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Department	Planning
Comments	Not Set
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PL/20/0135/FA

Case Officer: Vicki Burdett
Date Received: 13.01.2020 Decide by Date: 12.06.2020
Parish: Burnham Ward: Burnham Church And Beeches
App Type: Full Application
Proposal: Demolition of existing garage and erection of single storey side and rear infill extensions. Loft conversion including rear roof extension and raising of the ridge, addition of front and rear dormers and 6 rooflights. Front porch, formation of 3 parking spaces and vehicular access
Location: 15 Cambridge Avenue
Burnham
Buckinghamshire
SL1 8HP
Applicant: Mr Tajinder Dhaliwal

SITE CONSTRAINTS

Adjacent to Unclassified Road
North South Line
SBDC Airport Safeguarding
BCC MWLDF and BMWLP (Mineral Protection Zones)
SBDC Settlements
Site of Special Scientific Interest (SSSI) Impact Zones
SBDC Wind Turbine Dev
Townscape Character

CALL IN

The application has been referred to the Planning Committee following discussion between Officers and the Chairman elect. In the interests of the wider public it is considered the application would benefit from further scrutiny.

SITE LOCATION

The application site comprises of a detached bungalow situated on the west side of Cambridge Avenue, within the developed area of Burnham. The dwellings along Oxford Avenue and Cambridge Avenue are predominantly bungalows, with a number having being converted into chalet-style dwellings with the introduction of dormer windows.

Cambridge Avenue terminates to the south where it meets the small cul-de-sac of Greenway, which also largely comprises of chalet-style and bungalow buildings. The application site benefits from a vehicular access point with a small driveway and front lawn area. Boundary treatments along Cambridge Avenue comprise, in the main, of low bridge walls and soft landscaping. The street scene therefore has a slightly open character and buildings are generally low level and modest in terms of scale.

The application site is designated as a Suburban Settlement within the Chiltern and South Bucks Townscape Character Study (2017).

THE APPLICATION

The application proposes the demolition of the existing garage and erection of single storey side and rear infill extensions. Loft conversion including rear roof extension and raising of the ridge, addition of front and rear dormers and 6 roof lights. Front porch, formation of 3 parking spaces, vehicular access and associated landscaping.

The proposed extensions would create a resultant chalet-style bungalow whereby the footprint of the dwellinghouse would not be significantly enlarged. The existing dwellinghouse already has a deep footprint and features a series of flat roofed single storey rear extensions, in addition to the existing garage outbuilding.

The proposed roof extension and dormers would allow for habitable accommodation within the roof space which is a recognised characteristic within the existing street scene of Cambridge Avenue. The overall roof ridge would be raised by 1.3 metres (totalling 6.5m) with an eaves height of 2.5m (which would not be any higher than the eaves of the existing dwelling) featuring a hipped roof with front and rear dormers which would be set down in height from the main ridge by 0.5m.

The proposed resultant dwellinghouse would be finished in a mixture of brickwork, white render, tile cladding and matching roof tiles.

The application also proposes an extended vehicular access, hardstanding of the existing front lawn area to form a driveway with associated soft landscaping.

During the course of the application the proposed development has been amended.

RELEVANT PLANNING HISTORY

PL/20/0141/SA - Certificate Granted - Certificate of Lawfulness for proposed: Outbuilding

PL/18/2382/FA - Refused - Replacement dwelling

17/00038/FUL - Withdrawn - Replacement detached 6 bedroom house with basement. Formation of vehicular access and associated parking

12/00196/FUL - Refused - Single storey side/rear extension. Replacement roof incorporating 2 side dormer windows to create habitable accommodation. Detached garden room.

89/01055/APPLIC - Conditional Permission - Single storey rear extension

77/00305/APPLIC - Conditional Permission - Erection of single storey rear extension to form bedsitter for elderly parent

PARISH COUNCIL

Burnham Parish Council made the following comments:

'The Committee RESOLVED to OBJECT to the application for several reasons: inadequate parking provision, insufficient visibility at the access point; the dwelling would seem incongruent and constitute overdevelopment by virtue of its scale and design; the roof alterations would appear overbearing to the adjacent property; there were issues relating to the invasion of privacy through the positioning of the various skylight, dormer and floor to ceiling windows; the loft conversion was viewed as superfluous and would result in several properties being overlooked as well.'

