

## Unrestricted Report

### ITEM NO: 7

Application No.  
**16/00435/FUL**  
Site Address:

Ward:  
Ascot

Date Registered:  
23 May 2016

Target Decision Date:  
18 July 2016

**85 Prince Andrew Way Ascot Berkshire SL5 8NH**

Proposal:

**Erection of a single front extension, a two storey side extension and a single storey rear extension with alterations to roof of existing single storey rear extension**

Applicant:

Mr R Keresztes

Agent:

Mr Robert Cole

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 single storey front extension, a two storey side extension and a single storey rear extension with alterations to the roof of the existing single storey rear extension. Permission is also sought for the erection of a bin store to the front of the dwelling.
- 1.2 The site is within the settlement boundary. It would not adversely affect the residential amenities of neighbouring properties or character and appearance of the surrounding area. No adverse highway safety implications would result from this development.

<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 Following the receipt of two objections, the Local Authority's 1-3 Objection Procedure was undertaken. Councillor Dudley has requested that the application be considered by the Planning Committee as it is felt that the development would be out of keeping with the character of the area, the development would result in a terracing effect, the development would be unneighbourly in terms of loss of privacy, feasibility issues for construction and maintenance of the development and insufficient usable off-road parking.

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

<b>PLANNING STATUS</b>
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Within settlement boundary
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- 3.1 No. 85 is a two storey, semi-detached dwelling located on the south east side of Prince Andrew Way. The site is opposite the junction of Prince Andrew Way and Elliot Rise. The surrounding area is predominantly residential. Blackmoor Stream runs immediately to the east of the rear boundary of the application site which marks the boundary between Bracknell Forest Borough Council and the Royal Borough of Windsor and Maidenhead.

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

- 4.1 8805  
31 dwellings and garages. (Affects 41-111 odds Prince Andrew Way)  
Approved 1963

- 4.2 9445  
Application for resiting of Welwyn/Malvern type - 10 pairs of semi-detached on plots 60/79. (Affects 41-111 odds Prince Andrew Way)  
Approved 1964

### **5. THE PROPOSAL**

- 5.1 The proposed development would include a single storey front extension. This would provide an enclosed porch area and the front section of the study which would also project to the side of the existing property. The proposed front extension would project 1.3 metres forward of the existing front elevation. It would have a total width of 4.5 metres, a maximum height of 3.4 metres with the eaves height at 2.6 metres.

- 5.2 The proposed development would also include a two storey side extension. This would provide a study and a shower room on the ground floor. There would be an additional bathroom and an enlarged bedroom on the first floor. The relocated staircase would also be positioned in this side extension. The first floor aspect of the side extension would have a depth of 7.1 metres. This would be set back by from the front elevation of the existing dwellinghouse by 0.55 metres. The ground floor of the side extension would be set 1.3 metres forward of the existing front elevation. The ground floor aspect of this development extension would have maximum depth of 8.85 metres. The proposed side extension would have a width of 2.16 metres, a maximum height of 7.85 metres with the eaves height at 5.2 metres.
- 5.3 The proposed development would also include an infill extension to the existing rear extension. This would have a depth of 2.84 metres and a width of 3 metres. This extension would result in the existing 'L' shaped rear extension forming a rectangular shape. Further alterations to the roof over the existing rear extension would result in a flat roof design with a roof lantern. The roof would have a maximum height of 3.05 metres, with the proposed roof lantern projecting 0.15 metres above this.
- 5.4 The proposed bin store would be sited 0.35 metres forward of the front elevation of the proposed side/front extension. The structure would have a maximum height of 1.3 metres, a width of 1.56 metres and a depth of 0.82 metres. It would have a timber frame with horizontal timber boarding.

## 6. REPRESENTATIONS RECEIVED

### Winkfield Parish Council:

- 6.1 Winkfield Parish Council objected to this application as they feel that the development is out of character with the area. The Parish Council also objects to the infilling of spaces which result in semi-detached houses creating a terrace. The development is unneighbourly as it results in;
- a loss of privacy on the neighbouring property (no. 83),
  - encroaches on the shared access,
  - presents feasibility issues for construction and maintenance of the development,
  - the neighbouring property would lose their parking.
- The Parish Council also raises concerns that there would be insufficient usable off-road parking.
- 6.2 *[Officer Note: The character of the area, impact on residential amenities and highways implications are assessed in section 9 of this report. Access for the maintenance of part of a residential building is a civil matter and beyond the control of the planning department.]*

### Other Representations:

- 6.3 An objection was received from 83 Prince Andrew Way, the unattached neighbouring property to the north east of the application site. The concerns raised have been summarised below:
- The applicant(s) would not have an external access to their rear garden,
  - The extension would not be possible to construct without entering the neighbouring property (no. 83),
  - With external access to the rear of the property removed, the bins would be stored at the front of the property, resulting in an untidy look to the streetscene and the risk of them being blown over and rubbish strewn over the neighbouring gardens,

- Maintenance of the property without access via the neighbouring property e.g. the guttering,
- The proposed window on the side elevation, serving the staircase, would overlook no. 83's front door,
- Parking, an additional space would be required for the additional bedroom,
- The proposed porch was not applied for. Also the erection of a front porch would be uncharacteristic to the neighbourhood. The porch would encroach onto the parking area.

