

Agenda Item 99.

Application Number	Expiry Date	Parish	Ward
200191	20/03/2020	Woodley	South Lake Ward

Applicant	Mr and Mrs J Kalsi
Site Address	314 Kingfisher Drive, Woodley, RG5 3LH
Proposal	Householder application for the proposed erection of a two storey side extension, new driveway and dropped kerb.
Type	Householder
PS Category	21
Officer	Brian O' Donovan
Reason for determination by committee	<p>The application has been listed by Borough Councillor Blumenthal on the following grounds:</p> <ul style="list-style-type: none"> - The proposed driveway in the front garden is not in keeping with the character of the area as Kingfisher Drive was designed so parking was acceptable at the rear of properties - The proposal would set a negative precedent

FOR CONSIDERATION BY	Planning Committee on Wednesday 11 th March 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The application is before Committee as it has been listed by Councillor Blumenthal.</p> <p>The proposal for a two-storey side extension and the formation of a new driveway would respect the existing characteristics of the host property and would be acceptable in relation to the character of the surrounding area. It has been demonstrated that no part of the development would have a detrimental impact on the amenity of neighbouring occupiers nor in terms of highways safety and parking provision. It is therefore recommended that this application is approved as it would accord with the NPPF and development plan policies for Wokingham Borough.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Major Development Location – Woodley • Landscape character assessment area

RECOMMENDATION
<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following Conditions and Informatives:</p> <p>Conditions:</p> <p>1. Timescale The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).</p>

2. Approved Plans

This permission is in respect of the submitted application plans and drawings numbered 093.001.A, 093.002.A, 093.003.A, 093.004.A, 093.005 and 093.996.A received by the local planning authority on 24/01/2020. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. External Materials

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the existing building unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

4. Parking to be Provided

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

5. Visibility Splay

Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number 093.001.A. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

6. Access surfacing

No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

7. Gates

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected at, or within 10 metres of, the vehicular access onto the highway.

Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

8. External materials - Hardstanding

Excepting site clearance and groundworks, no further development shall take place until details of the materials to be used in the formation of the driveway have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

Reason: To ensure that the external appearance of the site is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3

Informatives:

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 in the NPPF.

2. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

PLANNING HISTORY

Application Number	Proposal	Decision
193172	Householder application for the proposed erection of a two storey side extension and new driveway following changes to fenestration	Application Withdrawn – 16/01/2020
080352	Proposed erection of single storey front extension, plus provision of entrance ramp.	Approved – 17/04/2008
F/2001/4538	Proposed single-storey rear extension	Approved

CONSULTATION RESPONSES

WBC Highways	No objections subject to conditions
WBC Trees and Landscape	No comments received.

REPRESENTATIONS

Town/Parish Council: No comments received.

Local Members: Listing request from Cllr Blumentahl on the following grounds:

- The proposed driveway in the front garden is not in keeping with the character of the area as Kingfisher Drive was designed so parking was acceptable at the rear of properties
- The proposal would set a negative precedent

Neighbours: Seven letters of objection received from the occupants of nos. 318, 322, 334 and 336 Kingfisher Drive were received on the following grounds:

- The proposal would not be in keeping with the character of the area, in particular the dropped kerb and creation of hardstanding to the front of the property
- Cause a pedestrian safety issue with cars crossing the footpath following the creation of the access whilst also causing pedestrian safety issues during the construction process with children and parents regularly use this area for access to South Lake and the play park
- Cause a highway safety issue by creating an obstruction, reversing onto a busy road between parked cars and permission would be required for a dropped kerb. It would also create issues for emergency vehicles and disabled and older people
- It will reduce the amount of on street parking which is regularly under pressure due to the proximity to South Lake, schools and shops and for general visitors parking to residents of Kingfisher Drive
- The car park would create a loss of privacy to neighbouring properties by being overlooked from vehicles
- Would have a detrimental impact upon the nature conservation of the area
- The reference to No.3 Kingfisher Drive as a precedent would not be applicable to this site as it is a disabled person access and the layout of the street is different
- Potentially blocking access to maintenance vehicles entering the park which could cause a potential road safety issue
- Loss of trees is unacceptable, certainly in relation to the fight against climate change
- This application was rejected at planning committee on 7th January and there are no alterations to this scheme
- The two storey extension would affect the amount of light received from no. 336 and the views from this property of the trees and park
- The application has no trees or shrubs above fence level so it would be in keeping with the open country feel
- Use of photos with number plates not blanked out is an invasion of privacy
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(Officer's note: the impact upon the character of the area, upon neighbouring residential amenities, landscape and trees and highways safety and parking provision will be addressed below in relevant section of this report.

