

## ITEM 5(d)

Application Number: 22/00314/FUL

Estimated reading time\*: 12 minutes

**Proposal:** The erection of a first storey side extension with gable roof over **at** 25 Nevill Close, Hanslope, Milton Keynes, MK19 7NY

**Applicant:** Mr Nigel Cox

**Application type:** Householder (full) application

**Ward:** Newport Pagnell North and Hanslope **Parish:** Hanslope

**Statutory Target:** 06.04.2022 **Extension of Time:** 02.09.2022

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### 1.0 Recommendation

1.1 It is recommended that permission be **granted** subject to the conditions set out below as may be supplemented/modified in any accompanying written or verbal update to the Panel.

### 2.0 Introduction

2.1 The application has been referred to the Panel due to a conflict with Policy CT10 of Plan:MK relating to concern over a shortfall in parking spaces.

### 3.0 Background

#### The site and its context

3.1 The site is within a residential area to the south-east corner of Hanslope and contains a semi-detached 3-bedroom dwelling. The property benefits from vehicular access to Nevill Close and provision for 2 parking spaces. The immediate locality comprises two-storey, semi-detached dwellings with front porches, whilst the south-east end of the street contains bungalows which back onto an area of open countryside. Most dwellings have on-plot parking, although a few have no allocated parking spaces. The street contains no restrictions for on street parking.

\* excluding conditions and annexes

- 3.2 The site falls within an area covered where Permitted Development rights for the erection of garages has been withdrawn. The site is also in an amber risk zone for Great Crested Newts. No other planning constraints are attached to the site.

The proposal (to be read in conjunction with the plan extracts at the end of this report)

- 3.3 It is proposed to erect a first-floor side extension directly above the existing, attached single garage. The proposal would add an additional bedroom and be set back from the front elevation.

#### **4.0 Relevant planning history**

- 4.1 There is no relevant planning history for the site.

#### **5.0 Consultations and representations**

All responses and representations received can be viewed in full, online at [www.milton-keynes.gov.uk/publicaccess](http://www.milton-keynes.gov.uk/publicaccess) using application ref. 22/00314/FUL. The following paragraphs summarise those responses and representations.

##### 5.1 Hanslope Parish Council

No objection to the proposal, though note concern regarding vehicles and equipment being left on the footway during the construction period, requesting that a condition is applied to prevent this from happening.

##### 5.2 Cllr Liam Andrews – Newport Pagnell North and Hanslope

No comments received.

##### 5.3 Cllr Chris Wardle – Newport Pagnell North and Hanslope

No comments received.

##### 5.4 Cllr George Bowyer – Newport Pagnell North and Hanslope (Member of Planning Committee)

No comments received.

##### 5.5 MKC Highways

No objection. Notes the requirement for an additional allocated space as a result of the new bedroom, but that an additional space is not capable of being provided within the site. Notes that the existing two spaces meet required dimensions, though not independently accessible. Notes that frequent on-street parking occurs in the area and that a theoretical additional vehicle would be unlikely to have a significant adverse impact on the operation of the highway.

## 5.6 Representations from interested parties

No comments received.

## 6.0 **Relevant policies, guidance, and legislation**

### The Development Plan

#### 6.1 [Hanslope Neighbourhood Plan](#) (made July 2019) ('the NP')

- Policy HAN4: Design and Development Principles in the Parish

#### 6.2 [Plan:MK](#) (adopted March 2019)

- Policy CT10 – Parking Provision
- Policy D1 – Designing a High-Quality Place
- Policy D2 – Creating a Positive Character
- Policy D3 – Design of Buildings
- Policy D5 – Amenity and Street Scene

### Supplementary Planning Documents/Guidance (SPDs/SPG)

#### 6.3 The following [topic based SPDs/SPGs](#) are relevant:

- Parking Standards SPD (2016)
- New Residential Design Guide SPD (2012)

### National planning policy and guidance

#### 6.4 The [National Planning Policy Framework](#) (NPPF) and [Planning Practice Guidance](#) (PPG) are also material considerations.