6.4 [Officer Note: access and overlooking impacts is assessed in section 9 of this report. Construction access is beyond the control of the planning department and would be considered a civil matter. There would be an informative added, should planning permission be granted, stating that the permission does not give the applicant any authorisation to enter onto land or to carry out works not within the applicant's ownership. The bins would be at the front of the property. It is proposed to store the bins in purpose made bin store. The applicant has confirmed that there would be no encroachment over the boundary line as a result of the development. The proposed front extension has been added to the description of proposed works and the neighbours have been notified.]

## 7 SUMMARY OF CONSULTATION RESPONSES

### Highway Authority:

7.1 The Highway Authority (HA) was consulted and following their initial comments, a revised parking plan was submitted. The proposed development would comply the Parking Standards SPD. The HA has raised no objections to the amended plan and recommend that this planning application be approved subject to conditions.

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, and 'Saved' policy EN20 of the BFBLP	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
<b>Supplementary Planning Documents (SPD)</b>		
Bracknell Forest Borough Parking Standards Supplementary Planning Document 2016 Streetscene Supplementary Planning Document 2011		
<b>Other publications</b>		
National Planning Policy Framework (NPPF) Bracknell Forest Borough Council 'Extending your home: A Householder's Guide' (2003) 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. Community Infrastructure Levy

**i. Principle of Development**

9.2 85 Prince Andrew Way is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), CS2 (Location Principles) and the NPPF subject to no adverse impacts upon character and appearance of surrounding area, residential amenities of neighbouring properties, highway safety, etc. These matters are assessed below.

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

9.3 85 Prince Andrew Way forms one half of a pair of semi-detached properties. The attached dwelling to the south west, 87 Prince Andrew Way forms the other half. It is noted that this attached neighbouring property has a similar, two storey side development and a rear development. In addition, a two storey side extension has been approved and built at no. 40 Prince Andrew Way, and a single storey side extension has been approved and built erected at no. 46 Prince Andrew Way. There are also several residential dwellings located close to the application site which have front extensions. As such the proposed extensions would not be considered as out of keeping with the character of the surrounding area.

9.4 It has been confirmed on the submitted drawing (reference number: PAW/85/01 A) that the materials to be used in the external construction of the proposed extension would match in appearance those materials used in the existing dwelling. As such the proposed development would be considered in keeping with host dwelling.

9.5 Whilst the rear aspect of this development would not be visible from the highway, the two storey side and single storey front extensions would be visible. The front extension is viewed to be modest in size when considered on its own and as such would not be considered to have a dominant impact on the streetscene. The first floor of the side extension would set back by 0.55 metres from the existing front elevation. The pitch of the roof slope would be maintained to match the existing roof slope, and the ridge line over the side extension would also be set back. This would result in the side extension appearing subservient to the original dwellinghouse. The proposed development would not be considered to have a negative impact in the streetscene.

9.6 The submitted parking plan includes soft landscaping. This would enhance the application property and the character of surrounding area.

9.7 The proposed bin store would also be visible from the highway. The materials used in the construction of the bin store would match the existing timber fence and gate to the side of no. 85 Prince Andrew Way. Due to its size, the proposed bin store would not be visually dominant in the streetscene and its design would screen the bins effectively. Therefore the proposed store would comply with the Streetscene SPD.

9.8 An objection raised by the occupier of a neighbouring property included the storage of bins to the front of the property and the potential increased risk for the bins to be blown over in high winds and scatter rubbish over several front gardens. The bin store would prevent this from happening; as such it would protect the appearance of the surrounding 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 rear extension, together with an alteration to part of the existing rear projection, would include rear facing bi-fold doors. The proposed shower room would also have a rear facing window. As the application site is predominantly level, these ground floor windows would not create any significant overlooking impacts.

9.11 The additional first floor window on the rear elevation, serving a bathroom, would be on the same elevation as the existing rear windows. As such, the levels of overlooking would not differ substantially from the existing situation. In addition, the neighbouring property to the north east, 83 Prince Andrew Way has an outbuilding adjacent to the boundary with the application which provides screening. Therefore this window would be considered acceptable.

