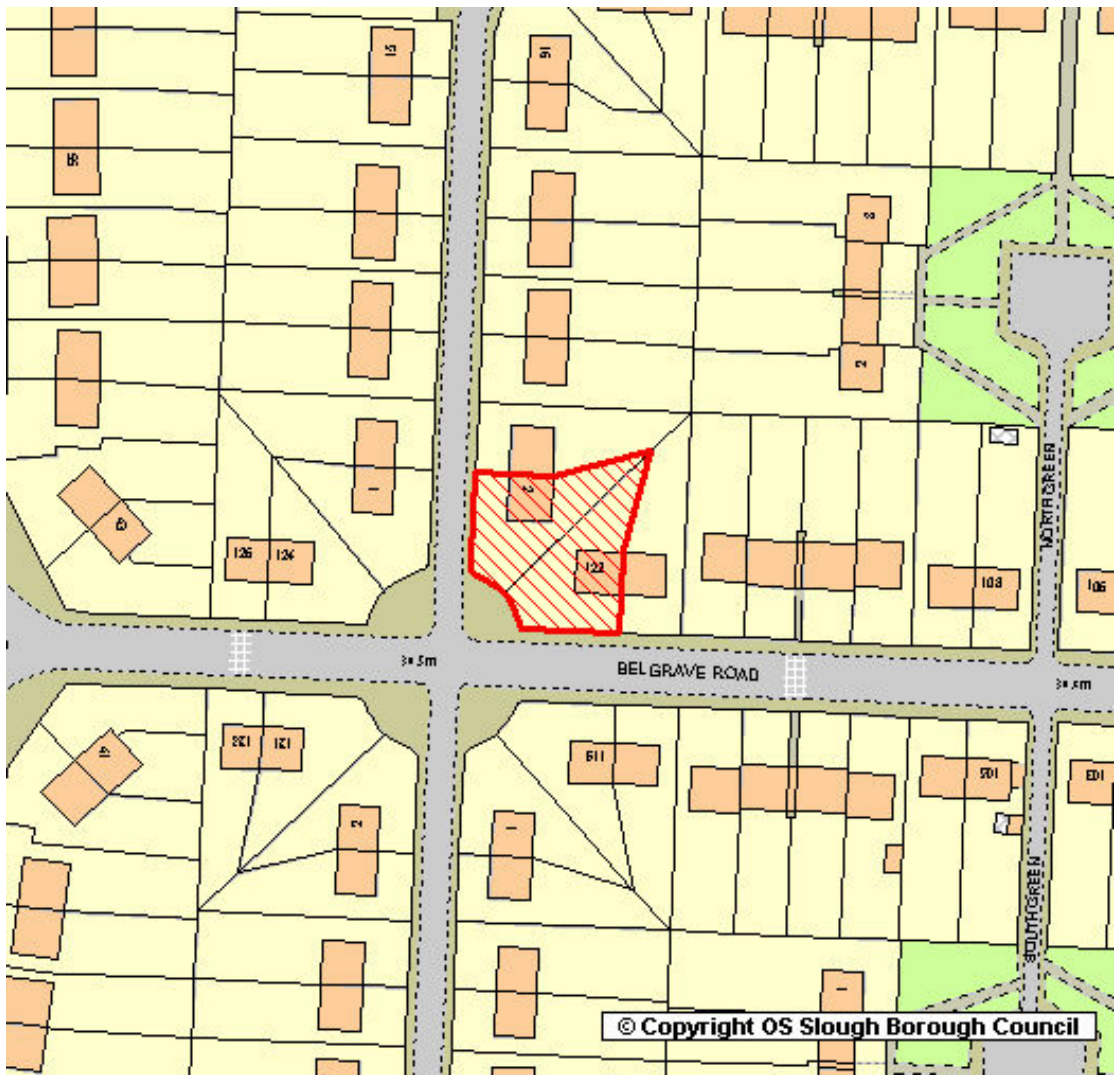


Registration Date:	29-Jun-2011	Applic. No:	P/15014/001
Officer:	Hayley Butcher	Ward:	Central
Applicant:	Mr. M. Taj		
Agent:	Mr. Najib Maan, A. Maan Architectural Services Limited 9, Farnburn Avenue, Slough, SL1 4XU		
Location:	2, Carrington Road and, 122, Belgrave Road, Slough, Berkshire, SL1 3RB		
Proposal:	ERECTION OF A THREE BEDROOM DWELLING		

Recommendation: Refuse



P/15014/001

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed scheme is not acceptable and as such it is recommended that the application is refused.

