

**ITEM NO: 9**Application No.  
**18/00193/FUL**Ward:  
Winkfield And  
CranbourneDate Registered:  
19 March 2018Target Decision Date:  
14 May 2018

Site Address:

**28 Carnation Drive Winkfield Row Bracknell  
Berkshire RG42 7QT**

Proposal:

**Erection of part single, part two storey rear extension, two storey side extension following demolition of existing garage, conversion of loft to habitable accommodation with rear facing rooflights and installation of window at first floor level to eastern side elevation.**

Applicant:

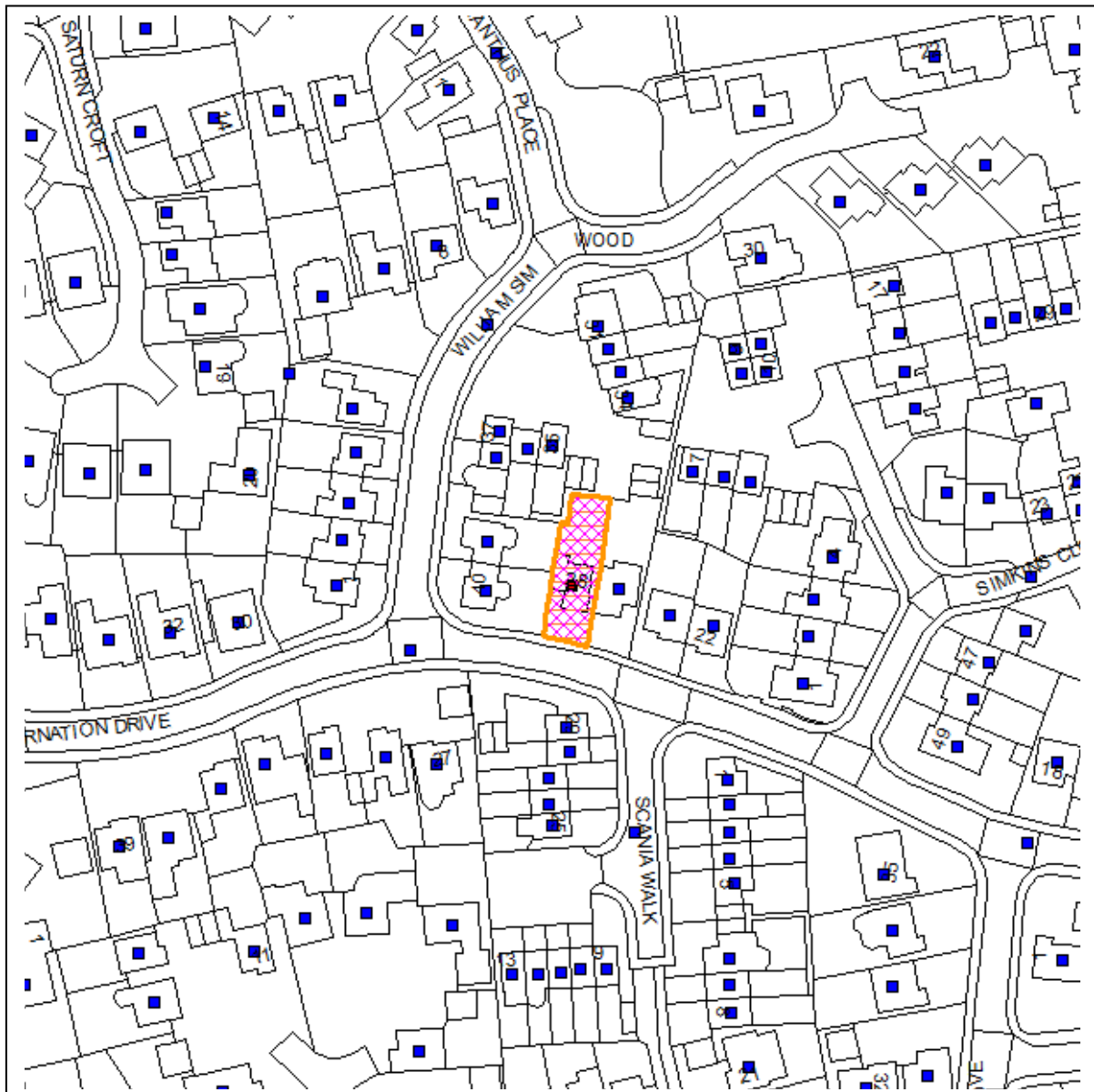
Mr &amp; Mrs Aurelien

Agent:

Kirstie Anderson

Case Officer:

Shannon Kimber, 01344 352000

[development.control@bracknell-forest.gov.uk](mailto:development.control@bracknell-forest.gov.uk)**Site Location Plan** (for identification purposes only, not to scale)

## **OFFICER REPORT**

### **1. SUMMARY**

- 1.1 The proposal is for the erection of a part single, part two storey rear extension and a two storey side extension, following the demolition of the existing attached garage. Through internal alterations a window is proposed to be inserted at first floor level in the eastern side elevation. Further development includes the conversion of the loft to form habitable accommodation with rear facing rooflights.
- 1.2 There would be no significant effect on the streetscene or on the occupiers of the neighbouring properties as a result of this development. Part of the development would be in keeping with the host dwelling, the rear element is a contemporary design. The development would not result in an over development of the site nor would it have an adverse impact on highway safety.

<b>RECOMMENDATION</b>
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Planning permission be granted subject to conditions in Section 11 of this report
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### **2. REASON FOR REPORTING APPLICATION TO COMMITTEE**

- 2.1 The application is to be considered by the Planning Committee as more than five objections have been received.

### **3. PLANNING STATUS AND SITE DESCRIPTION**

<b>PLANNING STATUS</b>
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Within settlement boundary
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- 3.1 28 Carnation Drive is a two storey, detached dwelling with an attached garage located on the north side of the highway. The surrounding area is predominantly residential. It is not located in a character area or an area of special housing character.

### **4. RELEVANT SITE HISTORY**

- 4.1 Relevant planning history:

607321

Outline consent for residential development of 28.1 acres of land. (Affects all Carnation Drive)  
Appeal allowed 1987

615456

Reserved Matters - Erection 46 dwellings with associated roads. (Affects Nos. 26 and 28 only Carnation Drive).  
Approved 1990

616570

Landscaping. (Affects Nos. 26 and 28 only Carnation Drive).  
Approved 1990

### **5. THE PROPOSAL**

- 5.1 The ground floor of the proposed development forms a wrap-round extension. It would have a maximum depth of 10.6 metres, a maximum width of 7.5 metres and the single storey element

would have a maximum height of 2.8 metres. It would provide an enlarged living room and kitchen at ground floor level. The single storey aspect to the rear would have a parapet wall, and with two sunken roof lights.

- 5.2 The proposed two storey element to the rear extension would have a depth of 2.6 metres, a width of 2.4 metres and a maximum height of 5.1 metres. It has been annotated on the submitted plans as providing an office. However, due to its location on the first floor and its size, it has the potential to be used as a bedroom by future occupiers.
- 5.3 The proposed two storey rear extension would result in the loss of the window on the rear elevation at first floor level serving an existing bedroom. Through internal alterations this room would become the bathroom. It is proposed to insert a window at first floor level, to the eastern (flank) elevation. This window would have a height of 0.7 metres, a width of 0.6 metres and (the openable section) would have a height of 1.125 metres above the internal floor level of the room it serves.
- 5.4 The proposed two storey extension to the side of the dwelling, following the demolition of the existing attached garage, would have a depth of 7.2 metres, a width of 2.8 metres and a maximum height of 7.3 metres, with an eaves height of 5.1 metres. It would have a dual pitched roof, with a gable end. The proposed side extension would enlarge two existing bedrooms at first floor level and provide an en-suite to the converted loft room at second floor level.
- 5.5 Further development includes the conversion of the loft to form habitable accommodation. This would not constitute development in accordance with Section 55 (2) of the Town and Country Planning Act 1990, and therefore would not require planning permission.
- 5.6 It is proposed to insert two rooflights to the rear roof slope of the existing dwellinghouse, to serve the additional bedroom in the loft. These would comply with the criteria set out in Schedule 2, Part 1, Class C of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and as such would be 'permitted development'. It is also proposed to insert one rooflight to the rear roof slope over the two storey side extension to serve the en-suite (this element of the development would require planning permission).

