

**ITEM NO: 10**

Application No.  
**19/00883/FUL**

Ward:  
Winkfield And  
Cranbourne

Date Registered:  
7 October 2019

Target Decision Date:  
2 December 2019

Site Address:

**10 Aldridge Park Winkfield Row Bracknell Berkshire  
RG42 7NU**

Proposal:

**Conversion of garage to habitable accommodation.**

Applicant:

Ms Katalin Roszik

Agent:

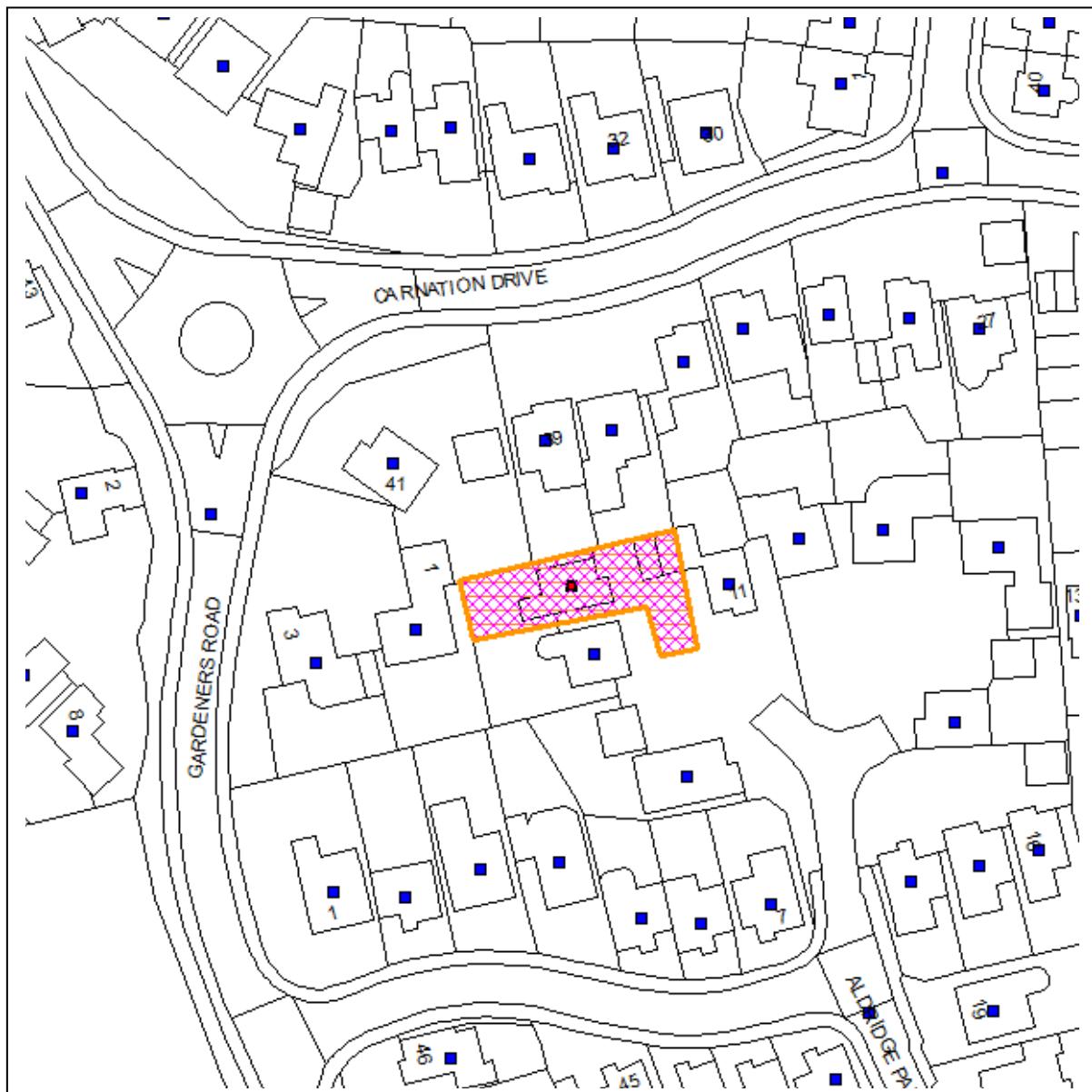
Mr Matyas Szalay

Case Officer:

Alexander Ralph, 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. SUMMARY**

1.1 The proposal is for the conversion of a garage into habitable accommodation and would not have any adverse impacts on the character of the area, residential amenity or highway safety.

