

Application Number: 12/00848/FUL

Demolition of an existing conservatory and subdivision of existing dwelling into two separate dwellings and a single storey rear extension

AT 1 St James Close, Hanslope, Milton Keynes

FOR Mr And Mrs Philip And Katherine Sawbridge

Target: 6th June 2012

Ward: Hanslope Park

Parish: Hanslope Parish Council

Report Author/Case Officer: Debbie Kirk

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1.0 INTRODUCTION AND SUMMARY

(A brief explanation of what the application is about, what the main issues are and the officer's Recommendation to the Committee)

1.1 The Site

The application site is located on the eastern side of St James Close and contains an unoccupied detached bungalow with a single storey conservatory on the northern side of the bungalow. The front boundary is defined by a low wall and there is hard standing for the parking of two vehicles. All boundaries to the rear garden of the property are defined by 1.8 metre high timber fencing with concrete posts. The building was originally designed and built to be a doctor's surgery and was converted under planning application MK/608/77 into a dwelling house. The application site lies outside of Hanslope Conservation Area.

1.2 St James Close is a winding cul-de-sac off Castlethorpe Road and contains a mixture of bungalows, detached and semi detached dwelling houses. To the north of the site lies a single storey bungalow known as 1a. To the south lies a detached single storey bungalow with a detached garage known as 1b. To the east of the site lies numbers 9 and 11 St James, which contains two storey dwelling houses whose gardens abut the application site. Tall trees are planted along the boundary of number 11. To the west of the site lies 6 St James Close. 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

This application seeks to demolish an existing conservatory and subdivide the existing bungalow into two separate one bedroom units and add a single storey rear extension which projects by 3 metres in depth and has a footprint of 24.7 metres squared, create an additional area of hard standing for the parking of a vehicle to serve flat 1D and subdivide the garden to provide private amenity space for each flat.

- 1.4 The internal layout for each unit would provide a bedroom located at the front of the property, a bathroom located in the mid section and a kitchen/living room to the rear. Flat 1D would be accessed from a door in the northern side elevation and flat 1C would be accessed from a door in the southern elevation which is where the current dwelling is accessed from. The application was accompanied by a Design and Access Statement. 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 and Regional Policy

National Planning Policy Framework (March 2012)

14. Presumption in favour of sustainable development

2.2 Local Policy

Adopted Milton Keynes Local Plan 2001-2011

D1 Impact of Development Proposals On Locality

D2 Design Of Buildings

H10 Subdivision of Dwelling Houses in Multiple Occupation

T3 Pedestrians and Cyclists

T15 Parking

2.3 Supplementary Planning Guidance

Addendum to Parking Standards For Milton Keynes (2009)

2.4 Core Strategy

CS10 Housing

3.0 Main Issues

1. Whether the development would prejudice highway safety; and
- 2 Whether adequate parking would be provided on site to serve the development.
3. Whether the development would have an adverse impact upon the character

and appearance of the area or the amenities of the occupiers of adjacent dwellings;

There are a number of additional issues which are material planning considerations, but which officers consider do not outweigh the above issues. The additional issues are considered in detail in Section 3 of the appendix attached to this report.

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

It is recommended that planning permission be granted subject to the conditions set out in Section 6 below.

5.0 CONSIDERATIONS

(The analysis of the issues which are critical, material, considerations and/or of greatest concern to objectors for the Committee to weigh up before making a decision)

5.1 Access

The proposed access is on a bend. As this is the outside of a bend there is clear visibility towards the junction with Castlethorpe Road as well as in the opposite direction. The Highway Engineer raises no objections on highway safety grounds for a new vehicular access crossing to be installed in the proposed location.

5.2 Parking

The property is located within zone 4 of the Addendum to Parking Standards For Milton Keynes. The existing 2 bedroom dwelling has a parking requirement of 2 allocated parking spaces plus 0.25 unallocated spaces. The proposed development of two one bedroom dwellings has a requirement of 2 allocated spaces (1 each) and 0.5 unallocated spaces (0.25 each). The proposed layout shows a new access to serve Flat 1d and an area of hard standing providing one parking space to serve this dwelling. The amended layout plan number JC-100-12 Rev C (flat 1c) shows a parking area to serve this flat of 10 metres suitable for two car's to park in this area. This means that the on plot parking would meets the Council's allocated parking standards but there would be an increase in the requirement of 0.25 for unallocated parking for each dwelling.