1.2 This application has been called in to Planning Committee by Councillor Chaudhry for the following reason:

“My concerns are that this application is not considered as in past a development was permitted on the same road by junction of Belgrave with Shackleton. My constituents think that this is unfair and there is no consistency in planning policy.”

PART A: BACKGROUND

2.0 **Proposal**

2.1 Planning permission is sought for the erection of a detached three bedroom dwelling.

3.0 **Application Site**

3.1 The application site consists of land between 122 Belgrave Road and 2 Carrington Road. These properties are located at the junction of these two roads.

4.0 **Relevant Site History**

4.1 Recently an application was made for the erection of a three bedroom detached property at the application site (ref P/15014/000). This was refused on grounds of: impact on character and street scene; design; impact on amenity; and provision of insufficient amenity space for the proposed dwelling.

4.2 This application forms a resubmission of this previous application.

5.0 **Neighbour Notification**

5.1 Miss J Derbyshire
121, Belgrave Road
Slough
SL1 3RA

1, 2, Gilliat Road
Slough
SL1 3QX

120, 124, Belgrave Road
Slough
SL1 3RB

1, 2, 4 Carrington Road
Slough
SL1 3RH

117, 119 Belgrave Road
Slough
SL1 3RA

5.2 One letter of objection received on grounds of:

Loss of light; overbearing on neighbouring properties; query over space for adequate landscaping and boundary treatments; out of keeping with surrounding properties; no amenity space; access to the off-road parking and impact on highway safety; development out of character with the pattern of development in the surrounding area; loss of trees impacting on visual amenity; loss of permeable land with additional hardstanding and impact on on surface water and sewer flooding; loss of wildlife habitat and air filters by reason of loss of green area; increase in traffic; increased on-street parking on the junction and paved areas making access impossible for those with prams or physical difficulties; social impact of overcrowding, lack of landscaping, enclosed spaces; allowing a development of which there are no similar developments would set a precedent.

6.0 **Consultation**

6.1 Highways and Traffic
No objection subject to conditions

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The proposal is considered in conjunction with saved policies: EN1 (Standard of Design), H13 (Backland/Infill Development), H14 (Amenity Space), and T2 (Parking Restraint) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 4 (Type of Housing), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and Planning Policy Statement 1 - Sustainable Development, Planning Policy Statement 3 - Housing, and Planning Policy Guidance 13 - Transport and Planning.

7.2 The Draft National Planning Policy Framework also forms a material planning consideration.

8.0 **Principle of Development**

- 8.1 The principle of the creation of family housing in this area is acceptable as per Core Policy 4 of the Core Strategy, subject to impact on character, and amenity of neighbouring properties.

9.0 **Impact on Character**

- 9.1 In line with PPS1 good design is fundamental. Good design is based on responding to existing character, appearance and other attributes of an area. It requires an understanding of how people will use and enjoy the spaces when built. At a more detailed level, it also includes design, massing and bulk, external materials, colours and landscaping, inclusive design, the orientation of the proposed buildings and their relationship to public spaces to provide adequate surveillance to help make a safe, secure environment.
- 9.2 The junction on which the application site is located is characterised by open and spacious corners. The four corners of the junction of Belgrave Road with Carrington Road and Gilliat Road are landscaped with mature trees. This gives the junction an open and verdant feel providing relief to the surrounding densely populated suburbs, and as such is an attractive characteristic of this area.
- 9.3 The proposed dwelling would remove one of these four green corners along with the removal of three mature trees; introducing instead a two storey built form with hard landscaping across the frontage of Belgrave Road. The proposal therefore does not respond to the existing character of this junction nor improves it. Conversely it would have a detrimental impact on the visual amenity currently enjoyed at this location.
- 9.4 This resubmitted application proposes some landscaping to the front of the property in the form of a front lawn on the corner behind a dwarf wall measuring 0.7m in height. This wall will abut the pavement here and continues along Carrington Road. Behind this wall will be a higher hedge at 1.8m high. This boundary treatment would effectively cut this area off from the public domain. Front plot boundaries should be defined by low level walls or hedging (ideally <1m in height) to provide a transition between the public/private boundaries. A 1.8m high hedge on this boundary would not achieve this. In addition a hedge at this height would provide little natural surveillance as is usual at the frontages of buildings.
- 9.5 The insertion of a small front lawn and hedging demonstrates an attempt to overcome the Local Planning Authority's concerns with respect to the loss of this open corner. However, this is not sufficient to mitigate the overall visual impact from the loss of this existing open space; which is accentuated by the presence of mature trees, and reinforced by similar open spaces on the other three opposing corners.