Additionally, a construction management plan was needed to outline how the transportation of materials and traffic management would be dealt with; the site in question had a small frontage and the road on which it was situated was large inadequate for manoeuvring large vehicles.

The Committee also stated that the application should be considered alongside PL/20/0141/SA to properly gauge the overall intensification of the site'.

[OFFICER NOTE: It is necessary to note that the comments submitted from the Parish Council were prior to the submission of amended plans, and subsequently, following re-consultation, no further comments have been submitted].

REPRESENTATIONS

A total of 17 neighbouring properties have objected to the proposed development with concerns summarised as below:

Character and Appearance

- Proposed works are excessive to the size of the plot
- The scale of the enlarged and extended roof is excessive compared to the surrounding properties
- No other properties have a full width driveway
- Reduction in garden space
- The rear extension was only intended as a rear porch/mud room and not intended as a habitable room, but has now been re-named as a family room. We feel that this would need demolishing and re-building to allow for the proposed extensions rather than building above with new footings dug.

Residential Amenity

- At present the pitched roof of No. 15 is in line with our own roof (No.11) and their extension is flat roofed so does not interfere with light
- The proposed development has a heightened and much extended pitched roof only 1 metre from our boundary will render it obtrusive and unduly prominent when viewed from our living room, kitchen and garden
- Overlooking from windows
- Currently there is a substantial conifer hedge that hides me from the houses in Cambridge Avenue and if it were to be retained, the impact of the loft conversion would be less concerning. However, the second application leads me to conclude that this hedge will have to be removed to build the outbuilding.

Parking/Highways

- Currently the occupiers have 4 vehicles, where at least 2 are parked on the pavement
- The proposed building will increase the amount of residential vehicles and visitor vehicles

Other

- Damage to the environment by cutting down trees
- No action plan for the disposal of waste and building materials coming in and out of the cul-de-sac
- Having oversized/heavy trucks will cause damage to the road and grass verges and there is no safe turning point to exist the Avenue
- Taking into account there is an additional application for a separate outbuilding we feel this is attempting to incorporate too much into the plot resulting in overdevelopment
- Over the years there has been serious damage to my garden wall, to kerb stones, verges and street furniture due to large vehicles
- Development will cause a lot of noise, nuisance, dirt and dust
- Trees might have to come down
- Concerns of impact on underground sewers and water supply
- Parking of tradesmens vans and vehicles parking adjacent to the site
- Lack of design and access statement
- Garage could have an asbestos roof

[OFFICER NOTE: It is noted that following the comments summarised as above, amended plans were submitted to address Officers concerns and previous objections. These included amendments to the design of the extensions, revised dropped kerb width, proposed landscaping and driveway arrangements].

The following summarises comments received since the submission of amended plans:

- Previous concerns have not been addressed
- I do not want to lose my privacy and be overlooked by a huge house at the end of my garden
- Blocking sunlight and lack of natural drainage from the main building and outbuilding/gym
- My concern is that the parking provision is for 3, not 4 as the applicant has 4 cars

- No mention of how they intend to achieve the loft conversion at the rear of the building, no mention of the demolition of the rear extension, which would appear to be necessary
- Concerned about the amount of heavy haulage traffic
- Gross overdevelopment of a small site
- Loss of privacy, overbearing and loss of light
- We are pleased to see that some of our concerns about car parking have been addressed
- The proposed drive is more in keeping with the street scene
- The dropping of the dormers is welcomed as it is more in keeping with others in the street

CONSULTATIONS

The Council's Arboriculturist made the following comments:

'There are no current tree constraints at above property. I have looked at site photographs in submitted DAS for application PL/18/2382/FA as well as street view and aerial photography. As far as I can tell no significant trees are affected. If following your site visit you have any concerns/site photographs in regards to trees, please let me know'.

Highways Development Management Team:

'Cambridge Avenue is a residential unclassified road subject to a 30mph speed restriction. Within the vicinity of the site, there is an absence of parking and waiting restrictions. The road benefits from pedestrian footpaths.

This application proposes three parking spaces. The parking standards specify that each parking space should be a minimum of 2.4m x 4.8m wide. Whilst I trust that the Local Planning Authority will consider the level of parking proposed, I can confirm that these spaces are of adequate dimensions and would allow for vehicles to park, turn and leave the site in a forward gear. The existing access and dropped kerb is to be widened.