5.3 The assessment against the parking standards above shows a slight increase in the unallocated parking requirement against the existing site. The layout plans have been amended in accordance with a request by the Highway Engineer to ensure that two cars can park on plot outside Flat 1c. In doing so this provides one unallocated space on site.

5.4 It is acknowledged that in creating the new access this would remove a potential on street parking space. Although parking on a street immediately

outside the site is not ideal, due to the application site being on a bend this can result in two way traffic movements at this point coming into conflict with each other. A new vehicular access would therefore remove the potential for on street parking at this point and may be a safety benefit. However, it is accepted that this may displace the existing parking problem somewhere else.

- 5.5 The access to the new parking area shows a car at a slightly awkward angle. In reality it is likely that the car would be slightly straighter on and therefore closer to the dwelling. The parking space is shown with dotted lines around it does meet our standard dimensions of 2.5 metres x 5 metres. Therefore the parking area is acceptable.

5.6 **Character of the Surrounding Area**

The proposed conversion of the existing dwelling into two dwellings would not adversely affect the character of the area or lead to an over concentration of flats in St James Close. This proposal would provide an opportunity for people currently living in Hanslope who are looking for one bedroomed dwelling's in the village to be able carry on living in the village and increase the offer of smaller dwelling types in the village, which would assist with the provision of a balanced mixed community.

- 5.7 The applicant has submitted revised landscape plans which improve the appearance of the site frontage and mitigates the loss of some existing landscaping. The revised plans include the addition of some grass in front of flat 1d, the addition of a hedge to each side of the dividing fence and the addition of planting to the front of both elevations. The proposed bin stores have been relocated to a less prominent location. The Senior Landscape Officer finds the amended landscape principal plans acceptable subject to the imposition of a condition requiring a detailed landscaping plan. The applicant's have confirmed that they are not intending to increase the height of the existing low dividing fence between the application site and number 1 a St James Close. The proposed parking space would be positioned approximately 3 metres from the front of number 1 b St James Close. Existing and proposed planting will assist in mitigating the visual impact of the vehicle in the street scene. The proposed development is not considered to detract from the existing character and appearance of the area.

5.8 **Impact On Residential Amenity**

The proposed single storey extension would project out by three metres into the rear garden and would measure 7.7 metres in width. The extension would measure 3.9 metres to the ridge and 2.4 metres to the eaves. The extension would be set in by 3.3 metres from the boundary with number 1b. An existing detached garage at number 1b would screen any visual impact of the extension on the amenities of this property. An existing 1.8 metre high close boarded fence would screen the bulk of the extension from numbers 1b, 9 and 11 St James, only the hipped roof would be visible from above the fence. Trees located along the boundary of 11 St James Close would further

mitigate the visual impact of the extension from this property. The windows in the extension would be screened by the existing 1.8 metre high close boarded fence; there would be no loss of privacy to neighbouring properties. The siting of the extension in relation to neighbouring properties is not considered to have an unacceptable impact on light or day lighting received to habitable rooms in these properties.

- 5.9 The front door to the proposed flat No.1d is located in the same position as the existing side door into the kitchen of the existing bungalow. There will not be a loss of privacy or increase in noise due to the use of this door as the front entrance door to the proposed flat. An existing six foot high fence between No.1 and No.1a is to be retained. This existing door is 2.5 metres away from this boundary with No.1a St James Close. The addition of a front door in this location is not considered to have an unacceptable impact on the amenities of number 1a St James.

6.0 CONCLUSIONS

(The officer advice to the Development Control Committee on the appropriate decision, based on the policies of the Development Plan, taking into account the issues detailed in the report)

- 6.1 The proposed conversion and extension of the existing bungalow into two one bed roomed units would include sufficient on site parking, outdoor space for drying and bin stores and room to provide secure covered on site cycle parking. The development would not lead to a concentration of flats in this part of St James Close and the development would not adversely alter the character and appearance of the surrounding area. Any noise issues between the flats would be covered by Building Regulations. A condition should be imposed to restrict any works likely to cause a nuisance to the neighbouring property. The proposed single storey extension is not considered to have an adverse impact on the amenities of neighbouring properties. The development would therefore comply with policies D1 (iii), T3, T15, D2, H10 of the Milton Keynes Local Plan 2001 – 2011. Having taken into account all other material planning considerations it is recommended that planning permission be granted subject to conditions.