In relation to comments noting the inclusion of photographs with car registration plates this is not a material planning consideration however this matter has been raised internally. In relation to the comments stating this application has been rejected at Planning Committee on 7th January, it should be noted that the previous application was not brought to Planning Committee but was withdrawn by request of the applicant.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC07	Parking
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4

PLANNING ISSUES
<p>Description of Development:</p> <ol style="list-style-type: none"> 1. The proposal is for the erection of a two-storey side extension and the creation of two-off street car parking spaces which is facilitated by a dropped kerb to the south of the site off Kingfisher Road. The proposed two-storey side extension would extend the full depth of the main body of the property and would extend to the existing ridge and eaves lines. The proposed two-storey side extension would extend to a width of 3.1m and would be set-in from the southern boundary by 3.6m. The proposed two-storey side extension is to be constructed in materials to match the existing. 2. The proposed formation of a new driveway is to be facilitated by the creation of a 6m wide vehicle crossover to the south of the application site on Kingfisher Drive. This would see the creation of driveway in the form of hardstanding to the side/front of the property which would enable the parking of two vehicles. The proposed driveway would be constructed in red/blue multi block paving. 3. It should be noted that this planning application is a resubmission of a similar scheme, which was recently withdrawn under planning reference 190530. This application was withdrawn as the incorrect certificate had been signed and the red-line on the site location plan was outlined incorrectly. <p>Principle of Development:</p> <ol style="list-style-type: none"> 4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham

Borough will be approved without delay, unless material considerations indicate otherwise.

5. The site is located within the Woodley major settlement area and as such, the development should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.

Character of the Area:

6. The proposal site is located within the residential neighbourhood of Kingfisher Drive in Woodley and is accessed to the front by a footpath off Kingfisher Drive. Other properties along in the immediate vicinity are two storey semi-detached houses with garages located at the rear. Neighbouring property no. 334 Kingfisher Drive located directly across the footway benefits from a two-storey side extension that was approved in 2010 (planning reference F/2009/2594 – extension includes dormer to enable first floor as property characteristics differ from application site).
7. The proposal site occupies a corner plot and is clearly visible from Kingfisher Drive main road. The extension is proposed to be located to the southern elevation of the host building adjacent to Kingfisher Drive and will be visible from public viewpoints. The proposed extension is to be set-in 3.6m from the adjacent public footpath to the southern boundary.
8. The Borough Design Guide states that any alteration and extension to an existing building should be well-designed, respond positively to the original building, contribute positively to the local character and street scene, and relate well to the neighbouring properties. It also recommends that where there is a regular pattern to the built form, with a repeated building type on a consistent building line and with consistent gaps, then any alteration or extension that is visible from the street should not unbalance the rhythm of the frontage. It also states that “*alterations or extensions should be clearly subservient to the form and scale of the original buildings in most situations, although there may be exceptions where it is more appropriate to design a seamless continuation*”. It also states that a gap should be retained between the building and the site boundary and this should be a minimum of 1m.
9. The proposed two-storey side extension would extend the full depth of the main body of the property and would extend to the existing ridge and eaves lines. The proposed two-storey side extension would extend to a width of 3.1m and would be set-in from the southern boundary by 3.6m. The proposed two-storey side extension is to be constructed in materials to match the existing.
10. It is considered that in this instance given that it is the side elevation of the property which is most conspicuous on the street scene, with a substantial separation, that a seamless continuation at roof level would be acceptable, and in keeping with other two storey side extensions along Kingfisher Drive such as Nos. 74 and 112. The proposed extension is to be a relatively modest width of 3.1m and would be set-in 3.6m from the adjacent footpath. It is considered that given the separation distance from the public realm and the fact that it is the side elevation which is

