

ITEM NO: 7

Application No.
16/00215/FUL
Site Address:

Ward:
College Town

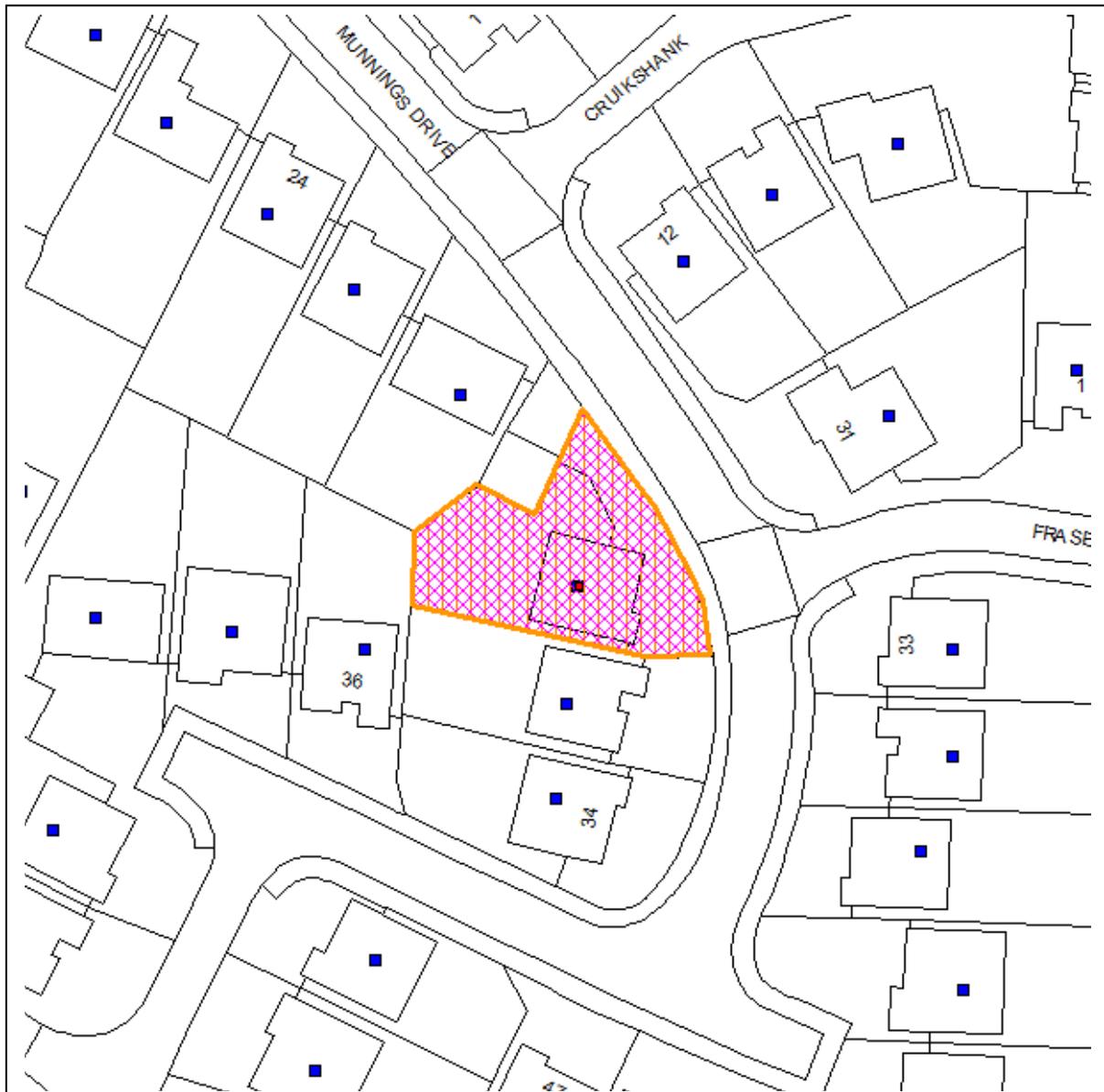
Date Registered:
9 March 2016

Target Decision Date:
4 May 2016

**30 Munnings Drive College Town Sandhurst
Berkshire GU47 0FN**

Proposal: **Erection of two storey side extension.**
Applicant: Mr and Mrs Simon and Shelagh Spurway Ash
Agent: (There is no agent for this application)
Case Officer: Matthew Miller, 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 a 2 storey side extension to the northern elevation.

1.2 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of neighbouring properties and would not adversely impact upon the character and appearance of the surrounding area. The proposals would be acceptable in terms of highway safety and parking, subject to proposed conditions.