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. (D11)

2. The external surfaces of the development hereby permitted shall be constructed only of materials of a type and colour which match exactly those of the existing building unless otherwise agreed in writing by the Local Planning Authority.(M01)

Reason: To ensure that the development does not detract from the appearance of the locality.

3. 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. (L01)

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

4. The development shall not be occupied until the car parking area shown on Plan A Architects drawing number JC-100-12 Rev C has been constructed, surfaced and permanently marked out. The car parking area so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose at any time.

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

5. Notwithstanding the details shown on drawing number JC-100-12 Rev C (Proposed Plan) no part of the development shall begin until details of a lockable and covered cycle store have been submitted and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the cycle store has been sited and constructed in accordance

with the approved details and thereafter the structure shall remain as a permanent facility.

Reason: To provide adequate facilities for cyclists.

6. The development shall not begin until details for the bin store enclosure have been approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not thereafter be used for any purpose.

Reason: To ensure that there is adequate bin storage facilities on site.

7. Before the development is occupied the ground surface areas around the building(s) including parking areas, footways, patios, terraces and other amenity surfaces, including areas for earth moulding and contouring, shall be constructed in accordance with details to be submitted to and approved by the Local Planning Authority.(G08)

Reason: To ensure a satisfactory layout in keeping with the general amenity of the area and to provide a satisfactory setting for the development.

8. No building or other site works likely to cause nuisance to adjoining occupiers shall be carried out before 8.00 am or after 6pm Mondays to Fridays, nor before 8am or after 1pm on Saturdays, or at any time on Sundays or Bank Holidays.

Reason: To limit the detrimental effect on adjoining occupiers by reason of noise and disturbance.

9. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved plan and constructed in accordance with Milton Keynes Council's guide note 'Residential Vehicle Crossing Details'.

