

APP 06

Application Number: 12/02542/FUL
Other

Single storey rear extension, timber fence and gate and vehicular parking

AT 10 Treborough, Furzton, Milton Keynes

FOR Mr Mark Jones

Target: 16th January 2013

Ward: Furzton

Parish: Shenley Brook End & Tattenhoe
PC

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1.0 INTRODUCTION

(A brief explanation of what the application is about)

1.1 The Site

The application property is a modest detached dwelling house located toward the end of a cul-de-sac within Treborough, located at the entrance of a private driveway serving No's 11 and 12 Treborough. To the side of the property is a double garage one half of the garage is owned by the applicant while the second is owned by the neighbouring property at No. 9 Treborough.

1.2 Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.

1.3 The Proposal

Planning permission is sought for various alterations to the application property/site including:

1. Single-storey rear extension with depth 2.812 metres an width 4.612 metres located toward the highway, resulting in a realignment of the existing brick-built boundary wall;
2. Enclosure of existing parking space fronting garage associated with application property with 1.8 metre close boarded fence;
3. Relocated car parking space to front of application property.

1.4 Details of the proposal as described above can be seen in the plans appended to this report.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework:

Section 7 – Requiring Good Design.

2.2 Local Policy

Adopted Milton Keynes Local Plan 2001-2011

The most relevant 'saved' policies within the adopted Milton Keynes Local Plan 2001 - 2011 are:

D1 - Impact of Development Proposals on Locality;

D2 – Design of Buildings;

T15 – Parking Provision.

Supplementary Planning Guidance

Supplementary Planning Guidance - 'Parking Standards for Milton Keynes' 2005 and Addendum 2009.

3.0 MAIN ISSUES

(The issues which have the greatest bearing on the decision)

- 3.1
1. Impact of Development Proposals on Street Scene and Locality. The proposed rear extension results in a marginal realignment of the existing brick boundary wall (proposed to be rebuilt in brick) and an extension of the boundary to enclose the existing car parking space. A separation distance is maintained between the highway and boundary to incorporate a landscaping scheme to mitigate against the extended boundary.
 2. Parking Provision – The application presently has one car parking space. No additional bedrooms are proposed and parking for one vehicle to replace that lost is proposed to the front of the property which raises no objection by the Highway Engineer.

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission be granted subject to the conditions set out at the end of this report.

5.0 CONSIDERATIONS

(An explanation of the main issues that have lead to the officer Recommendation)

5.1 Impact of Development Proposals on Street Scene and Locality

The main impact of the development is considered to be as a result of:

1. The realigned wall and the new fencing to enclose the existing car parking space;
2. The single-storey rear extension;
3. The new car parking space to the front of the property and associated works.

5.2 The proposed realigned wall has come about as a result of concerns raised in respect of the original plans whereby the rear extension was proposed to interrupt the existing boundary line by 'jutting' out. The realigned wall incorporates the extension into the boundary treatment resulting in a continuous boundary treatment, albeit this gap has resulted in a narrowing of the distance between the boundary treatment and highway. In respect of the extended boundary treatment to enclose the existing car parking area, this is noted to be constructed as a close boarded timber fence, thereby changing the use of materials running parallel with Treborough. It is considered that when approaching the application property along Treborough from either the north or south that a boundary treatment that an existing brick wall is already highly visible. The additional enclosure of land on the approach is not considered to have a significant impact upon the streetscene. When viewed from directly outside of the site it is noted that there would be an increased width of a boundary by approximately 2.5 metres. In order to mitigate against the additional boundary treatment it is proposed to impose a condition regarding a landscaping proposal outside of the boundary treatment to reduce the visual impact of the development, it is proposed that such a landscaping scheme be extended further along the side of the application property to enhance the existing open space.

5.3 The proposed new parking area is located to the front of the dwelling, located just off the existing turning head and access to a private driveway. The parking space is noted to be positioned at an angle and whilst not ideal is considered to provide one car parking space to the satisfaction of the Highway Engineer (see para 5.5 onwards).

5.4 Given the siting of the property at the end of a cul-de-sac, the proposed works are not considered to have a significant detrimental impact upon the street scene and on balance it is considered that the proposal is acceptable.