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 30 Munnings Drive is a four bedroom, two storey detached dwelling located in a predominately residential area. The property contains an integral garage, which the applicant has the right to convert to habitable accommodation without requiring planning permission. The property contains a hardsurfaced frontage providing off-street parking, and benefits from an enclosed rear garden with an outbuilding forming a garden shed, and a soft landscaped northern side garden. The dwellinghouse has not been previously enlarged.

4. RELEVANT SITE HISTORY

4.1 The site history of the property can be summarised as follows:

02/00529/FUL

Erection of brick wall (max height of piers 2.390m) following demolition of existing garden wall.

Approved (2002)

5. THE PROPOSAL

5.1 The proposed development is the erection of a two storey side extension to the north-facing elevation of the dwelling. It would project 5.3 metres in width, and measure 7.5 metres in depth and 7.2 metres in height, with a hipped roof leading to a flat roof ridge.

5.2 The proposal would form a family room at ground floor and a bedroom and en-suite bathroom at first floor level. Internal alterations to the layout of the existing dwelling are also proposed, and the proposal would not result in a net increase in bedrooms from four.

5.3 During the course of the application amended plans have been received to remove the proposed parking space and associated additional dropped kerb access on the northern side of the property.

6. REPRESENTATIONS RECEIVED

Sandhurst Town Council:

6.1 Sandhurst Town Council object to the proposal on the grounds that it would result in an adverse impact on the amenities of the neighbouring properties through being overbearing.

Other representations:

6.2 A total of 11no. objections have been received from residents of surrounding properties. The objections can be summarised as follows:

- the initially submitted additional parking space on the northern side of the property would result in an adverse impact on highway safety as the supporting dropped kerb would be sited on a highway curve, and would worsen existing on-street parking issues;
- the proposal would result in an increase in noise pollution;
- the proposal would result in the devaluation of surrounding properties;
- part of the proposed internal alterations to the existing dwelling have already commenced;
- the storage of materials during the construction process would be unsightly and may spill on to the adjoining highway;
- the proposal would result in an adverse loss of light and loss of privacy impacts and be overbearing to the neighbouring properties;
- the proposal by way of its siting, bulk, massing and design would be out of character with the surrounding area,
- the proposal would constitute overdevelopment and would result in a terracing impact; and
- the proposal would result in the loss of garden space.

[Officer Comments: It is not considered that the enlargement of an existing dwelling would result in an adverse increase in noise pollution over existing levels. Property values are not a material planning consideration. Internal alterations to dwellings can be undertaken without the submission of a planning application, and in this instance this also applies to the integral garage as there are no restrictive conditions. The storage of materials during the construction process would be a temporary situation, and any storage that encroaches on to the highway would be a matter for the Local Highway Authority.

The remaining above matters are assessed in the report below].

7. SUMMARY OF CONSULTATION RESPONSES

Highway Officer:

7.1 The Highway Officer raises no objection to the amended parking plan.

7.2 No further statutory or non-statutory consultations have been required.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Design	CS7 of CSDPD, Saved policy EN20 of	consistent

	BFBLP	
Highway Safety & Parking	CS23 of CSDPD, Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) BRE Site Layout planning for Daylight and Sunlight: A Guide to Good Practice (2011). CIL Charging Schedule		

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 The application site is located within a defined 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, etc. These matters are assessed below.

ii. Impact on Character and Appearance of Area

9.3 The proposal would be set back from the front elevation of the existing dwelling by 1.6 metres, and would be set 1.7 metres lower in height than the existing dwelling. Although the proposal would project a significant width, the above in combination with the chamfered corners of the extension and its hipped roof style would serve to provide a degree of subordination to the proposal. Furthermore, on the front elevation of the extension cladding would be installed to match the cladding of the existing dwelling. In view of the above, it is not considered that the proposal would result in an adverse impact on the character of the host dwelling.

9.4 The existing street scene is characterised by a dense housing development consisting of varying house designs, with generally small separation distances between individual dwellings.

9.5 The existing property is prominent in the street scene as it is sited on a highway curve. The proposal has been designed to accommodate the curvature of the highway and the adjoining side garden of the property. The chamfered corners of the extension in combination with its set back and subservient height would serve to reduce the visual bulk and massing in the street scene.

9.6 Although the chamfered edges of the proposal would form a relatively unique design feature in the street scene, this in itself is not considered to be out of character with the surrounding area as the overall design is of good quality, and the use of chamfered edges serves a practical purpose to provide a sympathetic relationship to the highway and garden curvature.

9.7 While the proposal would be highly visible when viewed from the north, from the south it would be significantly obscured by the host dwelling due to its proposed siting and subservience. Furthermore, when viewed from the north, the proposed height and roof layout would aid in reducing the bulk and massing of the proposal and would enable the extension to form a sympathetic link to the host dwelling and its existing roof.