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



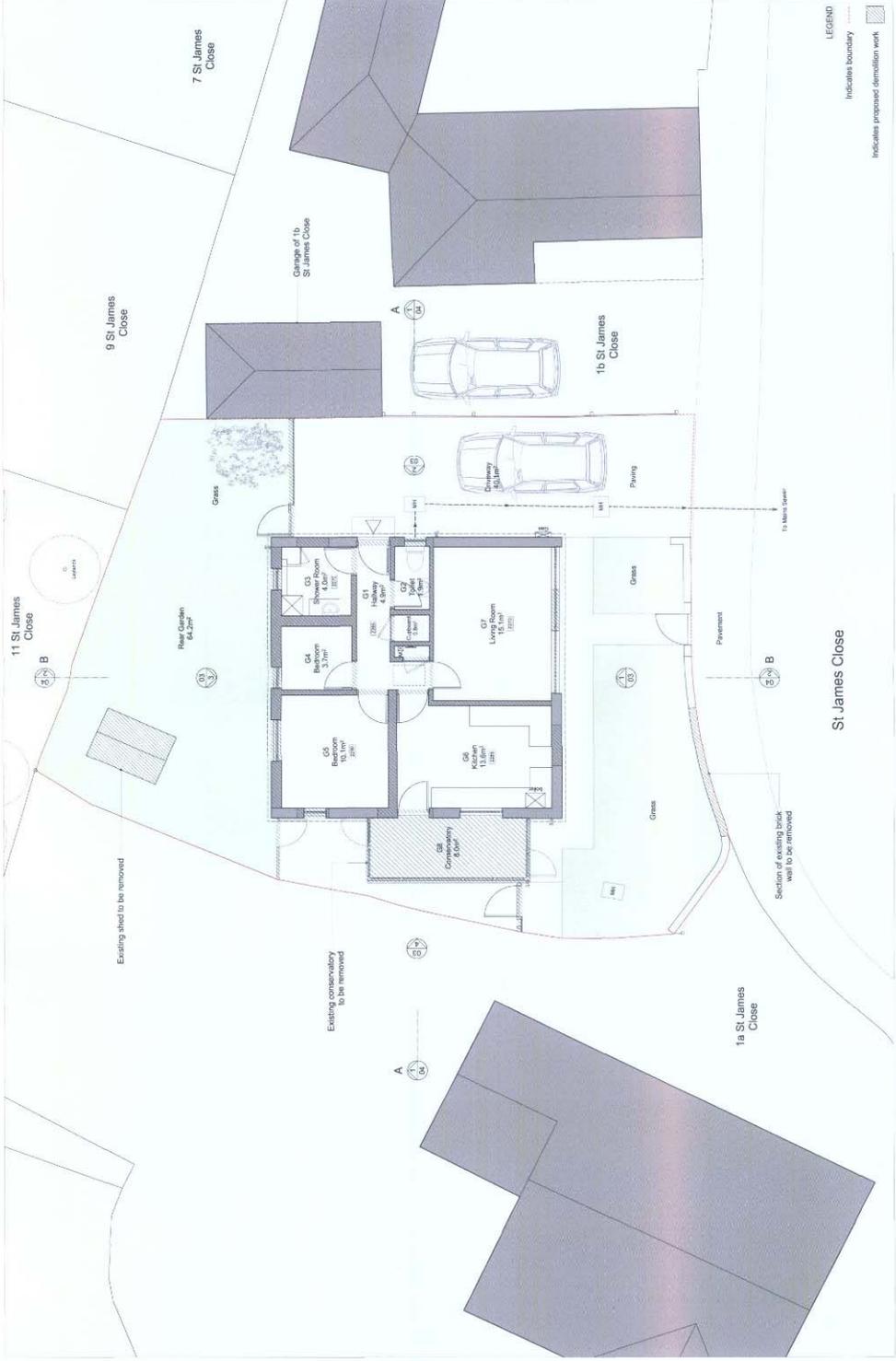
PROJECT:	TITLE	Block Plan
	SCALE	1:500 @ A3
	DRAWING NO.	JC-100-01