most prominent, a seamless continuation would not have a detrimental impact upon the streetscene given that the existing perception of the property would not alter dramatically. It should also be noted that the property directly opposite has been extended at ground and first floor in a seamless continuation form, as have Nos. 74 and 112 as identified above. Whilst it is acknowledged that these properties display different characteristics, the creation of this type of extension would create a degree of symmetry and balance on this section of Kingfisher Drive.

11. In relation to the proposed formation of a new driveway the proposal would see the creation of a vehicle crossover on main Kingfisher Drive highway across an existing footpath and verge and would require the removal of a section of existing boundary fence with additional hardstanding being installed to the front/side of the property.

12. The proposed vehicle crossover to the side of the properties is not a typical feature on the streetscene along Kingfisher Drive with the properties being accessed to the front by a pedestrian walkway and to the rear by way of a garage. The proposal would see the loss of a section of a landscaped garden to the front/side of the property and whilst this is regrettable, this could be carried out without planning permission and the majority of the soft landscaping to the front of the property is to be retained. A condition is to be included to ensure that appropriate materials are to be used for the hardstanding.

13. In relation to the other visual aspects of the proposed formation of the new driveway this would be in the form of a dropped kerb, a removal of a section of a grass verge and the removal of a section of boundary fence to the application site. The prevailing character of the area is that of vehicular parking to rear of the properties with the majority of the properties which are adjacent to the street retaining their side boundary treatment in its totality; however, planning permission would not be required to remove a section of this existing boundary treatment. The proposal would see the removal of a section of kerb and grass verge which is relatively modest in the context of the overall streetscene. Currently, there would be vehicles parked adjacent to this kerb which are visible in the streetscene and its removal would enable the visibility of vehicles parked adjacent to the property on the new hardstanding. It is considered in this regard that the proposed impacts of the proposal would not create such a detrimental impact upon the character of the area that it would constitute a reason for refusal. Specific highways issues are assessed in a proceeding section of the report. Therefore the proposal is considered to be acceptable in relation to design and character.

14. It follows that overall the proposal would be compliant with national and local planning policies, and so it is considered acceptable in this regard.

Neighbouring Amenity:

15. Overlooking:

The proposal would include windows to the ground and first floors of the southern, eastern and western elevation. As there is no properties located to the south of the application site there are no concerns in relation to the impacts of the fenestration to the southern flank. The closest property to the west of the proposed extension is located 35m away and the proposed extension does not extend beyond the existing rear elevation. Therefore the proposal would constitute a continuation of the existing

outlook and there are no concerns in this regard. In relation to the property directly opposite to the east there is a proposed separation from the proposed extension of 20m. The proposed extension would not extend beyond the existing main front elevation. Thus, the proposed outlook would be a continuation of the existing levels and it is considered that the impacts upon the adjacent property to the east would be within acceptable levels.

16. It is noted that concerns have been raised about potential overlooking from users of the vehicles proposed to be parked on the application site. The potential for overlooking to surrounding properties from users of vehicles is at a lower level than that of the users of the existing path and therefore there are no concerns in this regard.

