

## Unrestricted Report

### ITEM NO: 7

Application No.  
**14/00251/FUL**  
Site Address:

Ward:  
Crowthorne

Date Registered:  
10 April 2014

Target Decision Date:  
5 June 2014

**129 Dukes Ride Crowthorne Berkshire RG45 6DP**

Proposal:

**Raising of roof height to create first floor accommodation; erection of two storey rear extension and two storey front extension; internal alterations and changes to external windows and doors.**

Applicant:

Mr and Mrs J Delany

Agent:

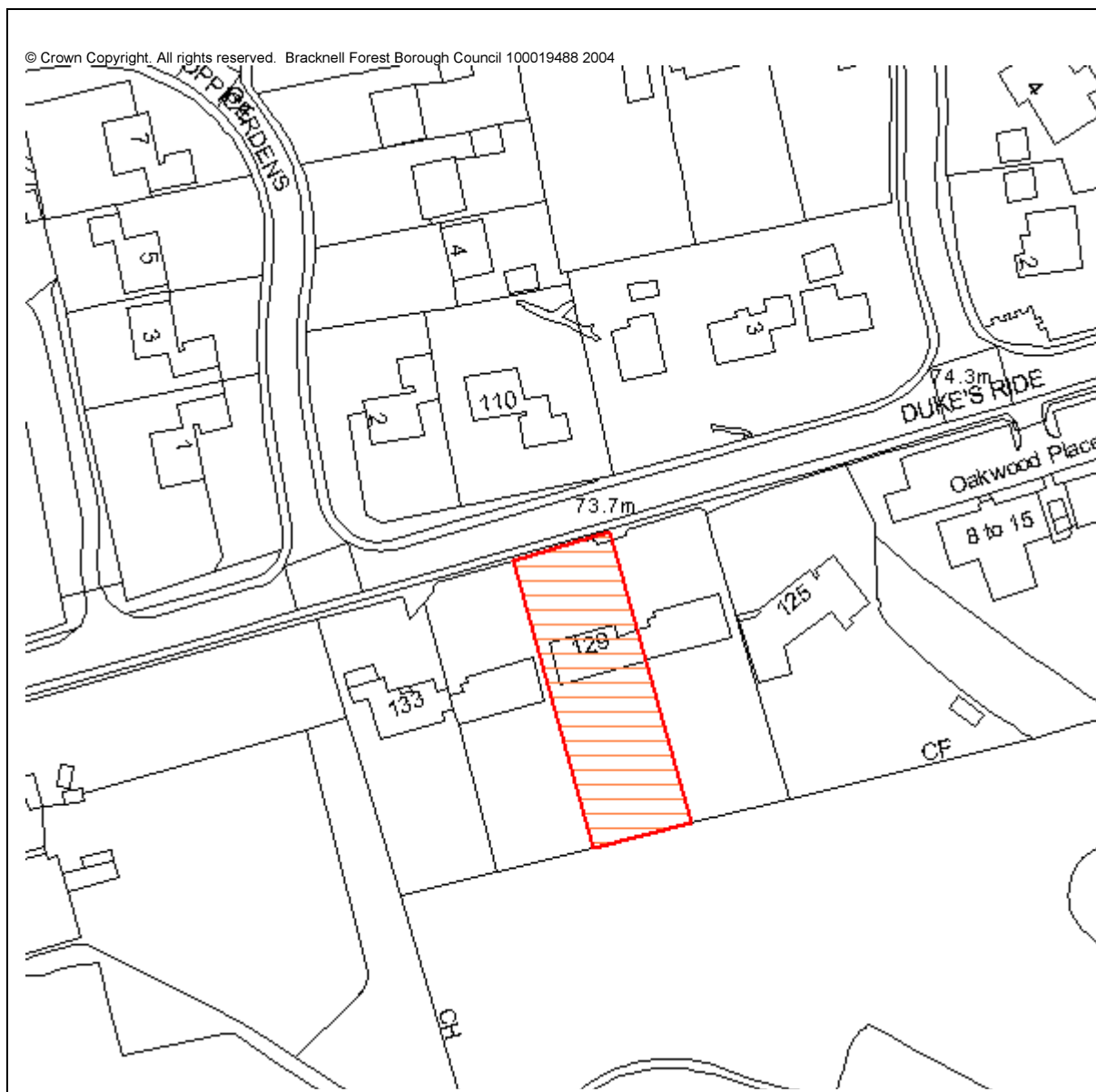
Mr Martin Aves

Case Officer:

Sarah Horwood, 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. REASON FOR REPORTING APPLICATION TO COMMITTEE**

This application has been reported to the Planning Committee as more than 3 objections have been received to the proposal.