## 7.0 **Planning considerations**

### 7.1 Taking account of the application type, the documents submitted (and supplemented and/or amended where relevant), the site and its environs, and the representations received; the main considerations central to the determination of this application are:

- Highway capacity, safety, and parking provision
- Design, character, and visual amenity
- Residential amenity

## 8.0 **Appraisal**

### Highway capacity, safety, and parking provision

#### 8.1 Policy CT10 of Plan:MK requires developments to meet the adopted parking standards, as presented within the Parking Standards SPD, unless mitigating circumstances dictate otherwise.

Policy HAN4 of the NP requires that all proposals should have regard to their effects on the local highway network, ensuring they can achieve safe access.

- 8.2 The proposal would increase the number of bedrooms on-site from 3 to 4. Hanslope falls within zone 4 of the Parking Standards which requires a 4-bedroom dwelling to accommodate at least 3 off-road spaces. The existing allocated on-site parking is 2 spaces, one of which is not independently accessible, which is compliant with the standards expected for the existing 3-bedroom dwelling. The proposal would therefore result in a shortfall of 1 space. The constraints of the site mean it is not physically possible to accommodate more on-site parking.
- 8.3 It is considered that the existing on-street parking on Nevill Close does not adversely affect the movement or access on and around the highway. Many dwellings locally benefit from off-street parking and a potential single additional vehicle parking on the highway is not considered to significantly affect the operation of the highway. This has been confirmed by the Highways Officer, who has no objection.
- 8.4 It is therefore considered that the proposal would be acceptable in terms of its impact on parking and highway safety, complying with Policy CT10 of Plan:MK, Policy HAN4 of the NP and the Parking Standards SPD.

#### Design, character, and visual amenity

- 8.5 Policies D1, D2 and D3 of Plan:MK seek to ensure developments are of an appropriate scale, mass and height that is not overbearing and responds appropriately to the surrounding context, and that the appearance of buildings exhibit a positive character in relation to the immediate local area. Policy HAN4 of the NP seeks to ensure proposals maintain the key characteristics of the village and wider landscape setting, protect existing public rights of way and local natural features, and be no more than 2.5 storeys in height.
- 8.6 The proposal would sit over the existing footprint of the attached single garage, and its front elevation would be set back from the main front elevation of the dwelling and garage. As a result, the extension is considered to be of a mass and scale that would be subservient and a modest addition to the existing dwelling and would not appear overbearing on the street scene.
- 8.7 The proposal is not considered to detract from the character of the local area nor of the existing dwelling. Timber cladding is proposed to the front elevation of the extension with the side and rear constructed of brick. Cladding features on dwellings within the local vicinity and is therefore considered to be in keeping.
- 8.8 The proposal is considered compliant with Policies D1, D2 and D3 of Plan:MK and Policy HAN4 of the NP.

#### Residential amenity

- 8.9 Policy D5 of Plan:MK requires that development protects a good standard of amenity for buildings and the surrounding area and should maintain a satisfactory outlook, not be overbearing, protect levels of sunlight, daylight and maintain privacy.

8.10 The proposal would not result in a loss of daylight or overshadowing to the immediate neighbour No. 23 Nevill Close. It is noted that whilst there is a first-floor side elevation window to No. 23, this window serves the landing, which is not a habitable room, and the proposal would, therefore, not have a significant impact in terms of residential amenity. As the proposal utilises the existing footprint of the garage, not extending beyond the existing first floor rear elevation, and it is also located on the south-east side of the dwelling, there would therefore be no overshadowing of the neighbouring properties, including the ground floor kitchen window found at No. 23.

8.11 There would be an additional first floor window to the rear elevation that would face towards the rear garden of No. 2 Harkness Court. This relationship remains similar to the existing rear first-floor windows, resulting in no greater overlooking effects than the current arrangement. The garden depth is approximately 11 metres, and therefore the impact remains acceptable in terms of impact on residential amenity. No. 2 itself does not have a direct side to rear relationship with the proposal, and therefore the arrangement remains acceptable, with no concerns regarding overlooking. The proposal therefore complies with Policy D5 of Plan:MK.

## **9.0 Conclusions**

9.1 On balance, the proposal is found to be in accordance with Plan:MK and the Hanslope Neighbourhood Plan, as well as the New Residential Design Guide. The development is not wholly compliant with the Parking Standards SPD; however, given the limitations on-site for additional parking, it is recommended that planning permission should be approved.

9.2 None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations are recommended where meeting the tests for their imposition.

9.3 Where relevant, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended), as well as climate change and human rights legislation (including Article 8 and Article 1 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions).