5.5 Parking Provision

The application property currently has provision for one car parking space, located to the rear of the garden associated with the application property and to the front of the existing garage. It is worth noting that the garage does not count towards parking provision as these cannot be controlled for the parking

of cars. The proposed development seeks to enclose this parking area and therefore removes the sole car parking space serving the application property. To address this issue, it is proposed to provide one car parking space to the front of the application property with dimensions 2.8 x 5.0 metres; this is proposed to be located on an existing grassed area. It would be necessary to lower the existing kerb to achieve the parking space and this is proposed to be conditioned. The Highway Engineer raises no objection in respect of manoeuvring the new car parking space.

6.0 CONDITIONS

(The conditions that need to be imposed on any planning permission for this development to ensure that the development is satisfactory. To meet legal requirements all conditions must be Necessary, Relevant, Enforceable, Precise and Reasonable)

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

Reason: To prevent the accumulation of 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 section 51 of the Planning and Compulsory Purchase Act 2004.

2. A landscaping scheme, which shall include provision for the planting of trees and shrubs, shall be submitted to and approved by the Local Planning Authority before any part of the development is commenced. The scheme shall show the numbers, types and sizes of trees and shrubs to be planted and their location in relation to proposed buildings, roads, footpaths and drains. All planting in accordance with the scheme shall be carried out within twelve months of commencement of development. Any trees or shrubs removed, dying, severely damaged or diseased within two years of planting shall be replaced in the next planting season with trees or shrubs of such size and species as may be agreed by the Local Planning Authority.

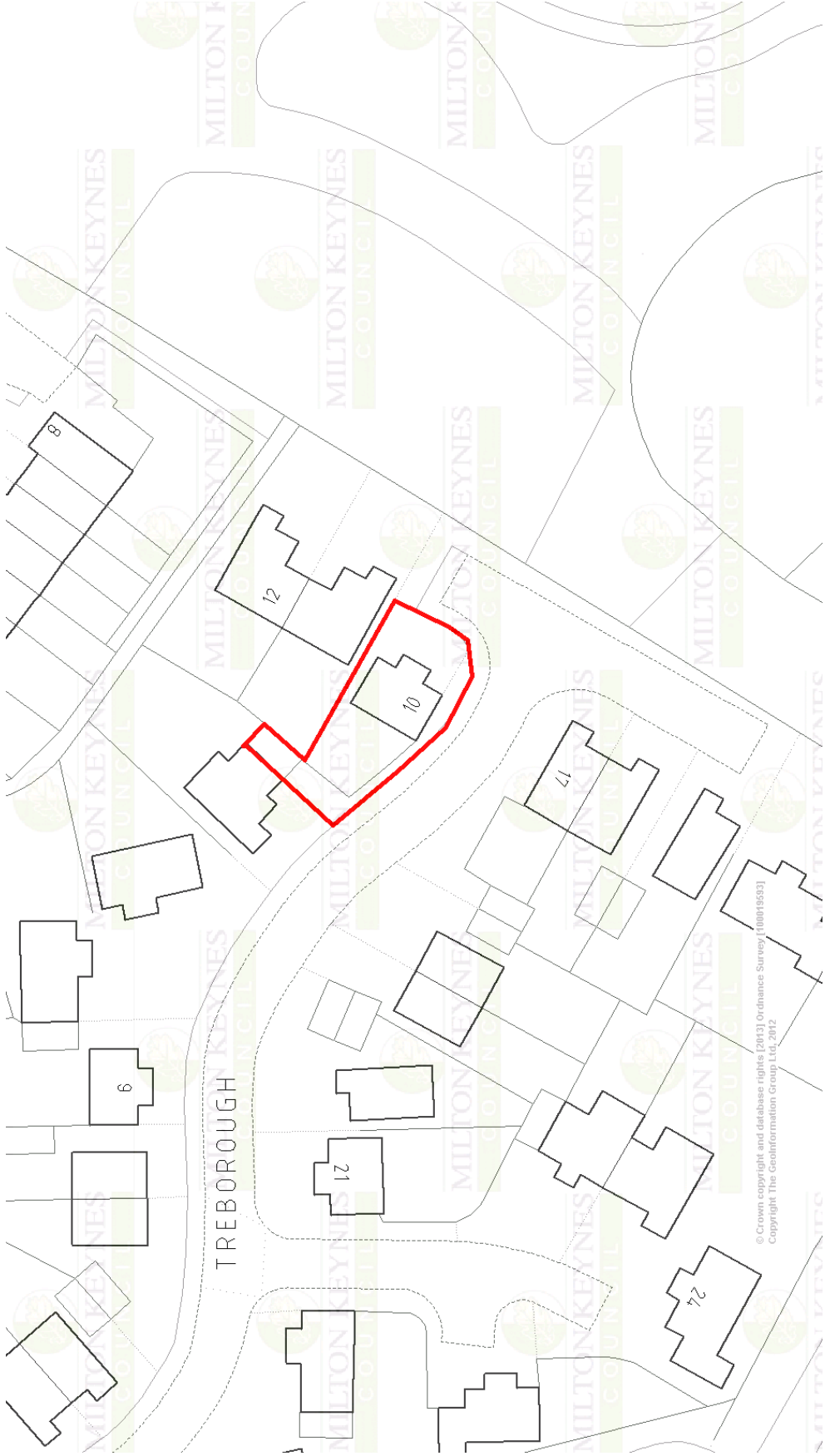
Reason: To protect the appearance and character of the area and to minimise the effect of development on the area.