Having assessed the submitted information, it would seem that the access point cannot achieve the required visibility of 2.4m x 43m. Notwithstanding this, I note that other properties in the local area have similar access arrangements and as such I do not believe an objection on this point alone would be sustainable.

Mindful of the above, I do not have any objections to this proposal subject to the following conditions and informative points imposed in any consent you may grant'.

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011 - CP8

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011:
Saved Policies - EP3, EP4, EP5, H11, TR5 and TR7.

South Bucks District Council Residential Design Guide (Supplementary Planning Document (SPD) - Adopted October 2008

Emerging Chiltern and South Bucks Joint Local Plan (2036)

Chiltern and South Bucks Townscape Character Study - 2017

National Design Guide - October 2019

EVALUATION

Principle of Development

1. The application site is located within the built up area of Burnham, wherein extensions and alterations to dwellings are considered to be acceptable, subject to complying with all relevant Development Plan Policies.

2. The publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. This document has now gone through the consultation stage. However, given that draft Local Plan has yet to be examined by the Planning Inspectorate, only limited weight can currently be given to this document.

Design/character and appearance

3. The NPPF at Section 12, under the heading "Achieving well-designed places" sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to secure high quality design.

4. Local Plan Policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted.

5. Local Plan Policy H11 further emphasises that proposals to extend and alter existing residential dwellings will only be permitted where the extension would be integral to the dwelling and would harmonise with the existing building in terms of scale, height, form and design; and the extension would not have an adverse impact on the character or amenities of the locality in general.

6. As aforementioned above, the site lies within a Suburban Settlement as defined by in the Chiltern and South Bucks Townscape Character Study (2017). These areas are defined by the buildings that line the roads rather than the landscape that surrounds them. They are dominated by hard surfaces and often contain smaller plots and a tighter urban grain, compared to Green Suburban Roads and Woodland Roads.

7. When viewed in the context of the street scene, the proposed development would have an appearance similar to other buildings by virtue of the proposed chalet-style bungalow with accommodation in the roof space. The existing dwelling is relatively small in comparison to other properties in the street scene, including next door at No. 17 Cambridge Avenue which has been extended through a roof extension, roof dormers and roof lights.

8. In regards to the proposed scale of the development, as aforementioned, the existing footprint of the dwellinghouse would not be significantly altered by building above the existing single storey rear extension and by infilling the footprint to form a rectangular shape build. The resultant dwellinghouse would feature a roof extension to allow for habitable accommodation in the roof space which is a regular characteristic within the street scene of Cambridge Avenue, with many properties being of a similar appearance.

9. The proposed development would not disrupt the established building line within Cambridge Avenue and would continue to retain spaciousness to the sides of the building to the flank boundaries. In addition, the proposal would incorporate an open front driveway with a low front boundary treatment which is also a key characteristic and contributes positively to the character and appearance of the area.

10. During the course of the application, amendments were made to reduce the overall bulk of the dwellinghouse by setting down the rear dormers from the main roof ridge allowing the roof dormers to sit comfortably within the front and rear roof slopes, and not result in a prominent or obtrusive addition within the street scene.

11. Concerns have been raised from residents regarding the proposed vehicular access and parking arrangements and its impact on the character and appearance of the street scene. These concerns have been noted by Officers, and amended plans were subsequently submitted to reduce the size of the vehicular access, resulting in a low front boundary treatment being retained and landscaping. Whilst it is regrettable that the front lawn area is to be laid in hardstanding, this is a common feature within the street scene where many front gardens have been converted to form driveways. In addition, the proposed hardstanding would be finished in an off-red paving which would be similar to that of other properties in Cambridge Avenue.

12. The proposed extensions would allow for the dwelling to be 6.5m in height with an eaves height of 2.5m (which matches the existing dwelling). The ridge height of the resultant dwelling would have a similar height to other chalet-bungalows in the street scene and therefore is not considered to result in a development which is at odds with the prevailing character of the area.

13. Whilst Officers do acknowledge that the resultant appearance of the dwellinghouse would be larger in scale in comparison to the existing host dwelling, by virtue of its gap to the boundaries, similar height to surrounding properties, retained building line and close match in the choice of materials, it is not considered that the proposed development would result in a prominent or uncharacteristic addition within the street scene and would integrate acceptably within the locality.

