

DELEGATED HOUSEHOLDER APPLICATION REPORT

Ward: Church

App Ref: 221516/HOU

Address: 28 Ashburton Road, Reading, RG2 7PE

Proposals: Part single storey, and part two storey rear extension. New drop kerb access to driveway.

Case Officer: Sian Hickey

Applicant: Mr Esat Mamica

Date received (valid from): 11 October 2022 **Target Decision date:** 6 December 2022

1. SITE DESCRIPTION

The application site is a two storey semi-detached property located in a residential area in Whitley. The property is not a listed building, nor does it fall within a conservation area.

A site visit was undertaken as part of the pre-planning application process.

Site visit photos:



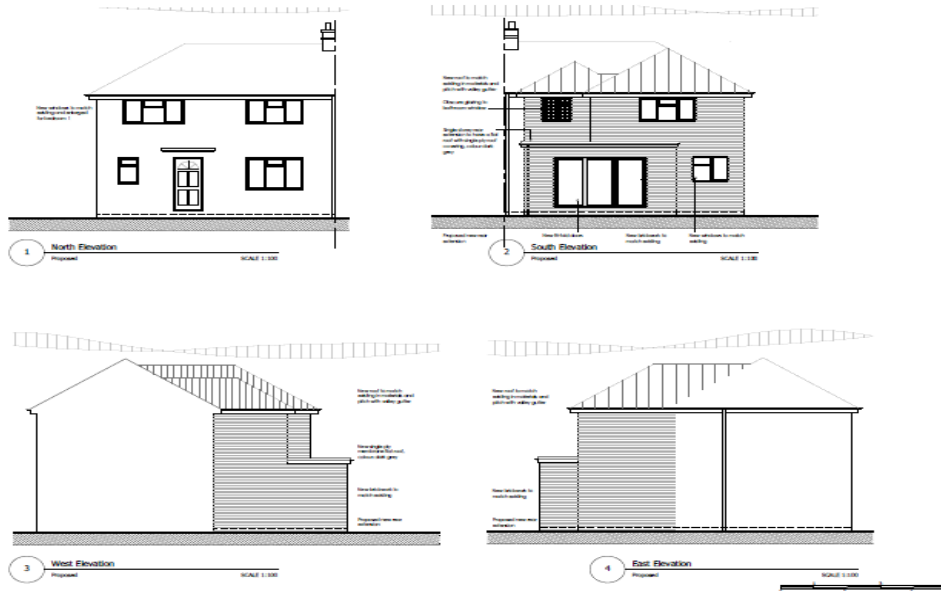
Image from Google Earth:



2. PROPOSAL AND SUPPORTING INFORMATION

Planning permission is sought for a part single storey, and part two storey rear extension. The proposed extension would be set back from the boundary. The maximum depth of the rear extension would be 4.08m.

Planning permission is also sought for the introduction of a dropped kerb in front of the dwelling house on to Ashburton Road.



Plans considered

Drawing No. 002 - Existing Ground Floor Plan
Drawing No. 003 - Proposed First Floor and Roof Plans
Drawing No. 004 - Existing Elevations

As received 11th October 2022

Drawing No. 001 REV A - Location and Block Plan
Drawing No. 004 REV A- Proposed Elevations

As received 1st November 2022

Drawing No. 005 Rev A - Proposed Ground Floor Plan

As received 7th November 2022

3. RELEVANT PLANNING HISTORY

None

4. CONSULTATIONS

The following addresses were consulted by letter on 26th October 2022.

26 Ashburton Road, Reading
30 Ashburton Road, Reading, RG2 7PE

Letters of representation have been received as follows: None

There were some issues with the original plans submitted which were discussed with the agent. The Block Plan was then amended to show the location of the proposed dropped kerb, and the proposed side elevation plans were amended to accurately show the proposed extension.

Internal consultations

Transport comments

The application consists of the introduction of a new dropped crossing to serve an area of hardstanding.