1 St James Close
Hanslope
Milton Keynes
MK19 7LF



PROJECT:	TITLE	Location Plan
	SCALE	1:1250 @ A3
	SCALE	10.04.2012

1 St James Close
Hanslope
Milton Keynes
MK19 7LF



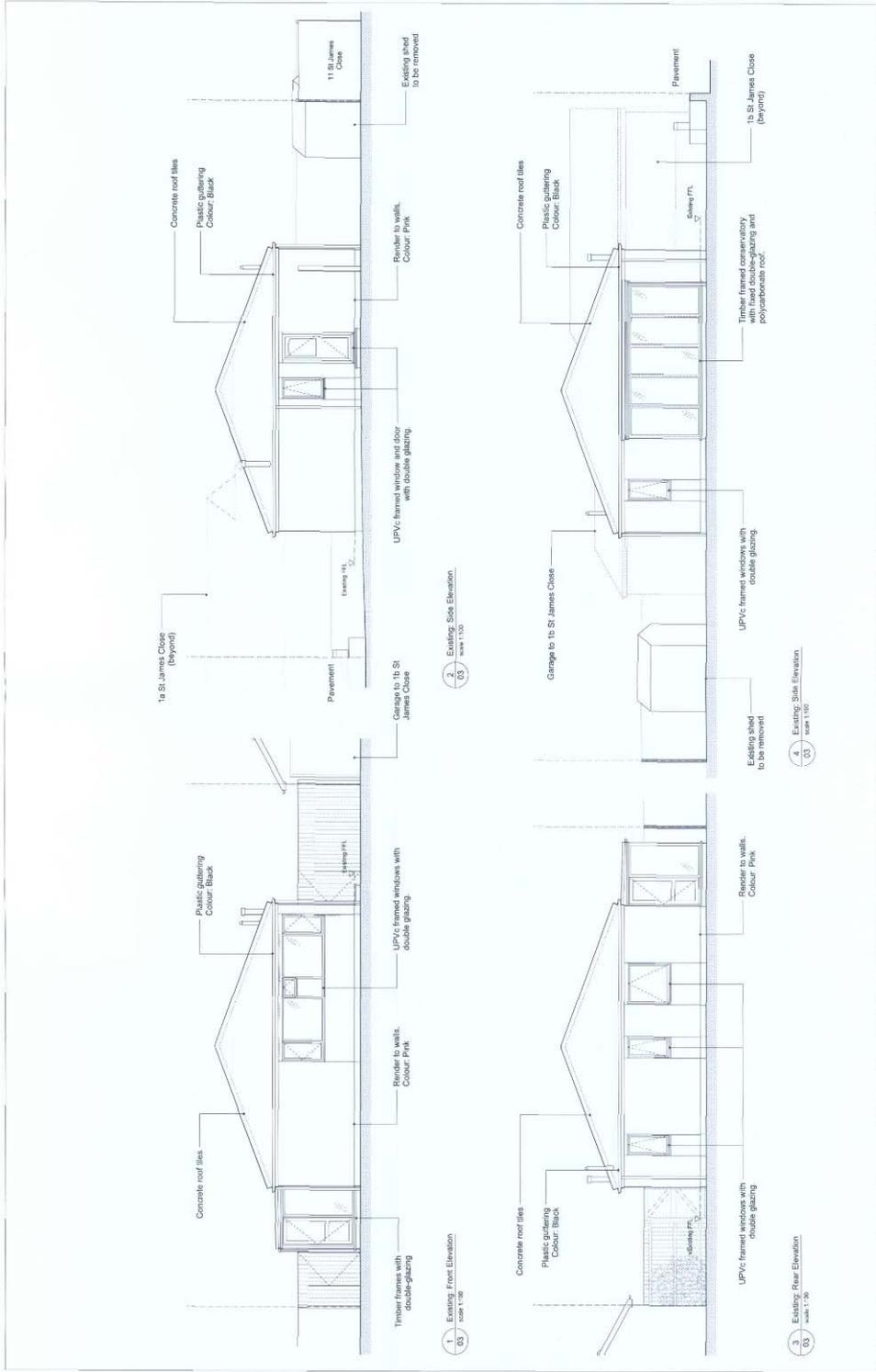
LEGEND
 - - - - - Indicates boundary
 - - - - - Indicates proposed demolition work

PLAN A ARCHITECTS
 28-31 Orchard House
 Lodge Farm Business Centre
 Milton Keynes MK11 1ES
 www.plan-a-architects.co.uk

1 St James Close, Hantslope
 EXISTING PLAN
 JC-100-02
 SCALE: 1:100 (B/A)



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1 St James Close, Henslope
EXISTING ELEVATIONS
JC-100-03
SCALE 1:100 @ A3

NO.	DATE	DESCRIPTION
1	03/03/20	EXISTING ELEVATIONS

NO.	DATE	DESCRIPTION



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Revised

1.0 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)

MK/608/77

Conversion of surgery into private dwelling

Permission 27.09.1977. This permission was implemented.

MK/833/78

Double garage

Permission 09.11.1978

MK/1222/85

Conversion of garage to living accommodation

Permitted Development

MK/633/86

Erection of garage and access

Permission 16.07.1986

MK/619/88

Erection of garage and access

Permission 17.10.1988

09/00861/FUL

Painting of exterior walls

Permission 03.07.2009

1b St James Close (Originally part of 1 St James Close)