9.8 A separation distance of 1.3 metres to the pavement (at the shortest point) would be retained along the northeast-facing elevation of the proposal, with larger sections of side garden retained to the northwest and east. The existing 2 metre high hedging on the boundary of the property would be retained, which would continue to provide a separation feature and a soft landscaped screening feature.

9.9 Although the proposal would result in the loss of side garden it is not considered that in view of the overall size of the property, including its rear garden, that the proposal would constitute overdevelopment of the site. Furthermore, it is not considered that the proposal would result in a terracing impact as a separation distance of 1.4 metres (at the shortest point) would be provided between the proposal and the attached garage of 28 Munnings Drive to the northwest.

9.10 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, subject to a condition requiring matching materials.

iii. Impact on Residential Amenity

9.11 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 used as a standard for assessing acceptable levels of light.

9.12 The proposal would be visible from the rear and side of the neighbouring property of 28 Munnings Drive to the northwest. The existing attached (part-converted) garage of no.28 would form a separation feature between the proposal and the main dwelling of no.28, and combined with the height of the proposal, would serve to aid in screening the proposal from the main dwelling and rear garden of no.28.

9.13 Furthermore, there would be a separation distance of 8.0 metres between the proposal and the rear garden of no.28, and a separation distance of 8.2 metres from the proposal to the dwellinghouse proper of no.28. In view of this, the presence of the intervening garage, and in accordance with BRE Standards (2011) for loss of light, it is not considered that the proposal would result in an adverse loss of light or be overbearing to the occupants of no.28.

9.14 Two rear-facing (west-facing) windows are proposed to be installed to the extension at first floor level. In view of the separation distance of 8.0 metres to the rear garden of 28 Munnings Drive the applicant has proposed to obscure-glaze these windows, to prevent an adverse loss of privacy impact. Furthermore one of these windows would serve an-suite bathroom, resulting in the requirement for obscure-glazing. It is not considered that these

obscure-glazed windows would increase the perception of overlooking in comparison to the existing situation, in view of the existing rear windows present on the host dwelling. It is recommended that a condition be imposed to secure these windows are being obscure-glazed, and to restrict the formation of any further windows.

9.15 The proposal would not be readily visible from the neighbouring property of 32 Munnings Drive to the south, as it would be obscured by the host dwelling.

9.16 The proposal would be visible from various dwellings on the opposite side of Munnings Drive, particularly 12 Cruikshank Lea and 31 Munnings Drive to the northeast, and 33 Munnings Drive directly opposite. However, in view of the separation distances of 16 metres to these dwellings (at the shortest point), and the presence of existing front-facing windows on the host dwelling, it is not considered that the proposal would result in an adverse impact on the residential amenity of occupants of these properties.

9.17 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 recommended conditions.

iv Impact on Highway Safety

9.18 With the associated internal alterations to the host dwelling, the proposal would not result in a net increase in bedrooms (four existing). In accordance with the guidance contained within the Parking Standards SPD (2007), it is advised that a four bedroom dwelling should have provision for three off-street parking spaces. The property as existing has two parking spaces provided through the existing driveway. With the option available to convert the existing garage to habitable accommodation without the requirement for planning permission, the garage is not considered to be a realistically usable space, and therefore the existing property has a shortfall of one parking space. As there would be no net increase in bedrooms, it is not reasonable to require the provision of additional parking.

9.19 Following the receipt of amended plans, no alterations are proposed to the existing parking arrangements, as no changes are proposed to the existing two driveway spaces. The Highway Officer has been consulted on the proposal, and raises no objection as the existing parking shortfall would be maintained. Furthermore, access to the rear of the property for bin and cycle storage would be maintained. Access to the front door of the dwelling would be unaffected.

9.20 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 (2007), and the NPPF.

v Community Infrastructure Levy (CIL)

9.21 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.

9.22 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. Extending the existing dwelling at this site 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 host dwelling or surrounding 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' 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 29 April 2016:

DWG – SSAJ5 R4 'Floor and Roof Plans' received on 7 March 2016

DWG - SSAJ9 R4 'Proposed Elevations' received on 7 March 2016

DWG – SSAJ17 R1 'Proposed Site/Block Views' received on 4 April 2016

DWG – SSAJ18 R1 'OS Map Dimensions' received on 4 April 2016

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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (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 west- or northwest-facing elevation of the development hereby permitted.

REASON: In the interests of the residential amenity of the neighbouring property of 28 Munnings Drive, College Town.

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

05. The 2no. windows the first floor of the west-facing side elevation of the development 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 openable 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 property of 28 Munnings Drive, College Town.

[Relevant Policy: BFBLP 'Saved' Policy 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 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 Plans
 3. Materials
 4. Windows
 5. Obscure-glazing

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.

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