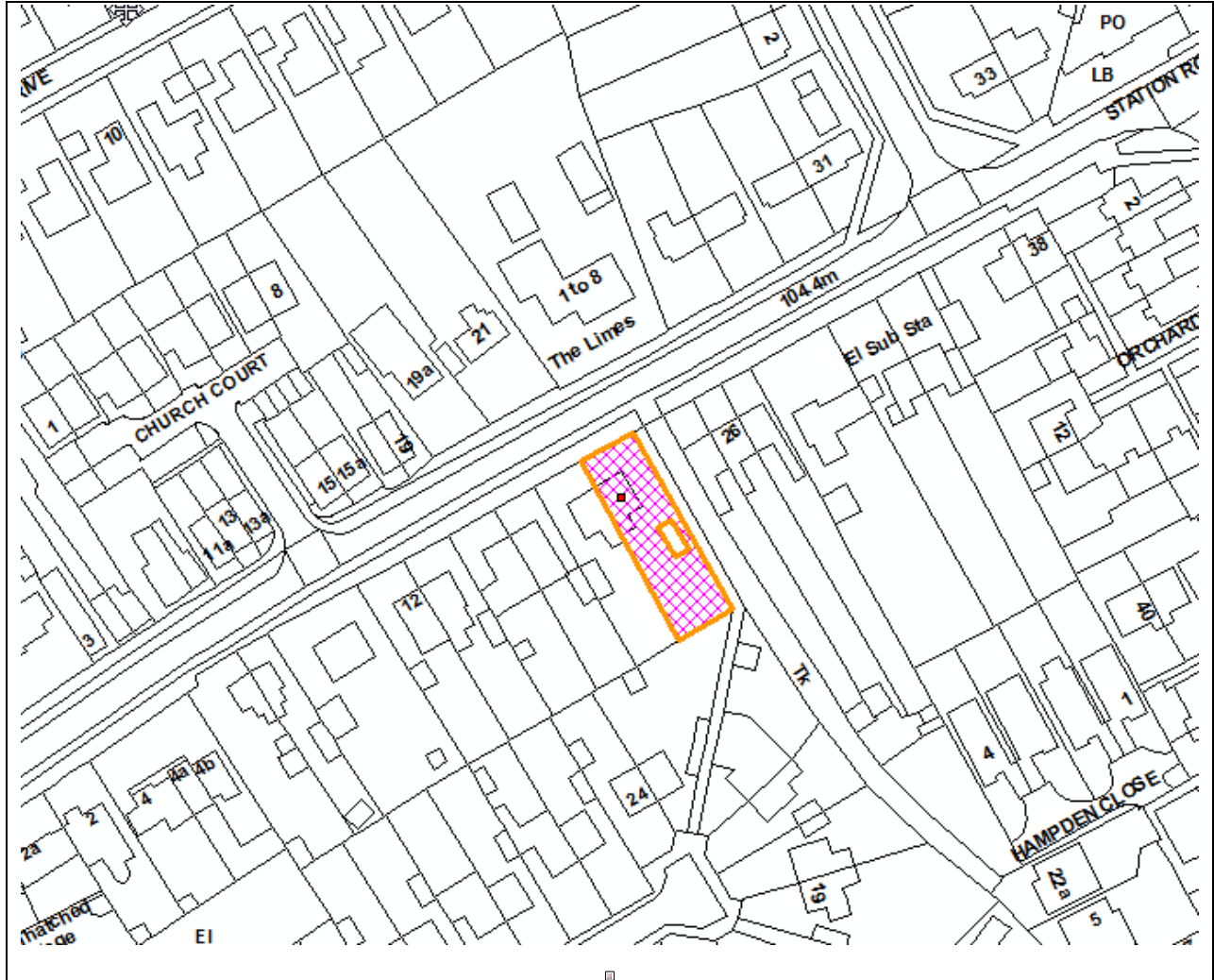


19/01498/APP



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REFERENCE NO	PARISH/WARD	DATE RECEIVED
19/01498/APP	STOKE MANDEVILLE The Local Member(s) for this area is/are: -	18/04/19
SINGLE STOREY REAR EXTENSION AND NEW ATTACHED GARAGE	Councillor Mrs C Paternoster Councillor Bill Chapple	
22 STATION ROAD HP22 5UL M FITZGERALD	Councillor Mike Collins	
STREET ATLAS PAGE NO.116 B2		

1.0 The Key Issues in determining this application are:-

- a) Impact on appearance and character of the dwellinghouse, street scene and wider area
- b) Impact on residential amenity
- c) Impact on highways & parking

The recommendation is that permission be **GRANTED**, subject to conditions

APPROVED subject to the following conditions:-

Conditions:

1. STC5 – Standard time condition
2. US04 – Matching materials

Reasons:

1. RE03 – To comply with Town and Country Planning Act and Section 51 of Planning and Compulsory Purchase Act.
2. RE11 - Satisfactory appearance

WORKING WITH THE APPLICANT/AGENT

In accordance with paragraphs 38 and 39 of the National Planning Policy Framework, Aylesbury Vale District Council (AVDC) takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. AVDC works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, minor amendments and additional information was required to make the development acceptable; the applicant provided this information through amended plans which were found to be acceptable, and the application was determined within the timeframe agreed.