3. The car parking space as noted within the submitted Block Plan - Revision A shall be implemented and laid out in accordance with the approved details and the Local Planning Authority's 'Car Parking Standards' prior to the enclosure of the existing car parking space. The new car parking area shall not thereafter be used for any other purpose.

Reason: To ensure a maintained and adequate level of on-plot car parking to serve the existing dwelling.

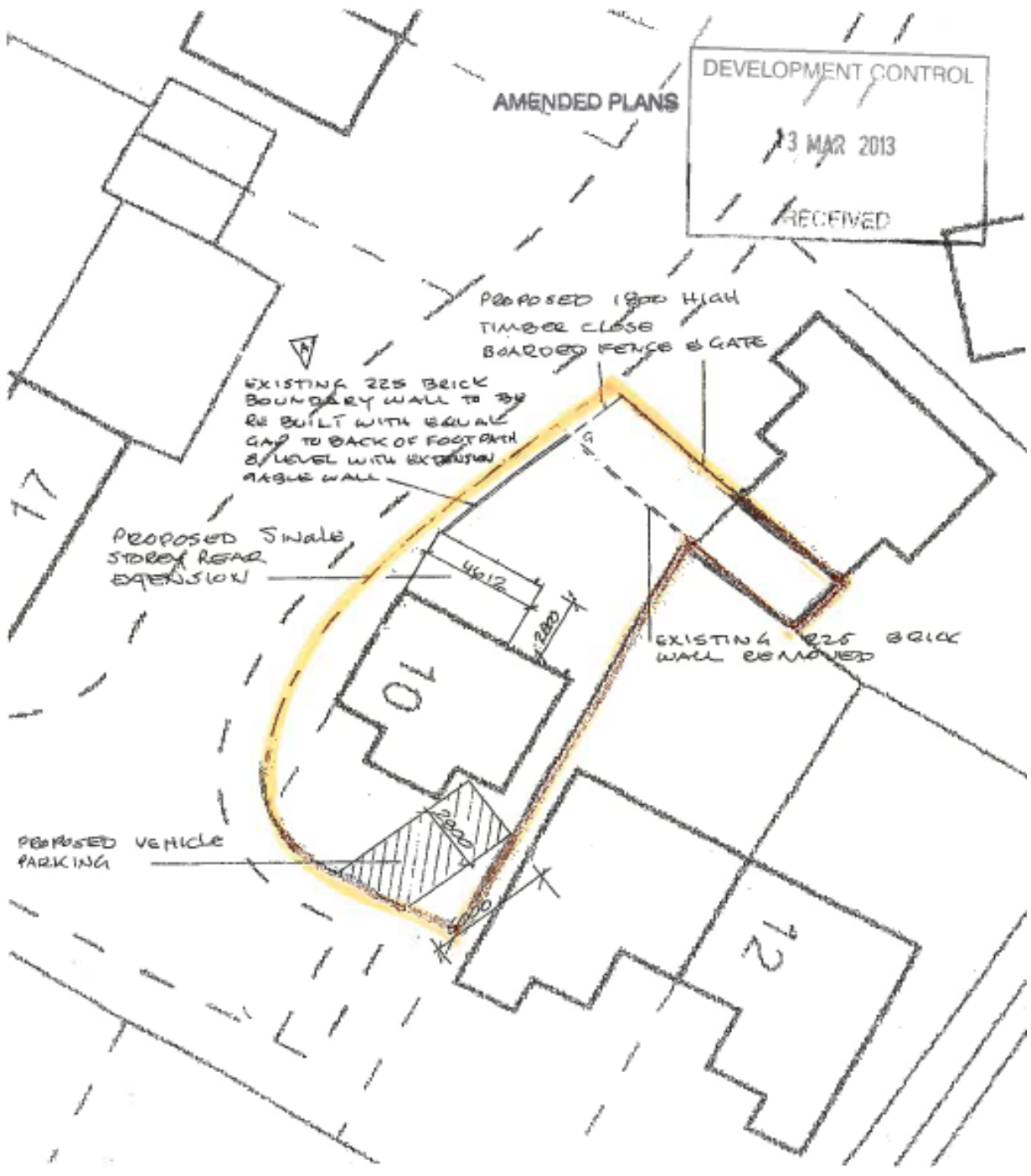
INFORMATIVE

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.



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PROPOSED SINGLE STOREY REAR EXTENSION/TIMBER BOUNDRY FENCE/VEHICLE
 PARKING SPACE AT 10 TREBOROUGH FURZTON MILTON KEYNES MK4 1 LR
 FOR MR MARK JONES



REVISION A

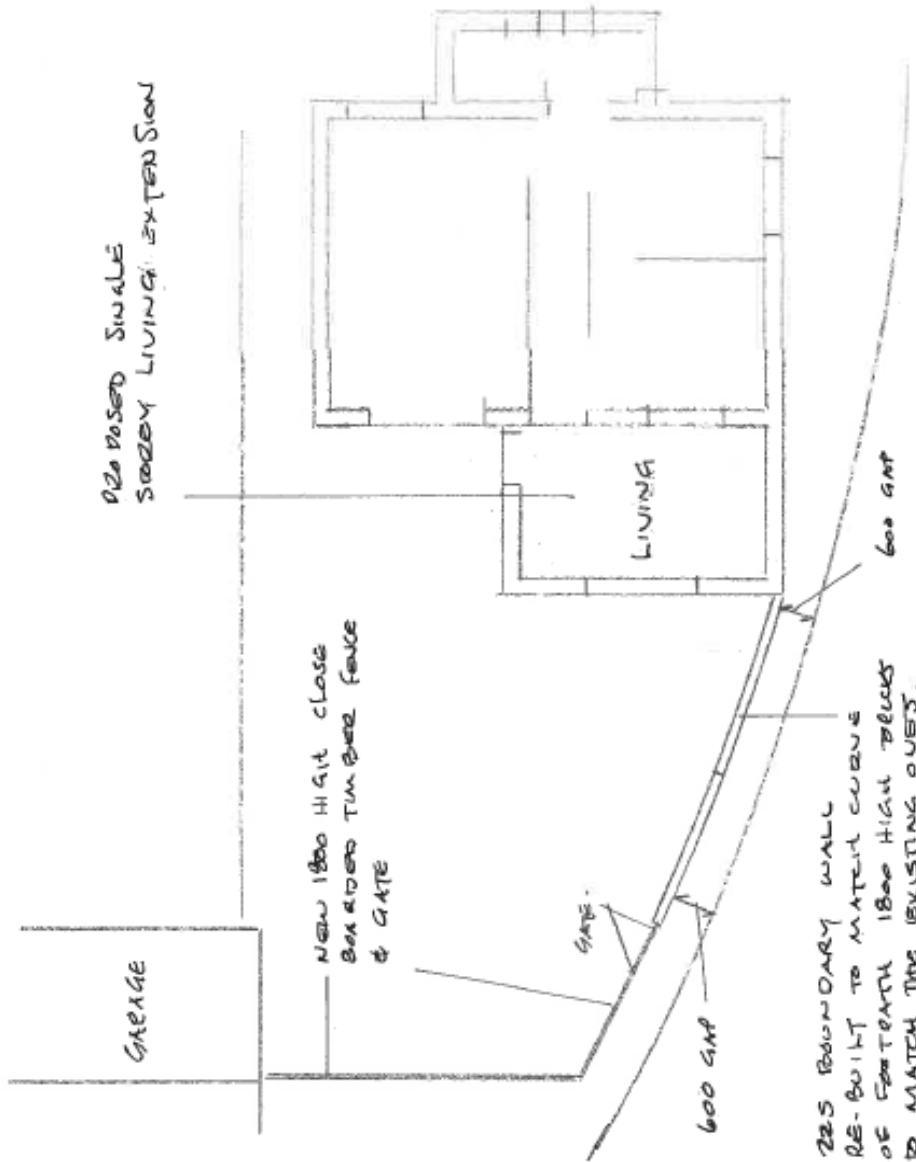
EXISTING 225 BRICK BOUNDARY WALL TO BE REBUILT WITH EQUAL GAP FROM BRICK WALL TO BACK OF FOOTPATH