- 9.6 The proposed dwelling would have a 1m flank to flank separation distance from 122 Belgrave Road. The Residential Extensions Guidelines Supplementary Planning Document (SPD) specifies a 1m flank to boundary separation distance. This therefore means a minimum 2m flank to flank between dwellings. The proposal does not achieve this therefore the proposed detached dwelling would appear cramped in relation to 122 Belgrave Road.
- 9.7 The proposed dwelling, due to its siting on a prominent junction would need to address both Belgrave Road and Carrington Road. The proposed front elevation is located on Belgrave Road and adequately addresses this road with a front door and a number of windows. The side elevation which would face onto Carrington Road also now addresses this section of highway with windows. This overcomes previous concerns relating to the lack of this design feature. Windows which address public areas provide a positive contribute in terms of natural surveillance. However, this positive change is somewhat negated by the landscaping proposed along the boundary with Carrington Road as discussed in para. 9.4 above.
- 9.8 In terms of bulk, scale and massing the proposed detached dwelling would be located in an area dominated by semi-detached dwellings and terraces. Despite being detached the proposed dwelling respects the building lines of both Belgrave Road and Carrington Road and the eaves and ridge height would match neighbouring property 122 Belgrave Road, as does the overall design of the proposed dwelling.
- 9.9 The proposed dwelling would marginally increase the density of development in this area but this alone would not warrant a reason for refusal.
- 9.10 Assessment of the appropriate level of amenity space requires consideration of the type and size of dwelling, and type of household likely to occupy the dwelling (policy H14 of The Local Plan for Slough refers). As the proposal is for family sized accommodation the provision of suitable amenity space is essential. The Residential Extensions SPD recommends a rear garden area consisting of a minimum depth of 9m or 50m² for a three bedroom dwelling.
- 9.11 The proposal has been altered slightly from the previous application (P/15014/000) in that an area of amenity space to the side of the property is to be separated from the front lawn by a brick wall and hedging. A small strip of amenity space remains directly to the rear of the property.
- 9.12 Whilst the proposal meets the required size of amenity space as per the Residential Extensions Guidelines SPD consideration of the quality of amenity space is paramount as per policy H14 of the Local Plan for Slough. The amenity space located directly to the rear would be dominated by both the proposed dwelling and neighbouring property 2 Carrington Road. This is demonstrated by the separation distance between the proposed dwelling and 2 Carrington Road which at 4m flank to flank is insufficient to limit a sense of enclosure. The Residential Extensions Guidelines SPD recommends a 15m minimum separation distance between a primary elevation and a flank wall. As

you move across the rear garden towards Carrington Road you come closer to the public highway which would greatly reduce the degree of privacy afforded to this space. This is at odds with the need to open this area up in the interest of good design as discussed in para. 9.4 above. The proposal therefore does not provide good quality private amenity contrary to local planning policy.

- 9.13 In an accompanying Planning Statement the LPA have been directed to other examples of development which the applicant believes are comparable to this proposal. It is worthy of noting that each planning application is considered on its merits which are site specific. However, in the interest of completeness the applicant's comparison sites will be addressed in turn below:
- 9.14 Case 1 - Junction of Belgrave Road and Shackleton Road:
This consists of extensions to existing dwellings. This is not comparable to the erection of a new dwelling which has a far greater impact in a street scene visually.
- 9.15 Whilst this junction is in the locality of the application site, these two junctions are dramatically different in terms of their form and character. The application site, as noted above, is an open junction with large corners of green landscaping and mature trees. The junction of Belgrave Road and Shackleton Road, due to the larger roundabout being present here, has less room for landscaping as plot sizes on the corners of this junction are smaller. Therefore the extensions referred to have not resulted in a significant loss of landscaping/mature trees comparable to that proposed under this application.
- 9.16 It stands to follow that the application site forming a more attractive junction than that of Belgrave Road and Shackleton Road should be preserved rather than lost. As per PPS1: "Planning should seek to maintain and improve the local environment."
- 9.17 Case 2 - Junction of Stoke Poges Lane and Belgrave Road:
The point made by the applicant at this site is that the amenity space of these plots is located to the side and front of the application site, as proposed by the applicant, and therefore has no privacy. Given that these properties date back to 1930's/1940s it is true that a property would not be designed in this manner today. If this is an example of poor design of amenity space in the locality, in the interests of good design and based on current planning policy this should therefore not be imitated.
- 9.18 This example is helpful however as it reinforces the LPA's assertion that low boundaries should be provided on corner plots where these are adjacent to the public highway in order to provide a transition between the public and private domain, and to increase natural surveillance as noted in para. 9.4 above.