## **6. REPRESENTATIONS RECEIVED**

### Winkfield Parish Council:

- 6.1 Winkfield Parish Council commented on the application and recommend refusal. The reasons given for this recommendation are loss of the garage space, lack of a parking plan and an overdevelopment of the area.

### Other Representations:

- 6.2 5 other objections were received. These were from: 39 and 40 William Sim Wood, 4 Calfridus Way, 28 Chivers Drive (Wokingham) and 15 The Chase (Marlow). The points raised are summarised below:
  - Negative impact on residential amenities - overshadowing, oppressive, overlooking, overbearing, terracing effect, noise, reduction of private amenity area for the occupiers of the application site, view/outlook.
  - Negative impact on character and appearance of surrounding area - overdevelopment of site, unneighbourly and materials would be out of keeping
  - Parking - loss of garage and increase in bedrooms
  - Drainage - increase risk of flooding
  - Trees - negative impact on health of near-by trees

- Inaccuracy in the plans - western boundary

*[Officer Note: With regard to alleged inaccuracies in the submitted plans, some of these points relate to the objector misreading the plans. Amended plans have been received (showing the omitted existing window on the side elevation). Confirmation has been received in writing that there would be no encroachment over the western boundary of the site by the proposed development. The implementation of the development (if approved) would be a civil matter. All other points raised are addressed in the following report.]*

## 7. SUMMARY OF CONSULTATION RESPONSES

### Highway Authority:

- 7.1 The Highway Authority (HA) has raised no objections to the amended plans and recommends that the application be conditionally approved.
- 7.2 No other statutory or non-statutory consultations have been required.

## 8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

- 8.1 The primary strategic planning considerations applying to the site and associated policies are:

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CS1 and CS2 of the CSDPD	Consistent
Design	CS7 of the CSDPD,	Consistent
Amenity	'Saved' policy EN20 of the BFBLP	Consistent
Highways	'Saved' policy M9 of the BFBLP CS23 of the CSDPD	Consistent - Para. 39 refers to LPAs setting their own parking standards for residential development
Trees	'Saved' policy EN1 of the BFBLP	Consistent
Floor Risk	No relevant policies for minor development	Compliant
<b>Supplementary Planning Documents (SPD)</b>		
Bracknell Forest Borough Parking Standards Supplementary Planning Document 2016 Design Supplementary Planning Document 2017		
<b>Other publications</b>		
National Planning Policy Framework (NPPF) Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice 2011 (SLPDS)		

## 9. PLANNING CONSIDERATIONS

- 9.1 The key issues for consideration are:
- i. Principle of Development
  - ii. Impact on Character and Appearance of Surrounding Area
  - iii. Impact on Residential Amenity
  - iv. Transport and Highways Considerations
  - v. Tree Implications
  - vi. Flood Risk
  - vii. Community Infrastructure Levy

**i. Principle of Development**

9.2 28 Carnation Drive is located within a defined settlement as designated by the Bracknell Forest Borough Polices Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), SC2 (Location Principles) and the NPPF subject to no adverse impacts upon character and appearance of the host dwellinghouse and surrounding area, residential amenities of neighbouring occupiers, highway safety, etc. These matters are assessed below.

**ii. Impact on Character and Appearance of Surrounding Area**

9.3 It is noted that there have been two storey side extensions approved at other dwellings within Carnation Drive, as well as loft conversions and rear extensions (both single and two storey). Therefore, it cannot be concluded that the proposed two storey side extension would be out of keeping with the character of the surrounding area.