SITE PLAN 1-200

REVISION A

AMENDED PLANS

DEVELOPMENT CONTROL
13 MAR 2013
RECEIVED

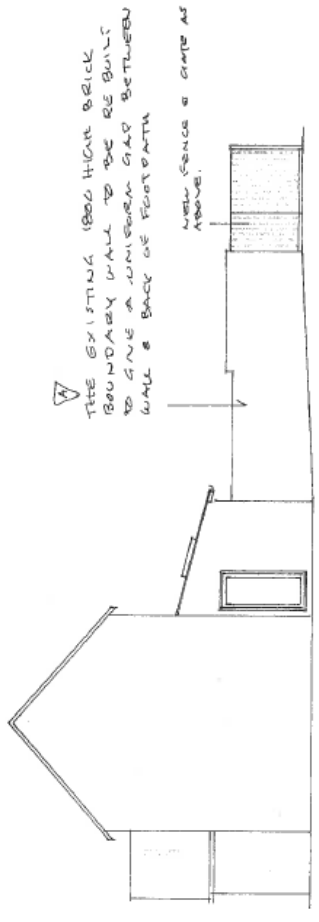
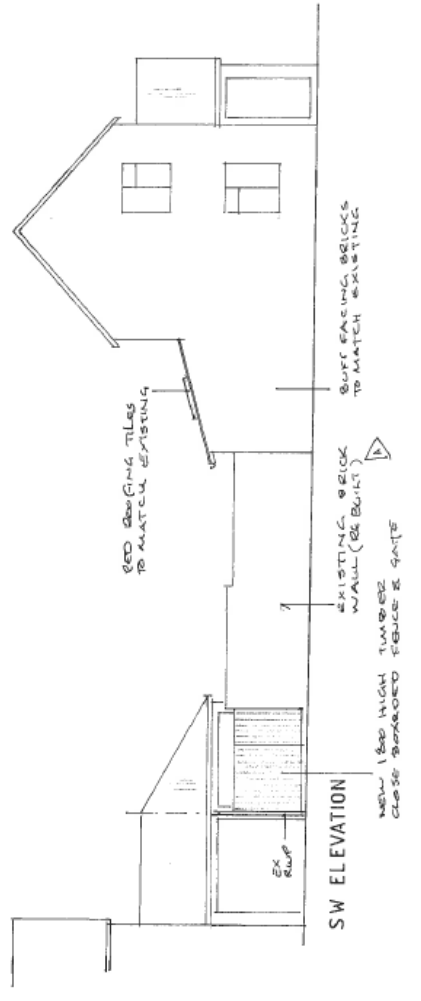


PROPOSED SINGLE STOREY REAR EXTENSION/TIMBER BOUNDARY FENCE AND VEHICLE PARKING SPACE AT 10 TREBOROUGH FURZTON MILTON KEYNES FOR MR MARK JONES

SIT PLAN 1-100

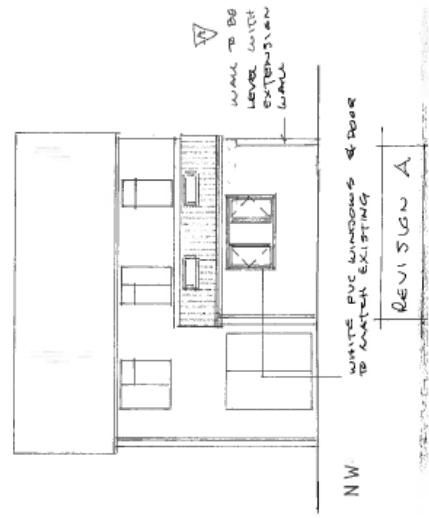
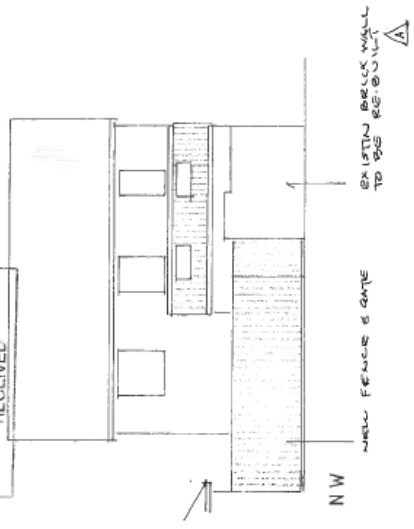
DEVELOPMENT CONTROL
 13 MAR 2013
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UNFINISHED PLANS