14. The proposed development is therefore not considered to be detrimental to the character and appearance of the existing dwelling or the wider locality, and would be in accordance with Local Plan Policies EP3, H11 and Section 12 of the NPPF.

Residential amenity

15. Local Plan Policy H11(b) refers to the protection of amenities throughout the District and emphasises that the development would not adversely affect the amenities of any adjacent properties for example through overlooking, over dominance, obtrusiveness and loss of daylight. The Council will consider the effect of proposals on the amenities of dwellings and their gardens. In considering the impact on a dwelling, the Council will pay particular attention to the impact on the primary windows of habitable rooms and kitchens.

16. The application site is flanked to both sides by neighbouring properties No. 11 and No. 17 Cambridge Avenue where the resultant dwelling would extend beyond the rear elevations of both properties. It is considered necessary to note that the existing footprint already extends beyond the rear elevations of neighbouring properties, albeit at single storey level incorporating a flat roof but the proposed extensions would not be any deeper.

17. The rear boundary of the application site also adjoins to No. 55 and No. 57 Wyndham Crescent; located to the east. Concerns have been raised from neighbouring properties to the rear of the proposed development in regards to potential overlooking resulting in a loss of privacy. Officers do note that in comparison to the existing dwelling, the proposed development would result in a larger and taller building with the installation of a rear roof dormer. However, by virtue of the significant distance in between both the host dwelling and the neighbouring properties to the rear (in excess of 25 metres) it is not considered that the proposed development would give rise to a harmful level of overlooking.

18. Within built up areas, a degree of overlooking is expected, however in this case it is considered that there is sufficient separation to the buildings to the rear to not result in a significant loss of privacy. It is also noted that this is a similar situation with other properties that have been extended within Cambridge Avenue, whereby similar distances are retained to properties within Wyndham Crescent. It is therefore not considered that the proposed development would adversely affect the amenities of these neighbouring properties.

19. Concerns have also been raised by immediate neighbouring properties flanking the application site and the impact on these properties is considered below.

17 Cambridge Avenue

20. As mentioned previously, No. 17 Cambridge Avenue has already been extended which is similar in appearance to that proposed. The proposed resultant dwelling would extend approx. 5.4m beyond the rear elevation of No. 17. As aforementioned, this projection already exists, however it's necessary to assess the impact of the roof extension resulting in an overall increased height. The projection would be set in approx. 2.8m from the south flank boundary, totalling a gap of 3.7m to the flank wall of No. 17.

21. The proposed eaves height would not be increased, whereby the resultant roof form would pitch away from the south flank boundary. Taking into account the boundary treatment separating the two properties, only a small proportion of the flank wall would be visible from No. 17, with the main visibility being the roof. By virtue of the gaps between the buildings and the roof sloping away from the south boundary at a 45-degree pitch, the proposed development is not considered to result in an overbearing or obtrusive form of development when viewed from No. 17.

22. In regards to whether the proposed development would result in a loss of privacy to No. 17, a total of four roof lights are proposed within the southern flank elevation and a series of windows at ground floor level. Due to the height of the boundary treatment between the two properties, it is not considered that the ground floor flank fenestration would result in any overlooking with the boundary treatment providing adequate screening. The proposed roof lights would accommodate two bedrooms and two bathrooms. Given the positioning within the roof slope of the proposed roof lights, it is considered that it would be possible to directly look out of them and into the garden space of No. 17.

23. As such, it is considered necessary to condition for these roof lights to be obscurely glazed and non-opening (unless installed 1.7 metres above the floor level) to ensure that the proposed fenestration arrangements do not result in any direct overlooking or loss of privacy. It is considered that this is an appropriate solution given that two of the roof lights serve bathrooms, and the other two bedrooms already have principle sources of light and views through the front and back dormers. It is also considered necessary to impose a condition to prevent the further installation of any roof lights to protect the amenities of No. 17.

24. Local Plan Policy EP5 refers to sunlight and daylight and stipulates that development will only be permitted where its design and layout would provide for adequate daylight, and where possible, sunlight, to reach into spaces around and between buildings and other physical features and would not result in a significant loss of daylight or sunlight to adjacent buildings or land. 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 utilised as a standard for assessing acceptable levels of visual amenity with concern to loss of light.