### **2. SITE DESCRIPTION**

129 Dukes Ride is a bungalow located on the southern side of Dukes Ride and access is a shared drive which also serves 127 Dukes Ride. The surrounding area is residential. There are trees along the front boundary of the site which help to screen nos. 125 to 133 Dukes Ride from the highway. The trees to the front and rear of the site are covered by TPOs.

### **3. RELEVANT SITE HISTORY**

07/00441/OUT - Outline application (including details of layout and access) for the erection of 16no. two bed flats and 1no. three bed detached dwelling following the demolition of 127, 129 and 131 Dukes Ride. Refused 2007.

### **4. THE PROPOSAL**

The proposal is for raising of the roof height to create first floor accommodation; erection of two storey rear extension and two storey front extension; internal alterations and changes to external windows and doors.

The roof of the dwelling would be increased by 1.8m in height so the overall height of the dwelling increases from 5.7m to 7.5m. A two storey front extension is proposed 0.7m deep and 3.7m wide and 2no. dormer windows are proposed on the front elevation of the dwelling. 2no. dormer windows are proposed on the rear elevation. A two storey rear extension is proposed which would be 4.2m deep and 6.3m wide.

### **5. REPRESENTATIONS RECEIVED**

Crowthorne Parish Council recommended approval of the application.

6no. letters of objection received which can be summarised as follows:

- two storey rear extension is unacceptable as it is out of character, sets a precedent;
- oversized development;
- overlooking;
- overshadowing;
- loss of privacy;
- oppressive;
- parking issues

### **6. SUMMARY OF CONSULTATION RESPONSES**

The Highways Officer raise no objection to the proposal subject to conditions.

## **7. DEVELOPMENT PLAN**

The Development Plan for this Borough includes the following:

Site Allocations Local Plan 2013 (SALP)

Retained Policies of the South East Plan 2009 (SEP)

Core Strategy Development Plan Document 2008 (CSDPD)

Saved Policies of the Bracknell Forest Borough Local Plan 2002 (BFBLP)

Bracknell Forest Borough Policies Map 2013

## **8. PRINCIPLE OF DEVELOPMENT**

SALP Policy CP1 refers to the presumption in favour of sustainable development as outlined within the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and environmental conditions within the area. Planning applications that accord with the policies in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policy CS1 sets out a number of sustainable development principles including making efficient use of land and buildings and locating development in locations that reduce the need to travel.

CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites. Development that is consistent with the character, accessibility and provision of infrastructure and services within that settlement will be permitted, unless material considerations indicate otherwise.

These policies are considered to be consistent with the sustainable development principles of the National Planning Policy Framework (NPPF), and as a consequence are considered to carry significant weight.

The site is located in a residential area that is within a defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result the proposed development is considered to be acceptable in principle, subject to no adverse impact on the street scene, amenity of neighbouring occupiers, highway safety, trees, etc. These matters are assessed below.

## **9. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

Saved Policy EN20 of the BFBLP and Policy CS7 of the CSDPD relate to design considerations in new proposals and are relevant considerations. These policies seek to ensure that developments are sympathetic to the character of the area and are of a high design. This is consistent with the NPPF.

The proposed extensions with the increase in the ridge height of the roof by 1.8m and in conjunction with the proposed two storey front and rear extensions, would alter the dwelling from a bungalow to a modest two storey dwelling. The proposed extensions to the front of the dwelling including dormer windows would not appear out of character in the surrounding area. It is noted that no. 127 Dukes Ride has a similar two storey front extension and dormer windows and an application has been approved at no. 131 Dukes Ride (ref: 13/00795/FUL) for similar front extension with the provision of dormer windows. As such, the design of the extensions would be in keeping with the surrounding area.

The dwelling is set back 18m from the highway and taking into account the screening provided in the front garden by existing oak trees which are subject to TPOs, the proposed front extensions would not appear unduly prominent in the street scene.

The proposed two storey rear extension would be sited to the rear of the dwelling and would therefore not appear prominent in the street scene. Although it is noted that adjoining properties at nos. 127 and 131 Dukes Ride have not extended to the rear, it is not considered that the proposed two storey rear extension would be unacceptable as its design is acceptable and there is no resulting impact to surrounding properties.

Due to the size of the plot, the proposed extensions would not result in overdevelopment.

