear garden, which would be reduced in height to 1.2m at the front.

6. REPRESENTATIONS RECEIVED

Sandhurst Town Council:

6.1 Recommend refusal for the reason that the layout does not comply with the Local Planning Authority's standards in respect of vehicle parking.

Other representations:

6.2 No neighbour representations were received.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 Recommend conditional approval.

Biodiversity Officer

7.2 Following the submission of a Bat Survey, recommend conditional approval.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and associated 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
Residential Amenity	Saved policies EN20 and EN25 of BFBLP	consistent
Highway Safety	CS23 of CSDPD, Saved policy M9 of BFBLP	consistent

Biodiversity	CS1 and CS7 of CSDPD	consistent
Sustainability	CS10 of CSDPD	consistent
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Character Area Assessment SPD, Parking Standards SPD.		

9.1 The key issues for consideration are:

- I Principle of the Development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications
- v. Biodiversity Considerations
- vi. Sustainability
- vii Community Infrastructure Levy

i. Principle of the development

9.2 The site 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 the character and appearance of the area

9.3 The existing dwelling is a modest bungalow with a height of 4.3m, therefore its replacement with a two storey dwelling would result in a greater visual impact on the streetscene as a result of its increase in bulk and mass. Although a maximum height of 8.2m would be significantly higher than the existing, such a height is not considered to be uncharacteristic of the area. School Hill has a varied streetscene with predominantly two storey dwellings with heights not dissimilar to that proposed. Although it would have a height greater than the neighbouring properties to either side, the roof design would result in a less bulky dwelling therefore such a height is not considered to be unacceptable.

9.4 With regard to its design, a number of different designs are featured in the streetscene as existing, and these include both gable ends and dormers. As such it is not considered that the design proposed would appear out of keeping with the streetscene in this location. A gap of 1.2m would remain to the north between the new dwelling and No.9 School Hill, and a gap of 4.5m would remain to the south to No.17 School Hill. Such gaps are characteristic of the area and are considered acceptable.

9.5 The site is located within Area A: Little Sandhurst of the Character Areas Assessment SPD for Sandhurst. Whilst this does not make any specific reference to School Hill, it does state that generally building heights within the character area are two storey, with a variety of architectural approaches. Predominant building materials are red brick or white/off-white render. There is no recognisable building line, and little consistency between buildings in terms of form, style and size. Boundary treatment is varied with walls, fences and shrub planting. The assessment recommends that future development should be in the form of short terraces and detached houses, and the existing street pattern and characteristic of setting houses above the road level with retaining walls should be retained.

9.6 The new dwelling would be two storey with an architectural approach that is considered in keeping with the streetscene. It would be constructed from red brick with plain clay tile hanging. The development would not affect the existing street pattern, and would retain the characteristic of setting the house above the road level with a retaining wall at the front. The boundary treatment would be in keeping with the character of the area. The proposal would therefore not be contrary to the recommendations of the Character Area Assessment SPD.

9.7 As such it is not considered that the development would result in an adverse impact on the character and appearance of the area. The proposal would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. Impact on residential amenity

9.8 The development would be visible from both the neighbouring properties at No.9 School Hill to the north, and No.17 School Hill to the south. With regard to No.9, the new dwelling would project approximately 2m beyond the rear elevation of the neighbouring property and a 45 degree line drawn from the midpoint of the nearest rear facing window at that property would not intersect the new dwelling. It is therefore not considered that it would result in an unacceptable loss of light to the rear facing windows of the neighbouring property. There are no windows in the side elevation of No.9 that would be affected.

9.9 The new dwelling would project approximately 2m beyond the rear elevation of No.9 School Hill, and although it would only be set 1.2m off the boundary with the neighbouring property it is not considered that such a depth would appear so unduly overbearing when viewed from the rear of the neighbouring property that refusal of the application would be warranted.

9.10 The new dwelling would project approximately 4m beyond the rear elevation of the neighbouring property to the south at No.17 School Hill, however as a result of the 4.5m gap that would remain between the two dwellings a 45 degree line drawn from the midpoint of the nearest rear facing window at that property would not intersect the new dwelling. It is therefore not considered that it would result in an unacceptable loss of light to the rear facing windows of the neighbouring property. There are no windows in the side elevation of No.17 that would be affected.

9.11 Although the dwelling would project further to the rear of No.17, it would be separated from the rear garden of that property by a track between the two dwellings. As such it would also be set 4.5m off the private amenity area to the rear of that property, and it is therefore not considered that it would appear so unduly overbearing when viewed from the rear of No.17 that refusal of the application would be warranted.

9.12 No side facing windows at first floor level would face north towards No.9. An en suite window at first floor level would face south towards No.17, and this window would be likely to overlook the private amenity area to the rear of that property. A condition will therefore be imposed requiring this window to be glazed with obscure glass and fixed shut. A further condition will restrict any additional first floor windows in both side elevations, to ensure that neither of the neighbouring properties would be overlooked.

9.13 It is therefore not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties. The development would therefore not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

iv. Transport implications

9.14 Access to the dwelling from School Hill would be in a similar location to the existing and would provide access to two parking spaces. One space would be within the integral garage with a further space to the front. The garage would comply with the Parking Standards having internal dimensions of 3m x 6m. The proposed driveway space in front of the garage also complies with the requirements of the Parking Standards in respect of its size, and adequate pedestrian access to the main front door is provided. The two parking spaces and pedestrian access can be secured by condition.