9.4 Some of the points raised by objectors included the development resulting in a terracing effect. The existing dwelling is detached and it would remain detached following the proposed development, as such would not be considered to have a terracing effect.

9.5 The ridge line over the two storey side extension would be set at a lower level than the ridgeline over the main dwelling, the height of the eaves would also be lower and this element of the proposal would be set back from the principal elevation, as such it would appear subservient to the host dwelling. The pitch of the roof would be maintained. It has also been confirmed that the materials to be used for the external construction of the two storey side extension would match in appearance those used in the existing dwelling. Therefore the two storey side extension would comply with the Design SPD. It is considered that this aspect of the proposal would be in keeping with the host dwelling.

9.6 The proposed side extension would be visible from the highway, however as it would be constructed from matching materials and the design is considered to be acceptable. It is not considered to result in a dominant impact on the streetscene.

9.7 It is acknowledged that the rear element of the development would not comply with the guidelines set out in the Design SPD. However paragraph 63 of the NPPF supports innovative design. It is stated in para 60 of the NPPF that 'policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles'. While this part of the proposal does not mirror the existing character of the building it is considered an interesting and architecturally attractive contemporary design.

9.8 The choice of materials to be used in the rear extension would not match those used in the host dwelling, this reflects and reinforces the architectural approach of the extension providing a visual contrast to the building's existing style. It is also apparent that within the wider estate there is a mixture of materials used, included render, tile hanging, timber frames, alternating brick patterns/herringbone design, etc. The proposed development to the rear of the site would not be visible from the highway; therefore it's impact on the streetscene would be limited and would not warrant refusal on the grounds of impact on the streetscene and character of the area.

9.9 The proposal would therefore be in line with CSDPD Policy CS7, 'Saved' BFBLP Policy EN20, and the NPPF.

### **iii. Impact on Residential Amenity**

- 9.10 The proposed window, to be inserted at first floor level in the eastern side elevation of the existing dwelling, would be sited 1.5 metres from the rear elevation and would serve a bathroom. It would be conditioned to be obscure glazed and any opening parts being 1.7m above internal floor level.
- 9.11 The single storey element of the proposed development is not considered to result in a significant alteration to the existing overlooking situation.
- 9.12 There is no residential dwelling directly to the rear of the application site. Due to a stagger in the rear boundary of the site, the proposed window, at first floor level, in the rear extension would be sited 5.6 metres from the boundary at the closest point. It should be noted that there is a walk way between rear boundary to the application and the rear boundary of the dwelling to the north-west for access to a third garden. There would be a separation distance of 15 metres between this window and the rear elevation of 35 William Sim Wood, the closest neighbouring property to the rear. A window is proposed in the rear elevation of the two storey side extension. This would be sited 17.4 metres from the rear elevation with 35 William Sim Wood. Whilst it is acknowledged that these distances would not comply with the guidelines set out in the Design SPD, due to the density of the development within the wider area, it is not considered that the proposed development would result in an adverse overlooking impact over and above the existing situation.
- 9.13 The proposed rooflights to the rear roof slope would be considered high level windows. As such they would not result in a significant alteration to the existing overlooking level.
- 9.14 There are no proposed windows to the western side elevation. There is an existing, openable window in this elevation, with views directly into the rear garden and rooms served by rear facing windows of 39 and 40 William Sim Wood. As such, the proposed development would be considered an improvement on the existing situation.
- 9.15 The removal of the existing oriel window from the front elevation would not require planning permission. There would be a separation distance of 18 metres between the window at first floor level on the front elevation of the proposed side extension and the side elevation/boundary of 29 Scania Walk. The proposed development would not reduce the separation distance between these two properties, as such; it is considered that the development would be acceptable as it would not increase the level of overlooking to a neighbouring dwelling.
- 9.16 The proposed loft conversion would not alter the bulk and mass of the existing dwelling. As such, this element of the proposal would not be considered to result in a detrimental impact on the amenities of the occupiers of the neighbouring dwellings in terms of overbearing impact or loss of light.
- 9.17 A loss of light assessment has been conducted for the rear elevation of 40 William Sim Wood. This concluded that there would not be an unacceptable loss of light to the room served by the northern most window at first floor level. A loss of light assessment was also conducted for the conservatory (sited 6 metres from the boundary shared with the application as the occupier of 40 William Sim Wood has stated). This concluded that there would be an unacceptable level of loss of light only to one glazed panel. As this is a conservatory with glazed walls and roof, the proposal would not be considered to result in an adverse loss of light. There would be some additional overshadowing of the rear gardens of numbers 39 and 40, but the impact is not so adverse as to warrant refusal.