9.12 Due to the position of the application site opposite a 'T' junction, there is no direct neighbour opposite. Therefore the front facing windows, serving a study at ground floor level and a bedroom at first floor level would not result in significant levels of overlooking to the detriment of the occupiers of neighbouring properties.

9.13 The existing north east elevation of the dwellinghouse has a door and window at ground floor level. The proposed side elevation would remove both the ground floor door and window, and would install a first floor level window serving the staircase. The occupier of the neighbouring property, 83 Prince Andrew Way, has objected to this window on overlooking grounds and loss of privacy. The area of the neighbouring property which could be viewed from the proposed side facing window is not the private amenity space for no. 83. The area which can be seen from this window is the neighbour's concrete driveway and their front door, this can also be seen from the highway. There is a 1.8 metre high timber fence dividing the front drives. This window also breaks up the otherwise blank flank wall, and would therefore be considered to enhance the property.

9.14 Due to the proximity of the proposed extension to the boundary, it is recommended that the side facing window be restricted by condition to only open inwards, to avoid overhanging the boundary if opened outwards.

9.15 There are no existing windows on the south west elevation of no. 83. The proposed side extension would not project to the rear of the existing dwellinghouse. As such the proposed development would not result in any overshadowing impact on no. 83.

9.16 There are two sets of patio door to the rear elevation of the extension at no. 87. The proposed extension would not result in any significant overshadowing of the rooms to the rear of no. 87.

9.17 The proposed rear extension would be sited 4.6 metres from the boundary with 83 Prince Andrew Way. The alterations to the existing pitched roof to form a flat roof structure would reduce the bulk of the rear extension. This aspect of the development

would not result in any overshadowing or overbearing impacts on the amenities of the occupiers of no. 83.

9.18 There would be a separation distance of 2.3 metres between the proposed side extension and the flank wall of 83 Prince Andrew Way. Whilst the development would bring the built form closer to the neighbouring property, there are no windows, only a front door, on the flank elevation nor is there a private amenity space adjacent to the development. As such, this aspect of the proposal would not be considered unduly overbearing on the occupiers of no. 83.

9.19 The proposed rear extension would be considered an infill development. The neighbouring property, 87 Prince Andrew Way has an existing rear extension. This projects 3.8 metres from the original rear elevation. The proposed extension to the rear of no. 85, when coupled with the existing extension, would project a total of 5.2 metres from the original rear elevation. This additional 1.4 metre projection would not have a detrimental impact on the amenities of the occupiers of no. 87.

9.20 It is considered that the proposed rear extension and alterations to the roof would not have an overbearing effect on the amenities of the occupiers of the neighbouring dwellings.

9.21 Due to its size, position and purpose, the proposed bin store would not have a detrimental effect on the amenities of the occupiers of the surrounding properties.