#### **RECOMMENDATION**

Planning permission be granted subject to the conditions set out in Section 11 of this report.

### **2. REASON FOR REPORTING APPLICATION TO COMMITTEE**

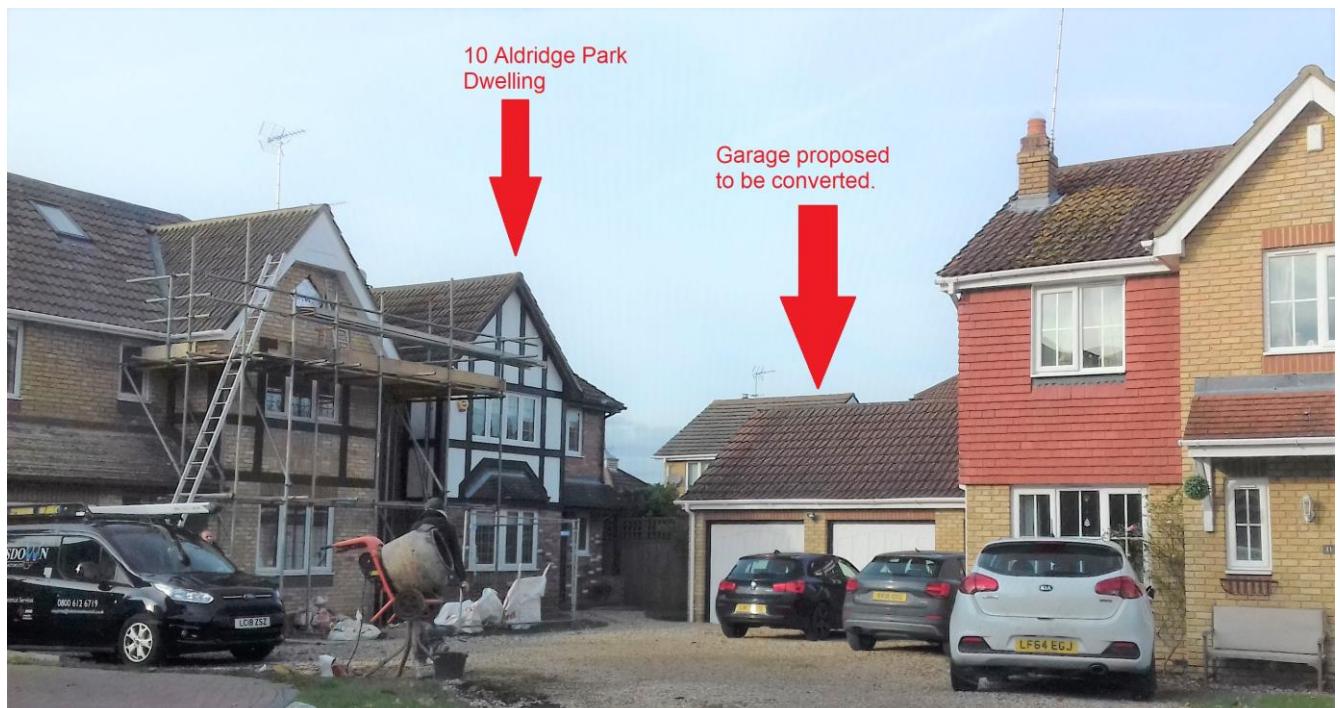
2.1 The application has been reported to the Planning Committee following the receipt of more than 5 objections.

### **3. PLANNING STATUS AND SITE DESCRIPTION**

#### **PLANNING STATUS**

Within settlement boundary  
Within 5km of SPA

3.1 The site is located to the north of the highway, Aldridge Park. 10 Aldridge Park is a four-bedroom dwelling with a detached double garage that is attached to a single garage belonging to 11 Aldridge Park. There are 2 parking spaces to front of the double garage. Whilst the original supporting statement states this is a three-bedroom property, the Local Planning Authority consider it to be four bedrooms and this is what it is being assessed as. This is because one bedroom is being used as a study.



## **4. RELEVANT SITE HISTORY**

4.1 The relevant planning history is set out below:

618990 - Erection of 59 three and four bedroom detached houses with associated roads and sewers.

(Approved 1993)

Condition 15 of permission 618990 states "the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for the purpose"

## **5. THE PROPOSAL**

5.1 The proposal is for the conversion of the double garage into habitable accommodation. The double garage currently measures approx 5.45 metres in width, and 5.33 metres in depth internally. A new window would be inserted in the side elevation and new doors with glass insets.