9.19 Case 3 - 10A Shackleton Road:

This site is not part of a junction characterised by four corners of open landscaping with mature trees and as such cannot be directly comparable to the application site. This site is a plot at the end of a line of properties therefore it stands alone in the street scene, as opposed to the application site which forms part of a wider pattern of development. The new dwelling here fills a vacant corner of land and fits in well with the surrounding linear pattern of residential development. There was no loss of mature trees at this site.

9.20 With the above points in mind it is considered that the applicant has not provided sufficient evidence for the LPA to allow a departure from planning policy.

9.21 The proposal is therefore not considered to comply with planning policies: H13, and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 – Sustainable Development and Planning Policy Statement 3 – Housing.

10.0 **Impact on Neighbouring Amenity**

10.1 Concerns raised in the previous application (P/15014/000) relating to restricted outlook and natural light to Bedroom 2 due to the close proximity of the flank of the proposed dwelling to 2 Carrington Road have been overcome with the repositioning of fenestration.

10.2 Internal revisions to the layout of the proposed dwelling mean the first floor window in the rear elevation serves a bathroom. This could be conditioned to be obscure glazed, should permission be granted, to mitigate overlooking. This consequently overcomes previous concerns relating to the overlooking of the private rear amenity space located directly to the rear of 2 Carrington Road.

10.3 The proposal is therefore considered to comply with planning policies: H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 - Sustainable Development and Planning Policy Statement 3 - Housing.

11.0 **Traffic and Highways**

11.1 The proposal has the potential to generate in the region of 14 movements per day. From a traffic generation point of view the proposal is considered to have limited traffic generation implications.

11.2 Two parking spaces have been provided for the proposed dwelling, and two parking spaces each for 2 Carrington Road and 122 Belgrave Road have also been provided. This is in line with parking standards contained within The Local

Plan for Slough.

- 11.3 Concern has been raised by Highways in terms of the parking layout and access proposed in relation to the proximity of the junction of Belgrave Road and Carrington Road. These concerns could, however, be overcome with revisions to the proposed layout. Were this application to be approved these amendments could be agreed via an appropriate condition.
- 11.4 The proposal is therefore considered to comply with planning policies: T2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy 3 - Housing, and Planning Policy Guidance 13 - Transport.

12.0 **Summary**

- 12.1 For the reasons outlined above the proposal is considered to have an unacceptable impact on the character of the surrounding area through the loss of an open and landscaped area of open space and inadequate separation distance between the proposed dwelling and 122 Belgrave Road. In addition a substandard quality of amenity space is proposed. The proposal constitutes poor design and as such does not comply with Local and National Planning Policy.

It is also worthy of noting that allowing this proposal would make it hard to refuse similar applications at the opposing corners to the application site which cumulatively would completely degrade the character of this area.

The LPA have discussed with applicant's agent the reasons for refusal and later met with the applicant to consider the proposal which forms the basis of this application. The issues outlined above were explained in detail and it was made clear that the proposal would not receive Officer support. The LPA have therefore been clear and consistent in providing planning advice.

PART C: RECOMMENDATION

13.0 **Recommendation**

- 13.1 The recommendation is to Refuse.

14.0 **PART D: LIST OF REFUSAL REASON(S)**

Reason(s)

1. The proposed detached dwelling would result in the removal of an open area of green landscaping and three mature trees. The lack of separation between the proposed dwelling and 122 Belgrave Road would also result in an overly cramped form of development. The resulting dwelling would therefore appear out of keeping with the existing street scene and would be detrimental to the open and green character of the junction of Belgrave Road with Carrington Road and Gilliat Road,

and the wider area generally. As such the proposal is contrary to Policies H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and PPS1 and PPS3.

2. The proposal does not provide high quality rear amenity space in terms of lack of privacy and dominance by adjacent buildings and as such is not considered suitable for the detached family sized dwelling proposed. The proposal is therefore contrary to Policies H13, H14 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and PPS1 and PPS3.

Informative(s)

1. The development hereby refused was submitted with the following plans and drawings:
 - (a) Drawing No. NM122BR01, dated NIL, Recd On 29/06/2011
 - (b) Drawing No. NM122BR02, Dated NIL, Recd On 29/06/2011