- 9.18 The loss of a view or outlook are not material planning considerations. In any event, there are several dwellings visible from each dwelling on Carnation Drive due to the density of the estate. It is not considered that the development would result in a significant overbearing impact on the amenities of the occupiers of the neighbouring properties.
- 9.19 Some of the points raised by objectors included noise disturbance. Due to the scale and nature of the proposed development, any disruption during the construction phase would be considered a short term impact. No aspect of the proposed development would generate noise. Noise made by neighbours is covered by separate Environmental Health legislation.
- 9.20 There are no policies which provide a minimum amount of private amenity space a dwelling must have. In any event, it is considered that the 96 sq.m. of private rear garden retained would be sufficient.
- 9.21 Therefore the proposed development would be acceptable in line with 'Saved' BFBLP Policy EN20.

#### **iv. Transport and Highways Considerations**

- 9.22 The application site takes access off Carnation Drive, which is the main spine road for this residential estate, and is subject to a 20mph speed limit. There are no parking restrictions.
- 9.23 The residential standards in the SPD state that a three bedroomed dwelling requires 2 parking spaces, and a four bedroomed dwelling requires 3 on-site spaces. Whilst the submitted plans propose three bedrooms, with an office at first floor level, the office has the potential to become a bedroom by future occupiers. As such, an amended parking plan has been submitted.
- 9.24 The revised parking layout plan (drawing reference: DWG 30 b) demonstrates that three parking spaces can be provided to comply with the parking standards for a dwelling with four (or more) bedrooms. This proposed parking layout offsets the loss of the garage parking space, and avoids over-spill parking along this residential road. These parking spaces (shown on drawing DWG 30 b) measure 2.4 metres in width by 4.8 metres in length which complies with the Council's standards, and permeable block paving is proposed for the widened driveway. It is recommended that parking layout should be secured via planning condition.
- 9.25 The dropped kerb would need to be extended for access to a widened driveway, and a minimum depth of 5.5 metres can be achieved between the back of the footway and the front of the property (as measured off drawing DWG 30 b), in line with the Council's requirements for new/altered dropped kerbs. The applicant will require separate consent of the Highway Authority for the dropped kerb, and should be advised of this by way of an informative.
- 9.26 Clear pedestrian access to the front door of the property has not been indicated and whilst it could be provided by widening the driveway further, the retained area of soft landscaping is considered valuable in the streetscene. In addition, as the proposed development is for a single dwelling unit, pedestrian access is not a requirement. Pedestrian access to the side/rear of the property would be retained for rear bin storage, and cycle parking.
- 9.27 The proposal would therefore be in line with CSDPD Policy CS23 and 'Saved' BFBLP Policy M9.

#### **v. Tree Implications**

- 9.28 It is acknowledged that section 7 of the submitted application form was completed incorrectly. There are trees within falling distance of the proposed development. However, there are no

trees protected by a Tree Preservation Order close to the development site (none within 50 metres of a boundary to the site). The trees closest to the proposed development, in the rear garden of 40 William Sim Wood are not considered worthy of the Tree Preservation Order. The health of these trees is a civil matter.

9.29 As such the proposed development is not considered to result in a negative impact on the health of protected trees. It therefore complies with 'Saved' policy EN1 of the BFBLP.