17. Loss of Light:

As the proposed extension would not extend forward of the existing front elevation or beyond the existing rear elevation there would be no impacts upon the adjacent property to the north. As has been noted above, there are no properties located to the south and substantial separation distances to the adjacent properties to the east and west. Furthermore, in accordance with the BRE Sunlight/Daylight Guidance and R.18 of the Borough Design it is considered that there would be no infringement of the 45 degree line of sight would occur especially at first floor level, therefore no unacceptable impact would occur in this regard. It is noted that concerns have been raised in relation to loss of views from a neighbouring property to the south of the application site. It is considered that given the relatively modest width of the extension there would be limited impacts upon views towards South Lake from existing properties, which are not protected in any event, and Landscape Officers have also not expressed concerns in this regard. Thus, there are no concerns in this regard.

18. Overbearing:

19. The SPD also states that for two storey dwellings, the minimum separation distance from flank to boundary to limit sense of enclosure is 1 metre. The proposed two-storey side extension is to be set-in 3.6m from the southern boundary. In this regard there are no adjacent properties to the southern boundary however the substantial separation would ensure that the proposal does not have an overbearing impact upon the adjacent footpath to the south. Given that the separation to the adjacent properties is a minimum of 20m and the proposal does not extend beyond the front or rear elevation it is considered that the proposal would have an overbearing impact upon the adjacent properties. Thus, the proposal is not considered to have an unacceptable impact upon the residential amenity of the neighbouring properties.

Highways Access and Parking Provision:

20. The current scheme proposes the formation of a vehicle crossover from Kingfisher Drive across a grass verge and public footpath to the application site. The proposal would create a new driveway which would facilitate the parking of two vehicles in addition to the one space which is currently available to the rear of the property. The proposal would see the loss of approx. 1.25 of on-street car parking spaces however this would be counter-balanced by the provision of two additional spaces within the curtilage of the application site. Highways Officers are satisfied with the parking

provision. The proposal would not see the increase in the number of bedrooms from the existing (3 bedrooms) and therefore this is considered to be sufficient to adhere to the Council's Parking Standards.

21. In relation to highway and pedestrian safety it is noted that concerns have been raised from residents of neighbouring properties in this regard. However, Highways Officers have reviewed the submitted information and they have stated that they have no objections to the proposal from a highway safety point of view. They are satisfied that sight lines of 43m x 2.4m have been demonstrated and requested that a condition is included that this has been carried out prior to the occupation of the development. Conditions have also been included to ensure highway safety in the form of materials to be used (to ensure there is no spillage onto the highway) and the restriction of the use of gates (to ensure that there is no obstruction to the highway). It should be noted that Highways Officers have not expressed any concerns in relation to impacts upon the highway during the construction process, disabled pedestrians/road users, impacts upon emergency vehicles or maintenance vehicles to the park (issues raised by objectors) and therefore it is considered that the proposal would not have a detrimental impact upon highway and pedestrian safety.

Amenity Space for Future Occupiers:

22. The proposal would increase the footprint of the original dwelling. However, the remaining amenity space would be of a size that would accord with the Borough Design Guide and would be able to accommodate typical garden activities. Therefore, no harmful impact would occur in this respect.

Trees and Landscape:

23. The site is located within TPO woodland order 3/1951, however, the site visit confirmed that there are no trees of any significance within the application site and the proposal would not see the removal of any trees. Landscape Officers have not commented on the current scheme however they commented on the previously withdrawn scheme which was almost identical. They stated that they have no objections as no protected trees will be affected by the proposal. As a section of grassed area to the front of the property is to be lost to enable the driveway Landscape Officers have requested that a condition is attached to provide details of materials for the proposed hardstanding. Thus, a condition is to be attached and there are no concerns from a landscape and trees perspective.

Community Infrastructure Levy (CIL)

24. The proposal would result in a residential development of under 100sqm and as such would not be CIL liable.

CONCLUSION

25. The proposal for a two-storey side extension and the formation of a new driveway would respect the existing characteristics of the host property and would be acceptable in relation to the character of the surrounding area. It has been demonstrated that no part of the development would have a detrimental impact on the amenity of neighbouring occupiers nor in terms of highways safety and parking provision. It is therefore recommended that this application is approved as it would accord with the NPPF and development plan policies for Wokingham Borough.