00/01961/FUL

Erection of detached dwelling

Permission 19.02.2001

01/00542/FUL

Erection of new single garage

Permission 07.06.2001

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	Policy Reference
Highways Development Control Under the Council's parking standards the existing dwelling has a requirement of 2 spaces.	Noted. See para 5.2/5.3 in the Report above.	T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes
 The proposed development for two flats requires 2 allocated spaces and 0.5 unallocated spaces.	Noted. See para 5.2/5.3 in the Report above	T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes
 The proposed layout shows a new access to serve one on plot parking space for the new dwelling.	Noted. See para 5.2/5,3 in the Report above	T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes
 Notes the concerns of residents regarding on street parking and instances of on street parking can be found in the overhead photography records and on google's 'street view'. Notes that in creating the new access this would remove a potential on street parking space.	Noted. See para 5.4 in the Report above	T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes
 The proposed access is on a bend. However, as this is the outside of a bend there is clear visibility towards the junction with Castlethorpe Road as well as in the opposite direction.	Noted. See para 5.1 in the Report above	D1 vi MKLP 2001 - 2011
 Based on the above raises no objections subject to conditions relating to the provision of a new means of access before any dwellings are occupied	Noted. See para 5.1-5.5 in the Report above	
 Senior Landscape Architect The details shown on drawing number JC-100-12 B are acceptable. Recommend that a condition is imposed requiring a detailed landscaping scheme to be submitted.	Noted. See para 5.7 above	D2 v MKLP 2001 - 2012

Crime Prevention Design Advisor

Noted

D2 vi MKLP 2001 - 2011

No objections

Hanslope Parish Council

Noted.

Whilst Hanslope Parish Council is in favour of the development of affordable housing, this application raises a number of concerns. The parish Council feel that this is not the right development for this specific property and has no option but to object to this application.

1. The site it being over developed, especially by adding a 3 metre deep extension across the rear of the property.

Noted. See para 5.8 above

para H10 MKLP 2001 - 2012

2. There are currently parking issues in St James Close. Any increase in dwellings will make the parking even worse than it currently is (ie addition of the dropped kerb will lose up to two spaces: the proposed new dwellings x 2 will need space for a minimum of 4 cars plus visitors). Furthermore the house numbers 10, 12, 14, 16, 18, 20, 22 and 24 in St James Close do not have parking facilities on their property and park either in the limited parking space next to the garages (Maximum 5) or alternatively on the road at the top end of St James Close.

Noted. See para 5.4 above

para T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes

3. Car parking is currently an issue for 1B St James Close having difficulties parking on their driveway due to roadside parking on both sides of the road near their property.

Noted. See para 5.4 above

para T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes

4. The proposed new pitch of the new roof and additional length will block out direct light to the patio area of 1a in the garden.

Noted. See para 5.8 above

para D1 (iii) MKLP 2001 - 2011

5. The current main entrance to the bungalow at No 1 St James Close is via a driveway opposite No 1b. The proposed new development No 1c will

Noted. See para 5.9 above

para D1 (iii) MKLP 2001 - 2011

create an entrance and driveway 1 metre from the lounge window facing St James Close (privacy).

6. The driveway for No 1d will be 1 metre from the lounge window of 1a. When it is dark, car headlights will shine directly into the lounge of No 1 a. Noted. See para D1 (iii) MKLP 2001 - 2011
5.7 above

7. The fence currently opposite the lounge window is low allowing ample light for entering the lounge window at No 1a. Any increase in such fence height would block light into the lounge of No 1 a. Noted. See para D1 (iii) MKLP 2001 - 2011
5.7 above

8. The proposed development extension of No 1c is very close to the boundary fence of 9 St James Close. The side elevation and end elevation are glazed and their proximity to the boundary will intrude upon privacy to the patio area outside of the lounge window. Noted. See para D1 (iii) MKLP 2001 - 2011
5.8 above

9. The proposed development extension of No 1 d is very close to the boundary fence of 11 St James Close. The end elevation being glazed. Currently a mature hedge and trees at the rear of No 11 screen the current development of No 1 St James Close. The proposed new development will encroach closer toward that boundary and will become more visible for No 11 as the trees will need to be thinned to allow for adequate light into the proposed development. Noted. See para D1 (iii) MKLP 2001 - 2011
5.8 above

The Parish Council have requested a site meeting where all parties can see the extent of the problems with the application, particularly the parking. Noted. T15 MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes

Local Residents

The occupiers of the following properties were notified of the application:

1A, 6, 9, 11 St James Close Hanslope
Milton Keynes
Autumn Cottage 1B St James Close
Hanslope

Four letters of objection have been received from the occupiers of 1A, Autumn Cottage 1B, 6 and 11 St James raising the following concerns:

Noted. See Para 5.4 T15 and D1 (vi) MKLP 2001 – 2011 and Addendum to Parking Standards For Milton Keynes

1. All traffic to St James Close goes past this property and due to the restrictions on parking on what is effectively an S bend, with vehicles parked often on both sides of the road, to a single lane in which one has to, often in the morning or evening, travel in the middle of the road and hope there is not anything coming the other way. This being next to the pedestrian access to the children's park. Reducing parking space at the road side as this proposal does and adding an extra dwelling thereby requiring more parking space, for the average two car household in a rural area, in this bottleneck seems ill considered.