25. In accordance with BRE report guidance, a 25-degree line was drawn from the lowest habitable room in the flank elevation of No. 17 towards the host dwelling where the line does not intersect. Similarly, a 45-degree line was drawn from the rear facing windows of No. 17 towards the host dwelling where due to the gap in between the buildings despite the depth of the extension, the line does not intersect. As such, the Local Planning Authority are satisfied that the proposed development does not give rise to a significant loss of light to No. 17 Cambridge Avenue.

26. As such, given the reasoning's above, it is not considered that the proposed development would adversely affect the amenities of No. 17 Cambridge Avenue.

11 Cambridge Avenue

27. No. 11 Cambridge Avenue is flanked to the north of the application site and is a similar sized building to the host property. The property has not been extended and comprises a modest sized bungalow. The proposed extensions, similar to above, would extend beyond the rear elevation of No. 11 by approx. 6.9m. As aforementioned, this projection already exists, however it's necessary to assess the impact of the roof extension resulting in an overall increased height.

28. The resultant dwelling would retain a gap of 1m to the north-flank boundary where a total gap of 3m would be retained between the two buildings by virtue of the separation between the north flank boundary and No. 11 Cambridge Avenue. In addition, a single storey garage sits on the north flank boundary to the rear of No. 11, to a height of approx. 2.7m.

29. As aforementioned, the proposed eaves height would not be increased, whereby the resultant roof form would pitch away from the north flank boundary. Taking into account the boundary treatment separating the two properties and the existing detached garage to the rear of the neighbouring property, only a small proportion of the flank wall would be visible from No. 11, with the main visibility being the roof. The siting of the existing garage would be adjacent to the projection beyond the rear elevation of No. 11 and therefore would mitigate against any overbearing views from the proposed projection. By virtue of the gaps between the buildings and the roof sloping away from the south boundary at a 45-degree pitch, the proposed development is not considered to result in an overbearing or obtrusive form of development when viewed from No. 11.

30. In regards to whether the proposed development would result in a loss of privacy to No. 11, a total of two roof lights are proposed within the northern flank elevation and a series of windows and a door at ground floor level. Due to the height of the boundary treatment between the two properties, it is not considered that the ground floor flank fenestration would result in any overlooking with the boundary treatment providing adequate screening. The proposed roof lights would accommodate a bedroom and a study. Given the positioning within the roof slope of the proposed roof lights, it is considered that it would be possible to directly look out of them and into the garden space of No. 11.

31. As such, it is considered necessary to attach a condition for these roof lights to be obscurely glazed and non-opening (unless installed 1.7 metres above the floor level) to ensure that the proposed fenestration arrangements do not result in any direct overlooking or loss of privacy. It is considered that this is an appropriate solution given that the roof lights serve a bedroom which already has a principle source of light and views through the front and back dormers. Whilst it is noted that the second roof light serving the study is the only fenestration for that room, light would not be disrupted through the introduction of obscure glazing and notwithstanding this, the room would directly look into the neighbouring properties garden. It is also considered necessary to impose a condition to prevent the further installation of any roof lights to protect the amenities of No. 11.

32. In accordance with BRE report guidance and Local Plan Policy EP5 a 25-degree line was drawn from the lowest habitable room in the flank elevation of No. 11 towards the host dwelling where the line would intersect. However, it is considered necessary to mention that the line intersected with the existing house. By virtue of the matching eaves height to the existing dwelling, and 45-degree pitched roof sloping away from the neighbouring property, it is not considered that the proposed extensions would significantly result in any additional loss of light. It is considered that light would still be able to reach over the proposed roof and between the buildings.

33. As such, given the reasoning's above, it is not considered that the proposed development would adversely affect the amenities of No. 11 Cambridge Avenue.

34. To conclude, it is not considered that the proposed development would adversely affect the amenities of any neighbouring properties and the ones assessed are both located within close proximity to the application site. Therefore, the proposed development complies with Local Plan Policies EP3, EP5 and H11.

Parking/Highway Implications

35. Local Plan Policy TR5 refers to accesses, highway works and traffic generation from proposed development and Local Plan Policy TR7 refers to the Council's Parking Standards.