## **10.0 Conditions**

1. The development hereby permitted shall be carried out in accordance with the plans/drawings listed below unless as otherwise required by condition attached to this permission or following approval of an application made pursuant to Section 96A of the Town and Country Planning Act 1990:

Plans received 09/02/2022:

- P211202-02 Rev. P1 – Proposed - First Floor Side Extension

Reason: For the avoidance of doubt and in the interests of securing sustainable development.

2. The development hereby permitted shall begin 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 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. The external surfaces of the development hereby permitted shall be constructed only of materials of a type and colour which match those of the existing building except where indicated otherwise on the approved drawings.

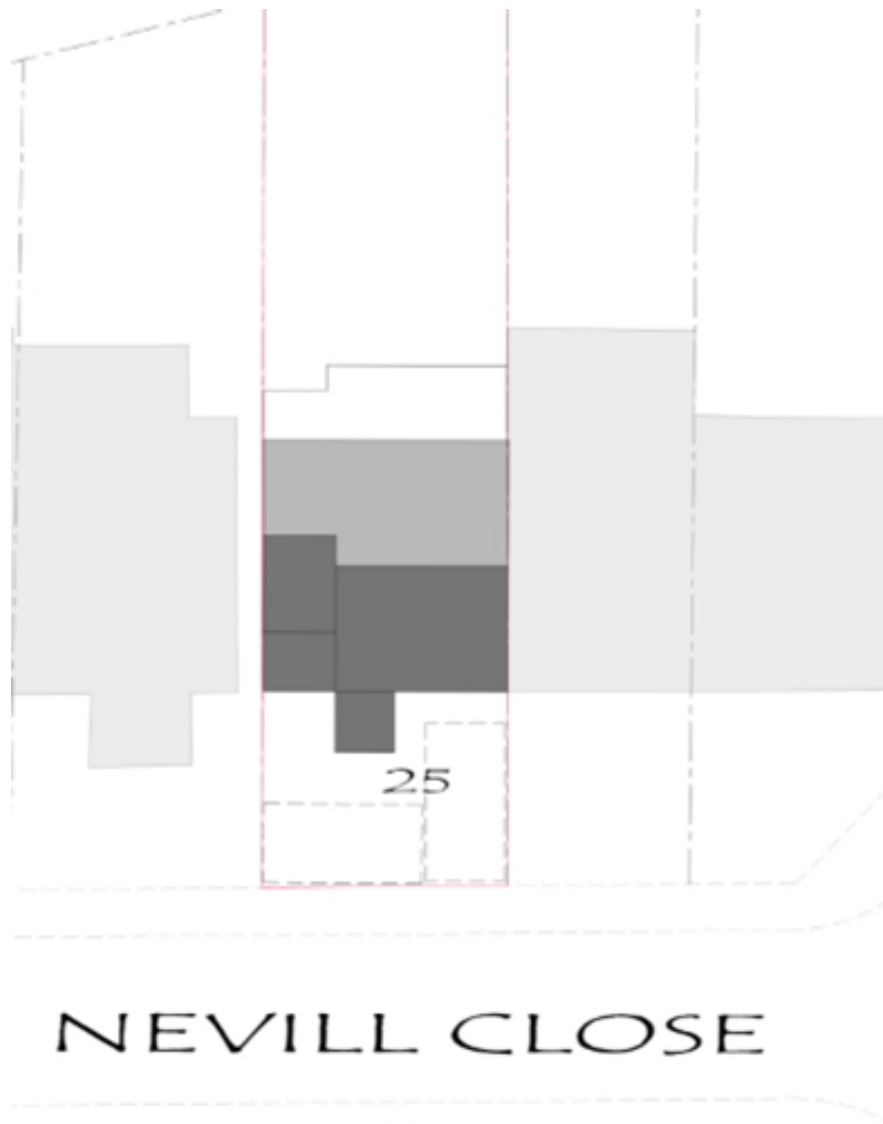
Reason: To ensure that the new work complements the existing building and to ensure the development does not detract from the character and appearance of the area.