2.0 INTRODUCTION

- 2.1 The application needs to be determined by Development Management Committee as the Parish Council has raised material planning objections.
- 2.2 Regarding the Parish Council's objections, it is acknowledged that the proposed single storey rear extension does represent an increase in the footprint of the original dwelling, however, it is considered that due to the relatively large size of the plot and the set back nature of the extensions the proposal would not appear cramped within its setting nor would it appear overly prominent within the street scene. Therefore, it is considered that the proposal accords with policy GP35 and GP9 of the AVDLP, the AVDC Design Guide on Residential Extensions and the NPPF.

3.0 SITE LOCATION AND DESCRIPTION

- 3.1 22 Station Road is a two storey semi-detached dwellinghouse located on the south side of Station Road towards the west of Stoke Mandeville. The dwellinghouse is constructed of brick with a pebble rendered first floor with a hipped concrete-tiled roof and white uPVC windows and doors. There are existing single storey front and rear extensions featuring pitched roofs. The dwelling benefits from a timber shed and a detached garage which abuts the east boundary.
- 3.2 The rear boundaries are bordered by timber fencing of approximately 1.8m in height. The east side boundary is bordered by hedging of approximately 3m in height and, 1.8m timber fencing and the east side elevation of the detached garage.
- 3.3 There is an area of hardstanding to the side and front of the dwellinghouse and garage, providing off street parking for four vehicles.
- 3.4 To the east of the dwellinghouse lies a public footpath, connecting Station Road to Brudenell Drive to the rear of the dwellinghouse. Neighbouring dwelling-houses are of a similar character and appearance to the application site.
- 3.5 There are no relevant constraints upon the dwellinghouse.

4.0 PROPOSAL

- 4.1 The application seeks planning permission for the demolition of the existing detached garage, the erection of a single storey rear extension with a connected garage. The proposed extension will measure 10.8m in width, 8.9m in depth, 2.7m to the eaves and 3.2m at the highest point. Although the proposal covers one extension, it can be understood as two components, one as an extension to the rear of the dwellinghouse and a second as the attached garage protruding beyond the side elevation. The proposed rear extension element will measure 5.5m in width, 4.4m in depth, with a maximum height of 3.2m. The proposed garage element will measure a further 5.3m in width, 8.9m in depth, 2.7m to the eaves and 3m to the highest point. Both elements will

be flat roofed. The rear extension will be characterised with a roof lantern, which will protrude 0.7m above the flat roof.

- 4.2 The proposed developments will be constructed of facing brickwork to match the existing, with openings in the rear elevation only.

5.0 RELEVANT PLANNING HISTORY

- 5.1 79/01329/AV - Brick built porch and toilet – Approved

6.0 PARISH COUNCIL COMMENTS

- 6.1 Stoke Mandeville Parish Council have objected to the application stating: 'Stoke Mandeville PC wishes to object to this application. The development would lead to an over development of the site and the proposed extension is far bigger than the original footprint'

7.0 CONSULTATION RESPONSES

- 7.1 Buckingham and River Ouzel Internal Drainage Board – No comment.
- 7.2 Buckinghamshire County Council Highways – Satisfied that the application would have no material impact on the safety and operation of the adjoining public highway.

8.0 REPRESENTATIONS

- 8.1 None received.

9.0 EVALUATION

- 9.1 Stoke Mandeville Parish Council is in the process of developing a draft neighbourhood plan, this remains at an early stage and as such at this time carries no weight in the planning process.

a) Impact on appearance and character of the dwellinghouse, street scene and wider area

- 9.2 NPPF paragraph 124 highlights that 'Achieving well designed places' is central to the purpose of the planning system and to achieving sustainable development.
- 9.3 GP.35 of AVDLP states that the design of new development proposals should respect and complement; the physical characteristics of the site and the surroundings, the building tradition, ordering, form and materials of the locality, the historical scale and context of the setting, the natural qualities and features of the area and the effect on important public views and skylines.
- 9.4 Policy GP.9 of the Aylesbury Vale District Local Plan (AVDLP) seeks to protect the character of an area and its surroundings, in regards to the potential appearance of the dwelling and other buildings in the locality and any development's potential residential impact.

