

Report to East Buckinghamshire Area Planning Committee

Application Number:	PL/20/3778/FA
Proposal:	Single storey rear extension alterations to existing side carport and alterations to roof over existing garages
Site Location:	28 Nairdwood Close, Prestwood, Great Missenden, Buckinghamshire, HP16 0QN
Applicant:	Mr Robert McKenary
Case Officer:	Alex Wilson
Ward affected:	Great Missenden
Parish Council:	Great Missenden
Valid date:	10 November 2020
Determination date:	12 February 2021
Recommendation:	Conditional Permission

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 This application seeks permission for a single storey rear extension, alterations to existing side carport and alterations to the roof over the existing garages.
- 1.2 The application is before Committee as Councillor Gladwin has indicated that he would like the application heard before Committee should the Officer's recommendation be for approval.
- 1.3 The recommendation for the proposal is to grant conditional permission.

2.0 Description of Proposed Development

- 2.1 This application seeks permission for a single storey rear extension, alterations to existing side carport and alterations to roof over existing garages. Rooflights are also proposed across this proposed built form.
- 2.2 The single storey rear extension would attach to the south western elevations of the main dwelling and the existing garage/car port and would feature a flat roof. Fenestration additions and a door way will feature along the rear and side elevations. The extension would approximately measure 12.2 metres in width, 2.2 metres in depth and a total height of 2.9 metres.
- 2.3 The alterations to the existing car port would comprise of the brick infilling of the north western side elevation and the continuation of the flat roof to match that of the single

storey rear extension. A slide sliding sectional garage door will be inserted to the north eastern front elevation.

- 2.4 Alterations will be made to the pitched roof frontage across the garages, with the roof being lifted in height to an approximate eaves height of 2.5 metres and a roof ridge height of 4.1 metres. It should be noted that this will not extend across the flat roofed car port.

3.0 Relevant Planning History

- 3.1 CH/1978/2103/FA – 01.02.1979 – Erection of four detached dwellinghouses – Conditional Permission
- 3.2 CH/1994/0552/FA – 16.06.1994 – Alterations, single storey front extension, car port and pitched roof over front of existing garages – Conditional Permission

4.0 Summary of Representations

- 4.1 Three letters of objection received which all comment that the applicant has informed them that the application would be withdrawn.

Officer Note: Whilst the Council cannot control what the applicant tells their neighbours, obviously the application has not been withdrawn.

5.0 Policy Considerations and Evaluation

- National Planning Policy Framework (NPPF), February 2019
- National Design Guidance, October 2019
- Core Strategy for Chiltern District - Adopted November 2011.
- Chiltern District Local Plan adopted 1 September 1997 (including alterations adopted 29 May 2001), consolidated September 2007 and November 2011
- Chiltern and South Bucks Community Infrastructure Levy (CIL) Charging Schedule

Principle and Location of Development

Core Strategy Policies:

CS4 (Ensuring that Development is Sustainable)

CS20 (Design and Environmental Quality)

Local Plan Saved Policies:

GC1 (Design of development throughout the district)

H13 (Extensions to dwellings in the built-up areas excluded from the Green Belt and in Policy GB4 and GB5 in the Green Belt)

- 5.1 The application site relates to a two storey detached dwellinghouse located to the south western side of Nairdwood Close, which is a residential cul-de-sac. The existing dwelling is characterised with a gable ended roof and brickfaced elevations, with the existing garage and car port sited to the north eastern side of the dwelling.
- 5.2 The site is located in the built up area of Prestwood where extensions to existing dwellings are acceptable in principle subject to complying with the relevant Policies of the Development Plan.

Raising the quality of place making and design

Core Strategy Policies:

CS4 (Ensuring that the development is sustainable)

CS20 (Design and environmental quality)

CS22 (AONB)

Local Plan Saved Policies:

GC1 (Design of development throughout the district)

GC4 (Landscaping throughout the district)

H13 (Extensions to dwellings in the built-up areas excluded from the Green Belt and in Policy GB4 and GB5 areas in the Green Belt - general policy)

H15 (Design and siting of extensions throughout the district)

LSQ1 (AONB)

- 5.3 Local Plan Policy GC1 refers to the design and appearance of the development and requires all proposals to be assessed with regard to the scale of development, height, siting and relationship with adjoining boundaries and highway, car parking, materials, form, detailing of building work in sensitive locations and design against crime.
- 5.4 Local Plan Policy H13 states that extensions to dwellings within built-up areas will be acceptable providing that the character and appearance of the street scene would not be adversely affected. Additionally, Policy H15 requires that extensions respect the scale and proportion of the existing dwelling, with external materials that should harmonise well with the existing dwelling.
- 5.5 The site lies in an Open Plan Suburban typology area, as defined in the Council's Townscape Character Study, 2017. These are areas of a distinct type of suburban development, characterised by a sense of space and openness with no boundary treatment between buildings and the roads. The Study notes that these areas feature curved roads which meander around open front gardens, slightly staggered building lines, quiet roads with little through traffic and car parking is provided on plot in the form of garages or drives, with very little on street parking. Nairdwood Close displays strong characteristics in this regard.
- 5.6 The single storey rear extension is modest in size and subservient in scale to the host dwelling. Furthermore, it would not be visible in the street scene and represents a proportionate increase in size compared to the existing dwelling and would not be overly large relative to the plot size. It is considered to conform to the general vernacular of the dwelling including the part flat roofed garages. It is noted that much of the rear part of the extension could be built, in isolation, as permitted development anyway. The alterations to the pitched roof frontage across the garages with raised tiles will be acceptable in scale and appearance and will be very similar to the slightly higher garage roofline at the neighbouring property.
- 5.7 In relation to the proposed third garage, a car port with walls and a covered roof already exists in the same location, and therefore, in effect, the dwelling already has three garages. In fact, the existing structure is not entirely in keeping with the host dwelling. The new garage would be in the same location as the covered car port, but would in fact improve the appearance by removing the slightly oddly proportioned existing car port.