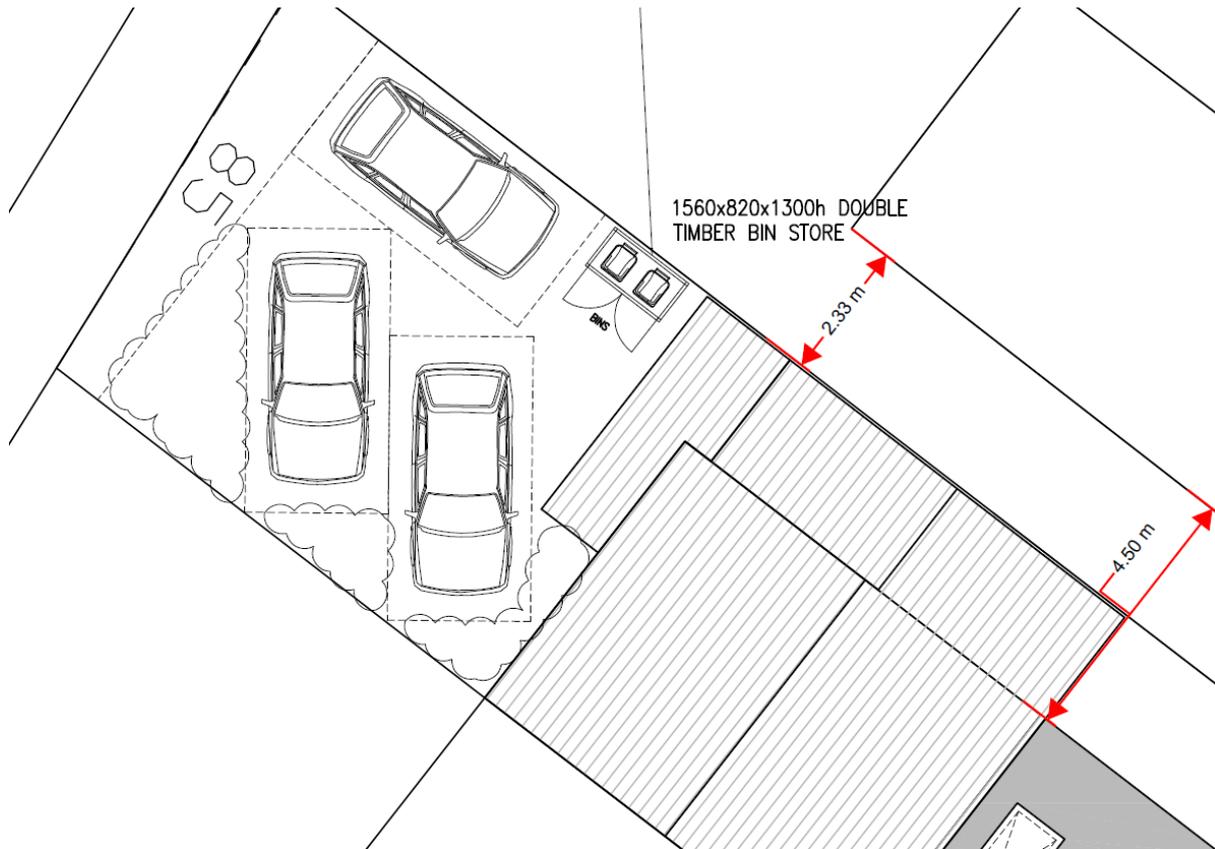
9.22 The proposed development would be acceptable in line with 'Saved' BFBLP Policy EN20.

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

9.23 The Highway Authority has reviewed the amended parking plan. Three spaces are proposed each measuring 2.4 metres by 4.8 metres to comply with the Council's parking standards and this is acceptable to the Highway Authority. While parking spaces would not be individually accessible, this is not a requirement for a property in single ownership and the parking arrangement would be workable. The existing dropped kerb should be extended by a couple of kerbstones to enhance access to on-plot parking and the applicant could do so via a separate application to the Highway Authority. Soft landscaping is also proposed and this would improve the visual appearance of the frontage of the application site.

9.24 The Parish Council (PC) has objected to this application on access grounds. There is a garage to the rear of no. 83 inline with existing driveway. The PC believes that the driveways to both properties are under shared ownership, and that this development would impede the access for no. 83. The Land Registry records show that there is no shared ownership over the drive ways to number 83 and 85. The development is therefore entirely within the applicant's ownership.

9.25 There is an existing fence denoting the boundary between the two properties. The distance between this fence and the side elevation of no. 83 is 2.33 metres, as demonstrated on the insert plan below. This distance does not meet with the requirements for a vehicle access. The proposed development would not alter the existing situation, and as such would not impact on the parking arrangements of no. 83.



9.26 External pedestrian access to the rear of no. 85 would be removed as a result of the proposed development. There is a bin store proposed to the front of the dwelling, this removes the need to drag the bins through the dwelling. The proposed bin store would not have a detrimental effect on highway safety.

9.27 There is secure cycle storage available in the rear garden of no. 85. Whilst any bicycles would need to be wheeled or carried through the house, the ground floor has an open plan design. This is considered acceptable.

9.28 The proposal would therefore be in line with CSDPD Policy CS23 and 'Saved' BFBLP Policy M9.

**v. Community Infrastructure Levy (CIL)**

9.29 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 a householder application, it 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. The development would not result in a negative impact on the residential amenity of the neighbouring properties or highway safety. It is therefore considered that the proposed development complies with 'Saved' policies M9 and EN20 of the BFBLP, Policies CS2 and CS7 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, Block Plan, Existing and Proposed Floor Plans and Elevations,  
Drawing number: PAW/85/01 A, Received 30.06.2016  
Parking Plan and Bin Storage, Received 06.07.2016  
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 development hereby permitted shall match 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 window in the north east elevation of the development hereby permitted shall only open inwards.  
REASON: To prevent the overhanging of the boundary of the application site.  
[Relevant Policies: BFBLP EN20]

11.2 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 match existing
  4. Side facing window to open inwards
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. It is noted that included on the approved composite plan (reference number: PAW/85/01 A) there is a superseded parking plan. This plan is approved for the purposes of siting and design of the extensions only. The vehicle parking scheme should be laid out in accordance with the approved parking plan.
6. 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 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)