#### **vi. Flood Risk**

9.30 There are no relevant policies for minor development in a flood zone. However in compliance with the NPPF, the Local Planning Authority should ensure flood risk is not increased elsewhere.

9.31 The development site is in flood zone 1, defined by the Environment Agency as low probability; land having greater flood risk of one in a 1000 years probability of river or surface water flooding. The development is considered to fall within the category of a minor extension: householder extensions or non-domestic extensions less than 250 sq.m.

9.32 The proposed floor level would maintain the floor level of the existing dwelling. There are no proposed alterations to the levels of the site, which is currently level.

9.33 It has been confirmed in writing that the drainage for the proposed development would connect to the existing surface water drain and that the grey water would join the existing grey water drains where the first chambers are situated at the rear of the property. It has also been confirmed that the extended driveway would be laid with permeable material. As such the proposal would not be considered to increase the risk of flooding.

#### **vii. Community Infrastructure Levy (CIL)**

9.34 Following the introduction on the 6<sup>th</sup> April 2015 of the Community Infrastructure Levy (CIL), all applications for planning permission will be assessed as to whether they are liable. As this development is not for the implementation of a net increase in dwellings, this application will not be liable for a charge.

### **10. CONCLUSIONS**

10.1 It is considered that the development is acceptable in principle and would not result in an adverse impact on the character and appearance of the host dwelling or surrounding area or on highway safety. The impact of the development would not result be so detrimental on the residential amenity of the neighbouring occupiers to warrant refusal. It is therefore considered that the proposed development complies with 'Saved' policies M9 and EN20 of the BFBLP, Policies CS2, CS7 and CS23 of the CSDPD and the NPPF.

### **11. RECOMMENDATION**

11.1 The application is recommended to be **APPROVED** subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To comply with Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details:



Site Location Plan and Existing Block Plan, Drawing Number: DWG:1, Received 19.03.2018

Proposed Block Plan and Roof Plan, with Parking Layout, Drawing Number: DWG 30 b, Received 27.04.2018

Proposed Ground Floor Plan, Drawing number: DWG:10, Received 19.03.2018

Proposed First Floor Plan, Drawing number: DWG:11, Received 19.03.2018

Proposed Loft Floor Plan, Drawing number: DWG:12, Received 19.03.2018

Proposed Front Elevation, Drawing number: DWG:20, Received 19.03.2018

Proposed Side Elevation (East), Drawing number: DWG:23 a, Received 19.03.2018

Proposed Rear Elevation, Drawing number: DWG:21 a, Received 19.03.2018

Proposed Side Elevation (West), Drawing number: DWG:22 a, Received 19.03.2018

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

3. The materials to be used in the construction of the external surfaces of the two storey side extension hereby permitted shall be similar in appearance those of the existing dwelling.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

4. The materials to be used in the construction of the external surfaces of the part single storey and two storey rear development hereby permitted shall be as stated in the submitted application form and as confirmed on the approved elevation drawings.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

5. The window to be inserted into the eastern elevation of the existing dwelling hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). The openable part(s) shall at all times be no less than 1.7 metres above internal floor level of the room in which the window will be inserted.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed in the eastern and western (flank) elevations of the development hereby permitted at first floor level and above, except for any which may be shown on the approved drawing(s).

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

7. The development hereby approved shall not be occupied until the associated vehicle parking has been surfaced with a permeable material in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

#### Informative(s):

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of

sustainable development, as set out within the National Planning Policy Framework.

2. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
  1. Time limit
  2. Approved plans
  3. Materials used on two storey side extension to match existing
  4. Materials used on part one/part two storey rear extension to be as stated
  5. Side facing window obscure glazed with limited opening
  6. No additional windows in western elevation
  7. Parking layout to be provided
3. The applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.
4. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.
5. The applicant should note that the Bracknell Forest Council's Street Works Team should be contacted at the Environment, Culture and Communities Department, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the access construction details and to grant a licence (separate to planning permission) before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

Doc. Ref:

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at [www.bracknell-forest.gov.uk](http://www.bracknell-forest.gov.uk)