36. The Highways Development Management Team have been consulted, and subsequently raise no objections to the proposed development comprising of the alterations to the vehicular access and parking

arrangements, subject to recommended conditions. Officers do note that throughout the duration of the application, the width of the vehicular access has been reduced to ensure the character of the area is not compromised.

37. The Highways Development Management Team have not provided a full set of formal comments on the latest amendments but have confirmed that the proposed width of the vehicular access and parking arrangements in regards to manoeuvring in and out of the site would not give rise to any highway implications.

38. Furthermore, many residents have raised concerns over the proposed parking provision given the number of vehicles which are currently parking on, or near the site. Local Plan Policy TR7, Appendix 6 sets out the Council's Parking Standards where for a dwelling comprising 4 bedrooms or more, 3 parking spaces are required. As submitted within the application details, 3 car parking spaces can be provided within the proposed front driveway area and would therefore be in accordance with the Council's Parking Standards.

39. Whilst Officers do note that residents are concerned about further parking on the highway, as the proposed development complies with Local Plan Policy TR7; Appendix 6 the Local Planning Authority cannot request for further parking provision on site or sustain this as a reason for refusal.

Other matters

40. Concerns have also been raised from residents regarding the disturbance of Construction Traffic vehicles and the nuisance this could cause to residents. This does not amount to a material planning consideration and therefore cannot be taken into account when assessing this application.

41. Due to the size and nature of the proposed householder development, the Highways Development Management Team do not regard it as necessary to request for a Construction Management Plan to monitor the transportation of building materials etc.

42. Concerns have also been raised over the implementation of a detached outbuilding approved under PL/20/0141/SA. This has been approved under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and therefore any objections relating to this cannot be taken into account under this application. Notwithstanding this, an informative shall be included advising the applicant that if both are proposed to be implemented, the outbuilding approved under PL/20/0141/SA would still have to comply with the criteria within Class E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Conclusion

43. It is considered that a fair and reasonable balance would be struck between the interests of the community and the human rights of the individuals concerned in the event of planning permission being granted in this instance.

44. In accordance with Chapter 4 of the National Planning Policy Framework, the Council works in a positive and proactive way with Applicants and Agents and is focused on seeking solutions to issues arising from development proposals, where such solutions are apparent.

The Local Planning Authority works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- 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, amended plans were submitted during the course of the application to overcome concerns raised by the Case Officer.

RECOMMENDATION: Conditional Permission

Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. (SS01)

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).

2. The exterior of the development hereby permitted shall only be constructed in the materials specified on the plans hereby approved or in materials which shall previously have been approved in writing by the Local Planning Authority.

Reason : To ensure that the external appearance of the development is not detrimental to the character of the locality. (Policies EP3 and H11 of the South Bucks District Local Plan (adopted March 1999) refer.)

3. Before the first occupation of the extensions hereby permitted the roof lights in the flank elevations shall be fixed with obscured glazing and any part of the window(s) that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The window(s) shall be permanently retained in that condition thereafter unless agreed in writing by the Local Planning Authority.

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining property. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

4. No further windows, dormer windows or roof lights shall be inserted at or above first floor level in the flank elevations of the dwelling.

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining dwelling. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers).

5. The revised vehicular access shall be designed in accordance with the approved plans. The access shall be constructed in accordance with the approved plans and with; 'Buckinghamshire County Council's Guidance note, "Private Vehicular Access within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

6. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial commencement of the extensions hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the development hereby permitted or the substantial completion of the development, whichever is the sooner. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the development, whichever is the later, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. (ST02)

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

8. AP01 Approved plans

INFORMATIVE(S)

1. Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at www.ccscheme.org.uk. (SIN35)

2. You are advised that consent under the Building Regulations may be required for the proposed development and the Building Control Unit at the Council should be contacted in this regard. (SIN41)

3. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact Transport for Buckinghamshire at the following address for information

Transport for Buckinghamshire (Streetworks)
10th Floor, New County Offices
Walton Street, Aylesbury
Buckinghamshire
HP20 1UY
01296 382416

4. The applicant is advised that if both this permission (PL/20/0135/FA) and the outbuilding approved under PL/20/0141/SA are to both be implemented, the outbuilding would still need to comply with the criteria set out under Class E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) in order to benefit from being Permitted Development.