Plans and drawings extracts

Site location plan

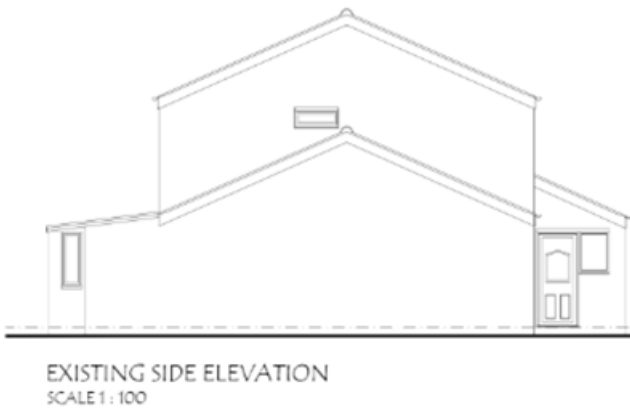


Proposed layout





Existing plans and elevations



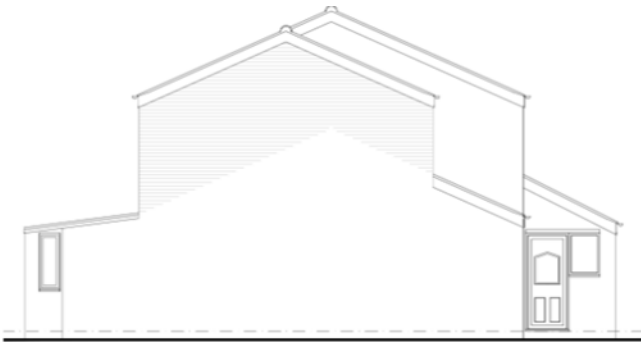
Proposed plans and elevations



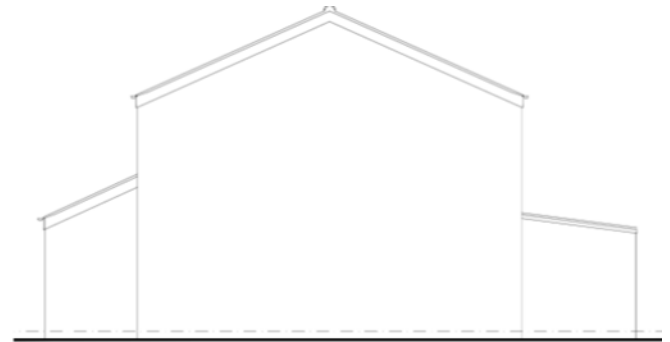
PROPOSED FRONT ELEVATION  
SCALE 1 : 100



PROPOSED REAR ELEVATION  
SCALE 1 : 100



PROPOSED SIDE ELEVATION  
SCALE 1 : 100



PROPOSED SIDE ELEVATION  
SCALE 1 : 100  
Mock up - Remains the same as existing.



PROPOSED FIRST FLOOR LAYOUT  
SCALE 1 : 100

## **Annex**

### **A1.0 Consultations and representations**

The following paragraphs present the original text of responses and representations made by consultees. All responses and representations received can be viewed in full, online at [www.milton-keynes.gov.uk/publicaccess](http://www.milton-keynes.gov.uk/publicaccess) using application ref. 22/00314/FUL.

#### **A1.1 Hanslope Parish Council**

The Parish Council has no objection to the proposal.

#### **A1.2 MKC Highways**

This proposal is for the extension of an existing 3-bedroom dwelling to for a 4-bedroom dwelling. There are no changes to the access or parking arrangements. In Zone 4 the parking standards require 2.5 spaces for 3-bedroom dwellings and 3.33 spaces for 4-bedroom dwellings. Therefore, this proposal should provide additional parking to be fully compliant with the standards. However, the site is not capable of accommodating more parking. The two spaces shown on the application drawings are the minimum size required and they are not independently accessible.

Consequently, the issue is whether the additional bedroom is likely to give rise to the parking of an additional vehicle and whether that parking would adversely affect the operation of the highway. It is noted that frequent on-street parking appears to occur in Nevill Close. The theoretical addition of an additional vehicle would not be significant.

Mindful of the above, there is no objection to planning permission being issued.

The site resides within zone 4 of the parking standards which requires a 4-bedroom dwelling to have 3 spaces, therefore, the proposal should provide additional parking to be fully compliant. Additional parking is not capable of being provided on-site, however, and frequent on-street parking occurs of which a theoretical additional vehicle is not likely to significantly impact. No objection to planning permission.