2. The plot will be over developed and have a negative impact on all those needing vehicular access to St James Close. The proposal is not to extend the existing property as originally explained by the owners, but to add an extra dwelling and bringing the property close up to the boundaries where there is currently screening cover. The effect could be in effect to make the property more prominent to the surrounding properties and result in a request in reduction of screening cover to allow light to the new properties thereby making the problem of the two properties coming so close to the boundaries worse.

Noted See Para 5.8 above H10 MKLP 2001 - 2012

3. If this development goes ahead parking will become intolerable, because of the extra dropped curb, and extra parking spaces

See Para 5.4 above. T15 MKLP 2001 – 2011 and Addendum to Parking Standards

that will inevitably be required by the two dwellings.

For Milton Keynes

- | | | | |
|--|-------------------------|-----|--------------------------|
| 4. The removal of the existing conservatory and proposed extension would raise the noise levels considerably because the living area of flat 1 D would be close to the boundary fence. | See Appendix 3.4 below. | 3.4 | D1 (iv) MKLP 2001 -2011 |
| 5. The siting of the door to flat 1D would be directly adjacent to the the patio of 1a St James Close and would impact on privacy and peace and quiet. | See Para above. | 5.8 | D1 (iii) MKLP 2001 -2011 |
| 6. The height of the extension would block out light to patio and lounge at 1a St James Close. | See Para above. | 5.8 | D1 (iii) MKLP 2001 -2011 |
| 7 The siting of the parking space would be 2 metres from the lounge window of 1a St James Close and result in loss of privacy, sunlight and daylight. | See Para above | 5.8 | D1 (iii) MKLP 2001 -2011 |
| 8. Erection of a hedge or fence along the boundary with 1a St James would result in loss of light to a lounge window. | See Para above | 5.8 | D1 (iii) MKLP 2001 -2011 |

3.0 ADDITIONAL MATTERS

(Issues which were also considered in producing the Recommendation)

3.1 Bin Storage and drying areas

Policy H10 of the Local Plan requires that flats are provided with adequate outdoor space for bin storage. The Supplementary Planning Document specifies that an area of 15 sqm should be provided for drying and bin storage. The Supplementary Planning Document does not give an indication of the appropriate size for the bin store, but requires that it should provide storage for:

- 1 black sack per bedroom
- 1 pink recycling sack per bedroom
- 1 blue recycling box per 3 bedrooms
- 1 x 240 litre green bin for food & garden waste per 6 bedrooms

The Supplementary Planning Document also requires that bin stores should be secure, unobtrusive and accessible from the road.

- 3.2 The revised proposal includes a free standing bin store of 0.8 metres x 2 metre at the front of the flat 1c, and in the rear garden of flat 1d. It is considered that this store could easily accommodate both the green and blue bins. It is difficult to assess exactly how many black and pink sacks could be accommodated within the store in addition to the two bins. The number of sacks that could be accommodated within the store will depend on how full they are, how the sacks are packed and how the sacks and bins are arranged within the store.
- 3.3 Flat 1c has a 20.7 square metre rear garden and flat 1d has a 23.4 square metre rear garden which includes space for clothes drying. The proposal therefore meets the requirements for drying facilities as set out in the Supplementary Planning Document.

3.4 **Noise**

In terms of effective measures to minimise noise and disturbance between the units this is covered by Building Regulations. The Environmental Health Manager has raised no objections to this application. There may be some noise disturbance to the occupiers of neighbouring properties when the extension and conversion work is being carried out a condition should be imposed restricting work to take place between 8am and 6pm Monday to Fridays and between 8am and 1pm on a Saturday and at no time on Sundays or bank holidays.

3.5 **Cycle Parking**

The applicant has not made provision for cycle parking for each flat. However, there is space to make provision for cycle parking and this can be conditioned.