## **6. REPRESENTATIONS RECEIVED**

### Winkfield Parish Council

6.1 Winkfield Parish Council recommended refusal, stating that the loss of a garage parking space would not be supported.

### Other responses received

6.2 7 objections have been received from 5 addresses. The issues raised can be summarised as follows:

- Concern that the garage would be used to run a business, and would not be a gym as stated on the application form.
- Issues regarding parking, mainly regarding that clients would be visiting the business, and that this would increase parking volume
- Concern regarding overlooking to neighbouring properties.

## **7. SUMMARY OF CONSULTATION RESPONSES**

### Highways:

7.1 The Highway Authority raised no objection.

## **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:

|                  | <b>Development Plan</b>    | <b>NPPF</b> |
|------------------|----------------------------|-------------|
| General policies | CS1, CS2 of CSDPD          | Consistent  |
| Residential      | Saved policy EN20 of BFBLP | Consistent  |

|  |  |            |
|--|--|------------|
| <b>amenity</b>   |  |            |
| Design   | CS7 of CSDPD, Saved policy EN20 of BFBLP | Consistent |
| Parking  | Saved policy M9 of BFBLP                 | Consistent |
| Transport  | CS23 of CSDPD                            | Consistent |
| <b>Supplementary Planning Documents (SPD)</b>  |  |            |
| Parking Standards SPD  |  |            |
| Design SPD   |  |            |
| <b>Other publications</b>  |  |            |
| National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) |  |            |
| 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 Transport implications
- v Community Infrastructure Levy

### i. Principle of development

9.2 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). Policy CP1 of the Site Allocations Local Plan sets out that a positive approach should be taken to considering development proposals (which reflects the presumption in favour of sustainable development set out in the NPPF), and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

9.3 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 proposed garage conversion is within the settlement boundary and the principle of development is therefore acceptable subject to no adverse impact on highway safety etc.

### ii. Impact on character and appearance of the area

9.4 The existing garage doors are intended to be replaced by insulated doors with glass insets, with an additional window inserted into the side elevation of the garage. Brick infills would remain similar to existing materials on the dwelling. Subject to appropriate materials, the changes to the frontage of the garage are considered to be minor and the garage would remain similar in appearance to the existing garage.

9.5 , 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 property, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

### iii. Impact on Residential Amenity

9.6 There is no change to the built form of the garage and therefore no overbearing impacts would result from the proposal. The only changes externally are the insertion of two doors with glass insets looking southward towards the highway of Aldridge Park, and a window facing west towards the dwelling itself. These would not result in any adverse overlooking over and above the existing situation.

9.7 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring occupiers, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF, subject to a condition to ensure that the accommodation remains ancillary.

#### **iv. Transport implications**

##### **Access**

9.8 This site takes access off Aldridge Park, located to the south of the dwelling, and this will remain unchanged.

##### **Parking**

9.9 The application form, and provided plans, show that three car parking spaces can be achieved on the site. Originally, this included one space in the garage and the Highway Authority deemed that the remaining space would be insufficient. A parking plan has since been received, demonstrating that three spaces can be accommodated on-site<sup>2</sup> spaces to the front of the existing double garage and another to the side of the garage. "Certificate B" has been completed and notice served on the occupiers of the shared driveway leading to the property.

9.10 As 3 parking spaces can be provided the proposal is acceptable in line with BFBLP Policy M9, CSDPD Policy CS23 and the parking standards SPD.

##### **viii. CIL**

9.11 The Council, in consultation with Natural England, has formed the view that any net 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.

9.12 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) the creation of additional dwellings.

9.13 In this case, the proposal would not be CIL liable as it does not comprise the creation of new dwellings.

## **10. CONCLUSIONS**

10.1 The proposed development is within the settlement boundary where the principle of development is acceptable. The proposal would not have any adverse impacts on the character of the area, residential amenity or highway safety.

10.2 The application is therefore recommended for conditional approval.

## **11. RECOMMENDATION**

11.1 That the application be approved subject to the following conditions:

1. 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.

2. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents received by the Local Planning Authority on 29.01.2020

Drawing Numbers: A.01/A, A.05/A, A/06A

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

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be similar in appearance to those of the existing dwelling.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

4. The garage development hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwellinghouse, known as 10 Aldridge Park and shall at no time form a separate dwelling.

REASON: The creation of a separate unit would require mitigation measures.

[Relevant Policies: Core Strategy DPD CD6].

5. The development hereby approved shall not be occupied until the associated vehicle parking has been provided 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, Core Strategy DPD CS23]

## Informatives

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. 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. Ancillary Use
5. Provision of Parking

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. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.