The external finish of the dwelling is proposed as render, weatherboarding and slate roof tiles. The adjoining property at no. 131 is rendered and no. 125 has weatherboarding; as such these external finishes are considered sympathetic to the surrounding area.

As part of the proposals, the dwelling would be increased from a 3 bedroom to 4 bedroom property. Some alterations would need to be made to the front of the dwelling to create an improved parking and turning area; however these alterations would be able to retain a large area of soft landscaping to the front of the dwelling.

The site is located within a Character Area Assessment - Area B: West Crowthorne as designated by the Character Area Assessment SPD adopted 2010. The proposed extensions would not detract from any specific features identified in the SDP.

As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with Saved Policy EN20 of the BFBLP, Policy CS7 of CSDPD and the NPPF.

## **10. RESIDENTIAL AMENITY**

BFPLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. This is consistent with the NPPF.

The adjoining property at no. 127 Dukes Ride is set in line with the front and rear elevations of no. 129. The garages of nos. 127 and 129 are attached and there is a 7m separation distance between the flank walls of the dwellings. The proposed two storey rear extension would be set 10m from the boundary with no. 127 and would project 4.2m from the rear elevation. The proposed two storey rear extension would appear visible to no. 127 in view of this projection, however due to the separation distance between the boundary of no. 127 and the two storey rear extension, it would not appear unduly overbearing to the detriment of no. 127. Further, it would not result in a detrimental level of overshadowing or loss of daylight to the rear garden of no. 127 due to the 10m separation distance.

1no. side facing window is proposed at first floor level in the two storey rear extension facing no. 127 which would be a secondary light source to a bedroom with the primary window in the rear elevation of the extension. This window would be conditioned to be obscure glazed and fixed shut with the exception of top opening fan light to prevent overlooking and loss of privacy to no. 127.

The proposed two storey front extension would be set 8m from the flank wall of no. 131. In view of this separation distance and the modest projection of the two storey front extension of 0.7m, it would not appear unduly overbearing to no. 127. The increase in the ridge height of the roof of the dwelling and proposed dormer windows would not appear unduly overbearing to no. 127.

The adjoining property at no. 131 Dukes Ride is set back 2m from the front elevation of no. 129 and there is a 3.6m separation distance between the flank wall of no. 129 and the flank wall of no. 131. Due to the relationship between the front elevations of no. 129 and 131, the increase in the bulk of the dwelling due to the extensions would be increased when viewed from the front of no. 131; however it is not considered that these alterations would appear unduly overbearing to the detriment of no. 131 and no loss of daylight would result to front facing windows given the modest projection of the dwelling beyond the front elevation of no. 131 of 2m.

The proposed two storey front extension would be set 8m from the flank wall of no. 131. In view of this separation distance and the modest projection of the two storey front extension of 0.7m, it would not appear unduly overbearing to no. 131.

The proposed two storey rear extension would project 4.2m from the rear elevation of the dwelling. Due to the set back of the rear elevation of no. 131 from the rear of no. 129, 2.2m of the two storey extension would appear visible to the adjoining property. The proposed two storey rear extension in view of this projection beyond the rear elevation of no. 131 and its roof design which pitches away from the boundary, it would not appear unduly overbearing and further no loss of daylight would result to rear facing windows as the proposed extension would not infringe upon a 45 degree angle from the nearest rear facing window at no. 131.

2no. windows are proposed in the side (west) elevation of the dwelling facing no. 131, however these windows serve a bathroom and en-suite and therefore a condition is recommended to ensure these windows are obscure glazed and fixed shut with the exception of top opening fanlights to prevent overlooking and loss of privacy to no. 131. There are no existing windows in the side elevation of no. 131 facing the application site and no windows in the side elevation of the dwelling with the extensions approved by permission 13/00795/FUL and therefore no loss of daylight would result to no. 131.

The proposed alterations to the dwelling including the two storey rear extension would be set 20m from the side boundary of no. 133 Dukes Ride. In view of this separation distance, the proposed extensions would not appear unduly overbearing to this property. The 2no. side facing windows at first floor level would be conditioned to be obscure glazed and fixed shut with exception of top opening fan lights so no overlooking and loss of privacy would result.

The proposed front extensions would be set between 35m and 40m from properties opposite the site on Dukes Ride and Coppice Gardens. In view of these separation distances, the proposed extensions would not appear unduly prominent and would not result in overlooking to these properties.

The application site backs onto woodland which appears to form part of Wellington College. As such, no properties to the rear would be affected by the proposal.