- 9.5 Policy GP.9 also states that extensions should accord with the Council's Design Guide on Residential Extensions (DG). The DG states that extensions which respect the design of the original and which do not overwhelm the original building are preferred, and that the infilling of gaps between residential buildings can harm the character of the street.
- 9.6 Policy GP84 of the AVDLP states that when considering applications for development affecting a public right of way, the Council will have regard to the convenience, amenity and public enjoyment of the route and the desirability of its retention or improvement for users, including people with disabilities.
- 9.7 Although the proposed development would measure 8.9m in depth, it is not considered to overwhelm the original dwellinghouse. The proposed development would not protrude beyond the original rear elevation of the existing garage, and the element set to the rear of the dwellinghouse would protrude 4.4m beyond the rear elevation of the original dwellinghouse which is considered to be of an acceptable scale when considered in the context of the size of the site. Furthermore, despite the size of the proposed extension, it is considered the extension will remain a subservient addition to the original dwellinghouse due to the single storey nature. The dwelling sits in a relatively large and spacious plot and the site has not undergone any previous significant extensions. It is therefore considered the proposals would not result in overdevelopment of the site, there would be no detrimental cumulative impact as a result.
- 9.8 The proposed garage element would be visible from Station Road to the front, and would be built close to the eastern boundary, adjacent to the public right of way. The replacement garage would have a flat roof with a height of 3m, a height of 0.5m taller than the existing garage. Currently, the east boundary treatment is formed of hedging, timber fencing and the east side elevation of the existing garage. The proposed development would result in a greater portion of the east boundary treatment being composed of the east side elevation of the proposed development, replacing elements of the timber fencing. This impact upon the public footpath is considered acceptable, as it does not represent a prominent view point and the footpath boundary is already partially composed of the existing garage elevation. As such it is not considered that there would be any significant impact on the users of the public right of way as a result of the proposed changes.
- 9.9 The rear extension element (to the main property) would not be visible from Station Road, the rear and side boundary treatments would screen views of this element from the public footpath. It is acknowledged that the proposed replacement garage element has a significantly larger footprint than the existing garage, extending 2.5m beyond the existing side elevation and 3.1m beyond the existing front elevation of the existing garage and this will be visible from the street scene. However, the proposed garage is set back from the front elevation of the dwelling by 7.7m and 13m from the highway and therefore it is considered it would not appear overly prominent when viewed from Station Road. Furthermore, the proposed garage would not appear as an unusual feature within the street scene considering that a number of neighbouring dwellinghouses including no.16 and no.20 Station Road also feature extensions which protrude up to the side boundary.
- 9.10 The proposed extensions are to be built of materials to match the existing dwelling, and therefore it is considered they would not appear out of place in relation to the existing house or within the wider area.

9.11 In summary the proposal as a whole is considered to be of a scale and design that respects the character and appearance of the existing dwelling and does not overwhelm it. In addition is considered that the proposal would not appear overly prominent within the streetscene or the locality in general, nor would there be any significant impact on users of the adjacent public right of way. The proposals are therefore considered to comply with GP9, GP35 and GP84 of the AVDLP, the Council's Design Guide Residential Extensions and NPPF.

b) Impact on residential amenity

9.12 Policy GP8 of the AVDLP sets out that that planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of nearby residents when considered against the benefits arising from the proposal. The NPPF sets out that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

9.13 The AVDC Design Guide on Residential Extensions states that, in the interest of amenity, the depth of rear extensions should be restricted. To semi-detached houses, the DG specifies a maximum depth of 4 metres.

9.14 The proposed garage extension element will protrude 8.9m beyond the rear elevation of the dwellinghouse and will be 0.5m taller than the existing garage, however it will not protrude beyond the original rear elevation of the existing garage therefore, it is considered that any impact upon amenity will be acceptable in this regard. Furthermore, there is a footpath located adjacent to this boundary and therefore no immediate neighbour to the east. The proposed rear extension element will also protrude 4.4m beyond the rear elevation of the existing dwellinghouse, this is 0.4m deeper than the normal maximum depth stated in the Design Guide. However, there is presently a rear extension at no.20 Station Road (to the west) and when considered in the context of this existing extension, the proposed rear extension will only protrude 2m beyond this rear elevation of No. 20 Station Road. Furthermore, the design of the proposed development is such that the maximum height of the main building would be limited to 3m. Due to this relationship and the single storey nature of the proposal, it is considered there would be no significant impact to the amenity of this neighbouring dwelling.

9.15 Openings are proposed in the rear elevation only, which would look out onto the rear garden of the property. The rear garden has a depth of approximately 16m and due to the size and shape of the plot, it is therefore considered there would be no overlooking to the dwelling to the rear as a result of the proposed extensions.

9.16 In summary, given the positioning of the proposal and its relationship relative to the neighbouring properties in terms of scale, position of windows and orientation it is considered that the proposal would not have an unacceptable adverse impact upon the neighbouring amenity. Therefore the proposal accords with GP.8 of AVDLP and NPPF.

c) Impact on highways and parking

9.17 Policy GP24 of AVDLP seeks to maintain levels of car parking appropriate to the level of development. SPG1 – Parking Guidelines, requires that 2 spaces be provided for the extended 3 bedroom dwelling. The proposed development as proposed will not result in

the loss of a parking bay nor will it result in any additional bedrooms to the dwelling. There is existing hardstanding to the front of the dwelling, which would continue to adequately accommodate the 3 spaces required. Therefore the proposal is considered to accord with GP.24 of AVDLP and NPPF and the Council's SPG Parking Guidelines.

Case Officer: Alex Armour