PROPOSED ELEVATIONS 1-100

REVISION A: EXISTING BOUNDARY WALL TO BE RE BUILT WITH UNIFORM GAP BETWEEN BACK OF FOOTPATH & WALL



PROPOSED SINGLE STOREY REAR EXTENSION/TIMBER BOUNDARY FENCE AND VEHICLE PARKING SPACE AT 10 TREBOROUGH FURZTON MILTON KEYNES BUCKS MK4 1LR FOR MR MARK JONES

Appendix to 12/02542/FUL

A1.0 RELEVANT PLANNING HISTORY

(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)

A1.1 No relevant planning history exists.

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 Neighbouring amenity.

In respect of the proposed single-storey rear extension, this is noted to form part of the realigned boundary wall with Treborough and given the depth at approximately 2.8 metres, this is not considered to have a significant impact up the street scene nor neighbouring amenity, new windows and doors are proposed to face into the site. Given the existing presence of the brick-wall the proposed extension is not considered to have a significant impact upon neighbouring amenity or the street scene in this respect.

A2.2 Visibility splays

As a result of the proposed enclosure of the existing parking space, this is noted to reduce visibility for No. 9 Treborough when reversing onto the highway. It is noted that visibility would be reduced as a result of the projection of the fence toward the highway, however given the existing width of the grass verge and the width of the existing highway, the proposal is not considered to result in unacceptable highway safety, indeed this would allow for similar visibility as that which No. 10 currently benefits.

A3.0 CONSULTATIONS AND REPRESENTATIONS

(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)

Comments	Officer Response
<p>A3.1 Shenley Brook End and Tattenhoe Parish Council</p> <p>Members have concerns that the fence will cause significant access problems as the parking space is small and will also obscure view and the application should not be passed with the fence.</p>	<p>Parking space measures 2.8 x 5.0 metres and has acceptable dimensions. Highway Engineer raises no objection to manoeuvrability/access and visibility.</p> <p>Para 5.5 and A2.2</p>
<p>A3.2 Members also have concerns that the drain covers would need to be protected and that a dropped curb is put in place.</p>	<p>Protective measures would be secured via required Highways Licence.</p> <p>INFORMATIVE</p>
<p>A3.3 Note within correspondence from Parish Council the representation of Cllr. Chris Williams stating 'that the application should not be approved with the fence. The introduction of a dropped kerb and the protection of the drainage and water covers should also be a condition of any approval.'</p>	<p>Noted – Landscaping scheme to mitigate wall and fence.</p> <p>As A3.2.</p>
<p>A3.4 Highways Development Management</p> <p>No objection to the application.</p>	<p>Noted.</p>
<p>A3.5 The loss of the garage for potential parking off the highway is regrettable. The new</p>	<p>Neighbouring space satisfied</p>

fence may have an impact on the adjoining car bay width and use. parking dimensions.

- A3.6 Parking for one car is provided to the front of the garage, parking in the garage does not count towards the Parking Standards. Noted.
- A3.7 The new vehicular parking off the cul-de-sac shown on the submitted plan is for a car parking space 2.8 x 5.0 metres and is acceptable.
- A3.8 Visitor parking for this house and others in the area is by on-street parking and although this may cause issues at certain times this is the current situation for all residents. Noted.
- A3.9 Since there are no additional bedrooms as part of the application the current parking provision remains unchanged. Noted – Parking level maintained.
- A3.10 **Local Residents**
- The occupiers of the following properties were notified of the application:
- 9, 11, 12 and 17 Treborough, Furzton.
- A3.11 No comments have been received. Noted.