Existing fenestration on the dwelling would be modernised. This would not result in any additional impact to surrounding properties through overlooking.

As such, the proposal would not be considered to affect the residential amenities of neighbouring properties and would be in accordance with Saved Policy EN20 of the BFBLP and the NPPF.

## **11. TRANSPORT IMPLICATIONS**

Saved Policy M9 of the BFBLP ensures that development provides satisfactory parking provision. A further material consideration for parking provision is provided in the Council's adopted Parking Standards. The NPPF refers to local authorities setting their own parking standards for residential development.

The property is located on the B3348 Dukes Ride, a classified distributor road. No changes are proposed to the existing access arrangements.

The applicant proposes to extend the existing three bedroom property to provide a 4 bedroom dwelling. The off-street parking provision increases from 2 spaces to 3 as set out in the Parking Standards (July 2007) SPD. The existing garage is to be retained and enlarged internally. The Highway Authority are of a view that there is space to the front to accommodate two further parking spaces with turning.

As the property is accessed from a classified road it is essential that vehicles can enter/egress the site in a forward gear. The Highway Authority recommends that a parking and turning layout is secured and retained by condition along with the retention of the garage.

For the reasons given above the proposal is considered to be in accordance with Saved Policy M9 of the BFBLP and the NPPF and would not result in highway implications.

## **12. TREE IMPLICATIONS**

Policy EN1 of the BFBLP ensures that the Borough's significant trees are protected. The NPPF refers to conserving the natural environment, therefore this policy is consistent with the NPPF.

There are trees to the front and rear of the site which are subject to TPOs - these being oak trees to the front and birch trees to the rear.

The proposed two storey front extension would project closer to the protected trees to the front of the dwelling but by only 0.7m. There is also a group of trees in the rear garden which are also protected. The proposed extensions would however be outside of the root protection area of these trees and subject to the imposition of standard tree protection conditions, no harm should result to these trees during construction.

Subject to compliance with these conditions, the proposal is considered to be in accordance with Policy EN1 of the Bracknell Forest Borough Local Plan and the NPPF and would not result in an adverse impact on protected trees.

## **13. CONCLUSIONS**

The proposed raising of roof height to create first floor accommodation; erection of two storey rear extension and two storey front extension; internal alterations and changes to external windows and doors would not result in adverse impacts to the residential amenities of adjoining properties, would not adversely affect the character and appearance of the surrounding area and sufficient on site parking provision can be provided. Further, tree protection conditions would ensure that no harm results to trees subject to TPOs. As such, the proposal is considered to be in accordance with Saved Policies EN1, EN20 and M9 of the BFBLP, CS1, CS2 and CS7 of the CSDPD and Policy CP1 of the Site Allocations Local Plan, all in accordance with the NPPF.

Therefore recommend the application for approval.

## **RECOMMENDATION**

That the application be **APPROVED** subject to the following conditions:-

01. 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.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 10 April 2014:

drawing 13/12/02

drawing 13/12/03

drawing 13/12/04

drawing 13/12/05

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

03. No development shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed at first floor level or above in the side elevations except for any which may be shown on the approved drawings.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

05. The 2no. windows serving the bathroom and en-suite in the west elevation and 1no. window serving the bedroom in the east elevation, all at first floor level, shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). They shall at all times be fixed with the exception of a top hung openable fanlight.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

06. No development shall commence until the associated vehicle parking and turning space has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking and turning.

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]

07. The garage accommodation shall be retained for the use of the parking of vehicles at all times.

REASON: To ensure that the Local Planning Authority's vehicle parking standards are met.  
[Relevant Policy: BFBLP M9]

08. The protected trees at the front and rear of the site shall be protected by erecting barriers at a distance specified in BS 5837:2012 (or any subsequent revision) Annex D to the standard illustrated in BS 5837:2012 (or any subsequent revision) Section 6 (Figures 2 or 3).

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

09. The protective fencing and other protection measures specified by condition 8 shall be erected prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site. No activity of any description must occur at any time within these areas including but not restricted to the following:

- a) No mixing of cement or any other materials.
- b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.
- c) Siting of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.
- d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.
- e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.
- f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

- a) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained.
- b) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

Informative(s):

01. 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.

02. 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
4. Restrictions on windows
5. Obscure glazing
7. Garage retention
8. Tree protection



The applicant is advised that the following conditions require discharging prior to commencement of development:

3. Materials

6. Parking and turning plan

9. Tree protection

Doc. Ref: Uniform 7/DC/Agenda

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)