The Vehicle hard-standing area on property frontage should have minimum dimensions of at least 2.4m wide (along the boundary entry point) and a minimum 4.8m length (this is the minimum depth of property frontage required). The vehicle hard-standing should be constructed before, or at the same time as the vehicle crossing is constructed. It is not permitted for vehicles to overhang the public highway as this can constitute an obstruction of the public highway under the Highways Act 1980.

Google images identify a lamp column on the property boundary, this has not been illustrated plans. A minimum of 1m distance is required between the lamp column and proposed vehicle crossing. Should the lamp column need relocating the cost would be met by the applicant. Revised plans are required illustrating the lamp column and dropped kerb. All works undertaken on the public highway which includes the introduction of a dropped crossing will require a license from the Councils Highways Department. I am happy that the required visibility splays are achievable.

Water run-off from private property onto the public highway is not permitted. An appropriate method of drainage needs to be provided within the property curtilage including the use of suitable permeable surfacing materials.

Officer Notes: Further to the comments raised above, a revised plan along with additional information were received from the agent. RBC Transport confirmed the revised plan is acceptable and there are no objections subject to conditions.

Equality Act 2010:

In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. However, there is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application. Therefore in terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

5. LEGAL AND PLANNING POLICY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'. The following local and national planning policy and guidance is relevant to this application:

National Policy

National Planning Policy Framework
National Planning Practice Guidance

Reading Borough Local Plan (2019)

CC7 (Design and the Public Realm)
CC8 (Safeguarding Amenity)
H9 (House Extensions and Ancillary Accommodation)
TR3 (Access Traffic and Highway-related Matters)
TR5 (Car and Cycle Parking)

SPD

Design Guide to House Extensions (2021)
Revised Parking Standards and Design SPD 2011

6. APPRAISAL

Character and Appearance

Policy H9 states that an extension to a house will be acceptable where it respects the character of the house in terms of scale, location, materials and design and respects the character and pattern of neighbouring properties and the street as a whole in terms of scale, location, materials and design, and any important existing building line. Policy CC7 also sets out relevant considerations for design.

In terms of design, the proposal is considered suitable. It is considered that the plot is capable of taking extensions of the proposed size and scale. There are other single storey extensions and outbuildings in the surrounding area therefore this development is not considered uncharacteristic. Although two storey extensions are not common in the immediate area, the two storey element is contained at the rear of the property and will not be visible from the street, therefore posing minimal risk of harm to the streetscape. The proposed roof pitches of the second storey elements are set down from the main roof ridge line. A flat roof will extend over the proposed single storey element. The materials proposed will match those of the existing dwelling. The proposal also includes a dropped kerb in front of the property to enable easy access on to the driveway, it is considered that the proposed works would not cause harm to the character and appearance of the existing house and the street.

Residential Amenity

Policy H9 states that an extension will be acceptable where it does not result in an overbearing impact on neighbours. Policy H10 seeks to ensure that the amenity of

gardens and other outdoor areas are not compromised. Policy CC8 states an extension to a house will be acceptable where it will not cause a significant detrimental impact to the living environment of existing or new residential properties.

The first floor aspects of this proposal have been stepped back to ensure that they comply with the 45 degree rule for sunlight and daylight impact assessment. There is no identified risk to the neighbouring properties of the proposed rear extension appearing overbearing. The proposed extension is stepped in by approximately 0.55m from the boundary of the neighbouring property at no.26 Ashburton Road. Part of the two storey element of the extension closest to this neighbour is also stepped back to 2.25m in depth from the original rear wall of the dwelling to reduce the impact on this neighbour. There is a sufficient distance between the extension and number 30 Ashburton Road, the 45 degree rule has also been met for this neighbour. The proposal does not include any new side openings and would not result in the loss of any privacy or overlooking.

7. CONCLUSION

The proposed development has been assessed as set out above and is considered to be acceptable on that basis, subject to the following conditions.

8. RECOMMENDATION - GRANT

Recommended Conditions and informatives:

TL1 - Time Limit

AP1 - Approved Plans

M1 - Materials

DC1 - VEHICLE PARKING (AS SPECIFIED)

DC3 - VEHICULAR ACCESS (AS SPECIFIED)

PD2 - No new side openings

IF3 Highways

I29 Access construction