

**2017/0172**

**Reg Date 23/02/2017**

**Bagshot**

**LOCATION:** BUFFERS, 25 STATION ROAD, BAGSHOT, GU19 5AS  
**PROPOSAL:** Erection of a part single storey, part first floor, part two storey first side and rear extension including the conversion of existing attached single garage and provision of attached single garage. (Amended plans rec'd 10/04/2017).  
**TYPE:** Full Planning Application  
**APPLICANT:** Mrs S Jones  
**OFFICER:** Duncan Carty

**This application would normally be determined under the Council's Scheme of Delegation, however, it is being reported to the Planning Applications Committee at the request of Councillor Valerie White.**

**RECOMMENDATION: GRANT subject to conditions**

## **1.0 SUMMARY**

- 1.1 This planning application relates to the erection of a part two storey, part single storey, side and rear extension. The proposal relates to a dwelling located within the settlement of Bagshot. The current proposal would not have an adverse impact on local character, residential amenity and highway safety.
- 1.2 This application proposal is recommended for approval.

## **2.0 SITE DESCRIPTION**

- 2.1 The application site falls within the settlement of Bagshot, within a small cul-de-sac of dwellings (23-45 Station Road), off the principal highway close to Bagshot rail station. The east flank boundary of the site adjoins 23 Station Road with 27 Station Road to the west flank boundary; 19-21 Station Road to the rear; and, 43 Station Road lying opposite the site. The site relates to a detached 1990's, gable roof two storey dwelling located centrally on the plot, with a setback from the highway of about 5 metres. The vehicular access is at the east flank of the site, with a garage to the side and parking in front. The rear garden extends to a depth of about 12 metres.
- 2.2 The application property lies between similarly aged detached dwellings with a mix of detached and semi-detached properties in the immediate area.

### **3.0 RELEVANT HISTORY**

None at this site, but the following on an adjoining site is relevant:

- 3.1 SU/16/0089 Erection of a single and two storey side extension including the conversion of the existing garage into habitable accommodation at 23 Station Road. Approved in April 2016.

### **4.0 THE PROPOSAL**

- 4.1 The current proposal is for a part two storey, part single storey, side and rear extension. The proposal would follow the demolition of an existing single storey side addition (garage).
- 4.2 The proposed extension would have a width of 2.8 metres (3.1 metres at the rear), with a 10.2 metre depth (8 metres at first floor level) with a ridge height of 6.9 metres, 0.4 metres less than the existing dwelling. The proposed extension element would extend 2.2 metres beyond the main rear wall (1.2 metres at first floor level) and 0.7 metres behind the front main wall (1.9 metres at first floor level) to the front with a mono-pitch roof over to a maximum height of 3.2 metres.
- 4.3 The proposal has been amended to reduce the scale of the side extension, reducing its depth and maximum height. Whilst the garage space would be removed, with a store provided to the front part of the extension, two parking spaces would be retained to the front.

### **5.0 CONSULTATION RESPONSES**

- 5.1 Windlesham Parish Council Objected on the basis of loss of light to adjoining property.

### **6.0 REPRESENTATION**

At the time of preparation of this report no representations have been received raising an objection and one representation in support, making no specific comments.

### **7.0 PLANNING CONSIDERATION**

- 7.1 The application site falls within the settlement of Bagshot. Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP) and the National Planning Policy Framework are relevant as well as the emerging Residential Design Guide Regulation 13 Consultation Draft 2017 (RDGCD). The proposal is not CIL liable.

7.2 It is considered that the main issues to be addressed in determining this application are:

- impact on character;
- impact on residential amenity; and
- impact on highway safety.

### **7.3 Impact on character**

7.3.1 Policy DM9 of the CSDMP indicates that development should respect and enhance the local character of the environment be it in an urban or rural setting, paying particular regard to scale, materials, massing, bulk and density.

7.3.2 The proposal would increase the width of development at a two storey height at this property, providing no gap to the flank boundary with 23 Station Road. The proposal would have a reduced maximum height and significant setback from the front main wall of the host dwelling, so resulting in a subservient form of development. Given the similarities of the extension approved at 23 Station Road under SU/16/0089, with the current proposal, i.e. retaining a 1 metre gap between two storey elements between these properties, if both extensions were to be built, this proposal would still be acceptable.

7.3.3 The current proposal is considered to be acceptable on local character grounds, complying with Policy DM9 of the CSDMP.

### **7.4 Impact on residential amenity**

7.4.1 Policy DM9 of the CSDMP indicates that development respects the amenities of occupiers of neighbouring property and uses.

7.4.2 The proposed development would be set on the flank boundary with 23 Station Road and would be set about 3.3 metres beyond the main rear wall of this dwelling (2.1 metres at first floor level). No adverse impact on the residential amenity of the occupier of this property is envisaged, with a 45 degree horizontal line of sight from the nearest windows not breached as required by Paragraph 8.12 of the RDGCD, to the rear edge of the first floor element at the rear of this property and limited rear projection would not result in any significant overbearing impact.

7.4.3 The proposal would be set about 10 metres from the nearest part of the adjoining residential property, 27 Station Road, and no adverse impact on the residential amenity of the occupier of this property is envisaged. The proposal would be set some distance from any other adjoining or nearby residential property to have any material impact. As such, the current proposal is considered to be acceptable on local character grounds, complying with Policy DM9 of the CSDMP.

### **7.5 Impact on highway safety**

7.5.1 The current proposal would reduce the parking provision on the site, but providing two spaces on the site to meet parking standards, and no adverse impact on highway safety is therefore envisaged.

As such, no objections are raised on highway safety grounds, with the proposal complying with Policies CP11 and DM11 of the CSDMP.

## **8.0 CONCLUSION**

8.1 The current proposal is considered to be acceptable in terms of its impact on local character, residential amenity and highway safety.

## **9.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER**

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The proposed development shall be built in accordance with the following approved plans: 17006-001 received on 23 February 2017 and 17006-002 Rev. A received on 10 April 2017, unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

3. The building works, hereby approved, shall be constructed in external fascia materials; brick, tile, bonding and pointing, to match those of the existing building.

Reason: In the interests of the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. No additional windows shall be created in the flank elevation(s) of the development hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of the amenities enjoyed by neighbouring residents and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

#### Informative(s)

1. Decision Notice to be kept DS1
2. Building Regs consent req'd DF5
3. Advice regarding encroachment DE1
4. Party Walls (etc) Act 1996 DE3