9.15 The development would provide a dwelling with a potential four bedrooms (three bedrooms and an office/study). Three spaces are required for such a dwelling, and as such the development would not comply with the Parking Standards in only providing two parking spaces. A third space could be provided within the frontage, parallel to the road, however access to such a space would be difficult.

9.16 The site has been visited on the following dates, at the following times. The number of cars that were parked on-street is shown as follows:

- Tuesday 17 November, 7.45am. Three vehicles on-street.
- Thursday 3 December, 2.30pm. Two vehicles on-street.
- Thursday 7 January, 11am. No vehicles on-street.
- Monday 11 January, 8.15am. No vehicles on-street.
- Thursday 21 January, 9.40am. One car on-street.
- Friday 22 January, 3pm. One car on-street.
- Monday 25 January, 7.30pm. Two cars on-street.

9.17 The site has therefore been visited at a variety of dates and times, and very little on-street parking was observed at any time. As such, the harm that would result from potentially one additional vehicle parking on-street is not considered so significant that refusal of the application would be warranted. It is not considered that an additional vehicle parked on-street would result in an adverse impact on access or highway safety. It is therefore not considered that a condition requiring an amended parking layout showing a further additional space to be submitted is necessary on this occasion.

9.18 The Site Plan shows a new 400mm high brick wall being provided to the front of the property and the new driveway being moved slightly away from the boundary with No.9 School Hill. This would enable adequate sight lines to be achieved for vehicles exiting the driveway. Any alterations to the dropped kerb would require the consent of the Highway Authority. The proposed driveway is shown on the Site Plan as block paving and this would need to be permeable.

9.19 The new dwelling would have access to the rear and a shed is to be provided in the rear for cycle parking and enclosure for bin storage. These can be secured by planning condition. A Construction Management Plan will also be secured by condition in the interests of highway safety.

9.20 Subject to the recommended conditions, it is not considered that the development would result in an adverse impact on highway safety. It is therefore not considered that the development would be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy M9 or the NPPF.

v. Biodiversity Considerations

9.21 A bat report has been submitted which shows that the building to be demolished is not a bat roost. It is therefore not considered that the development would result in an adverse impact on protected species. A condition will be imposed to restrict site clearance within the main bird nesting period of 1 March to 31 August inclusive, unless a scheme to minimise the

impact of the construction of the development on nesting birds is submitted to and approved by the Local Planning Authority. A further condition was recommended by the Biodiversity Officer that would require a scheme of bird and bat boxes to be submitted, however as there would be no harm to protected species as a result of the development it is not considered that such a condition is necessary on this occasion.

vi. Sustainability

CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards for water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. No such statement has been submitted in support of the application, therefore a condition is recommended requiring the submission of a Sustainability Statement prior to the occupation of the development in accordance with CSDPD Policy CS10 and the NPPF.

vii. Community Infrastructure Levy (CIL)

9.18 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.

9.19 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. Replacing the existing dwelling at this site with a new dwelling is not development that 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 local area or the amenities of the residents of the neighbouring properties. The proposed parking arrangements are considered acceptable, and the development would not result in an adverse impact on protected species. A condition will be imposed to ensure that sustainability requirements are met.

10.2 It is therefore considered that the proposed development complies with Development Plan Policy SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS10, and CS23, BFBLP 'Saved' Policies 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 10 November 2015:

15/09/03

15/09/04

15/09/05

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

03. No construction works shall take place until brick and tile samples to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]
04. The first floor en suite window in south facing side elevation of the dwelling 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 up to a height of 1.7m from the floor level.
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) (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 at first floor level or above in the north or south facing side elevations of the dwelling 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. No construction works shall take place until details showing the finished floor levels of the building hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: In the interests of the character of the area.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]
07. No part of the dwelling shall be occupied until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be implemented in accordance with the Sustainability Statement, as approved, and retained as such thereafter.
REASON: In the interests of sustainability and the efficient use of resources.
[Relevant Policy: Core Strategy DPD CS10]
08. No development shall be occupied until the associated vehicle parking has been set out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.
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]
09. The garage accommodation 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]
10. The development shall not be occupied until secure and covered parking for bicycles has been provided in accordance with the approved drawing.

REASON: In order to ensure bicycle facilities are provided.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

11. No construction works shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
- (a) Parking of vehicles of site personnel, operatives and visitors
 - (b) Loading and unloading of plant and vehicles
 - (c) Storage of plant and materials used in constructing the development
 - (d) Wheel cleaning facilities
 - (e) Temporary portacabins and welfare for site operatives
- and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site other than those in the approved scheme shall be used for the purposes listed (a) to (e) above.

REASON: In the interests of road safety.
[Relevant Policies: Core Strategy DPD CS23]

12. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: BFBLP CS1, CS7]

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:
- 1. Commencement
 - 2. Approved Plan
 - 4. Obscure Glazing
 - 5. Restrictions on side facing windows
 - 8. Parking
 - 9. Garage
 - 10. Cycle Parking
 - 12. Site Clearance (unless scheme is submitted)

The applicant is advised that the following conditions require discharging prior to commencement of construction works:

- 3. Materials
- 6. Finished Floor Level
- 11. Construction Management Plan

The following condition requires discharge prior to the occupation of the dwelling hereby approved:

- 7. Sustainability Statement