The surrounding dwellings are characterised by garages to their sides and the proposal would reflect this important character of the area. Indeed, it would be possible to insert a garage door anyway, to the existing car port, without needing planning permission. That would retain the oddly proportioned structure whereas the proposed structure would avoid that scenario and would create a better relationship with the host dwelling. The Planning and Design Principles for Open Plan Suburban areas, set out in the Townscape Character Study, include to retain existing patterns of open plan landscaped frontages, and to ensure that parking is carefully integrated into these areas to avoid the introduction of hard landscaped front gardens to accommodate cars. In this case, the open landscaped frontage is retained. Also, by creating a third garage in place of the car port, it ensures that the parking arrangements are in accordance with the Design Principles, by integrating it to the side of the property rather than affecting the landscaping and planting at the front of the site, which is important to retain.

- 5.8 Whilst the works will be visible from Nairdwood Close, given the setback nature of the dwelling, and that the garage would replace a slightly oddly proportioned car port, in the same location, it is considered that it would integrate satisfactorily and would not adversely affect the character and appearance of the street scene. It is noted that the Parish Council does not object to the proposal.
- 5.9 The whole area is located within the Chilterns AONB, although this is a landscape designation that applies primarily to the natural landscape. The site itself is within a suburban street, as defined in the Townscape Character Study, and a third garage to replace the car port would have no impact on the wider natural landscape character of the AONB.

Amenity of existing and future residents

Local Plan Saved Policies:

H13 (Extensions to dwellings in the built-up areas excluded from the Green Belt and in Policy GB4 and GB5 areas in the Green Belt - general policy)

H14 (Safeguarding the amenities of neighbours in relation to extensions throughout the district)

- 5.10 The adopted Residential Extensions and Householder Development SPD states that developments should not dominate neighbouring properties, or result in important windows serving habitable rooms being presented with a building that appears visually intrusive or overbearing. A development should also not appear overbearing or visually intrusive when from neighbouring dwellings and/or their garden.
- 5.11 Furthermore, Local Plan Policy GC3 refers to the protection of amenities throughout the district. It states that where amenities are impaired to a significant degree, planning permission will be refused.
- 5.12 In terms of its impact upon residential amenities, the site is flanked by neighbouring dwellings located to the south east and north west. Consideration has been given to ensure minimal impact is presented to neighbouring occupiers.

- 5.13 In respect to these neighbouring dwellings, most notably No. 26, the single storey rear extension would have the greatest potential to impact neighbour amenities given that this built form will be closest to their respective boundary. Given the single storey nature of the extension and its modest depth, the resultant built form is considered proportional to the existing dwelling and would not appear significantly overbearing or obtrusive in nature. In respect to the alterations to the existing car port, given that the scale of this built form would not significantly change and is flanked against the side elevation of the north western neighbouring dwelling, it would not cause a detrimental impact in terms of being overbearing or instances of overshadowing.
- 5.14 In respect to the fenestration additions, given that these will be mostly rear facing with a side south eastern window sited adequately away from the respective side boundary, no concerns are raised in respect to potential instances of overlooking or a reduction in privacy.

Transport matters and parking

Local Plan Saved Policies:

TR11 (Provision of off-street parking for developments throughout the district)

TR16 (Parking and manoeuvring standards throughout the district)

- 5.15 The dwelling has a gross floor area of over 120m², for which the parking standard is three spaces. Five spaces are currently available on the driveway and the garages, and as such no additional parking is required in accordance with Policies TR11 and TR16 of the Local Plan. Five spaces would continue to be provided, as a car port already exists. No concerns are therefore raised as the current parking arrangement meets the standards.

6.0 Weighing and balancing of issues / Overall Assessment

- 6.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 6.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a. Provision of the development plan insofar as they are material,
 - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
 - c. Any other material considerations
- 6.3 As set out above it is considered that, the proposed development would accord with the development plan policies.

6.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

7.0 Working with the applicant / agent

7.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

7.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this case, the Applicant was kept updated throughout the course of the application.

Recommendation: Conditional Permission

Subject to the following conditions:-

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 (1) of the Town & Country Planning Act 1990, as amended.

2. The materials to be used in the external construction of the development hereby permitted shall match the size, colour and texture of those of the existing building.

Reason: To ensure that the external appearance of the enlarged building is not detrimental to the character of the locality.

3. This permission relates to the details shown on the approved plans as listed below:

List of approved plans:

<u>Received</u>	<u>Plan Reference</u>
25 Nov 2020	JRM9/20/1 RM
25 Nov 2020	JRM/9/20/2
25 Nov 2020	JRM9/20/3

INFORMATIVE(S)

1. The Council is the Charging Authority for the Community Infrastructure Levy (CIL). CIL is a charge on development; it is tariff-based and enables local authorities to raise funds to pay for infrastructure.

If you have received a CIL Liability Notice, this Notice will set out the further requirements that need to be complied with.

If you have not received a CIL Liability Notice, the development may still be liable for CIL. Before development is commenced, for further information please refer to the following website <https://www.chiltern.gov.uk/CIL-implementation> or contact 01494 732792 for more information.

