

DELEGATED HOUSEHOLDER APPLICATION REPORT

Ward: Southcote Ward

App Ref: PL/25/1639

Address: 14 KEARSLEY ROAD, READING, RG30 2EA

Proposals: Single Storey Side and Rear Extension

Case Officer: Mishga Marshall

Applicant: Mrs and Mrs Jaqueline and Carley Powell and Birkett

Date received (valid from): 14/11/2025

Target Decision date: 09/01/2026

Agreed EOT Decision date: 22/01/2026

1. SITE DESCRIPTION

The application site is a two-storey semi-detached property on the south side of Kearsley Road, characterised by semi-detached properties to either side. The property is not listed nor in a conservation area.

Site visit date: 22/08/2025

2. PROPOSAL AND SUPPORTING INFORMATION

The proposal is for the construction of a single storey side and rear extension, with a pitched roof on the side storey element and flat roof in the rear element; and internal alternations and fenestration works. The proposed side extension would have an eaves height of approx. 3m, at its highest point approx. 4.2m; spanning the full depth of the application dwelling approx. 8.3m and attaching to the proposed rear extension. The proposed rear extension would have a height of approx. 3.3m and a width of approx. 8.4m and depth of approx. 4m. The proposal includes the demolition of an existing garage as well.

No works have been undertaken or started in relation to the proposed extension development.

Plans submitted received 14th November 2025:

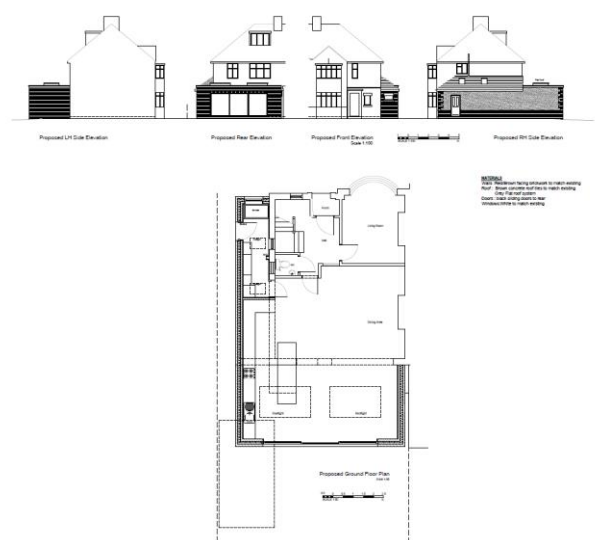
14KR.MP01 Existing Plan & Elevations dated Sept 2025

14KR.MP02 Proposed Plan & Elevations dated Nov 2025

Existing Elevations:



Proposed Elevations:



3. RELEVANT PLANNING HISTORY

N/A

4. CONSULTATIONS

A site notice was displayed on 20/11/2025.

No letters of representation have been received.

RBC Transport - The proposed works will result in the loss of the detached garage and therefore parking spaces as well as parking along side the dwelling. Submitted proposed block plan illustrates alternative parking layout for 2 vehicles which is in accordance with the Councils current Parking Standards and Design SPD. To facilitate the proposed layout will require some landscaping and partial removal of the boundary wall. 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. The property is served via an existing vehicle crossing, no changes are proposed. No part of the highway or grass verge area should be used for storage of any materials.

There are no Transport objections to this application. Conditions and Informatives recommended.

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 2024

National Planning Practice Guidance 2014 (onwards)

Reading Borough Local Plan (2019)

CC7 (Design and the Public Realm)

CC8 (Safeguarding Amenity)

H9 (House Extensions and Ancillary Accommodation)

H10 (Private and Communal Outdoor Space)

TR3 (Access, Traffic and Highway-Related Matters)

TR5 (Car and Cycle Parking and Electric Vehicle Charging)

SPD

Design Guide to House Extensions SPG 2021

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.

The proposed side extension would have an eaves height of approx. 3m, at its highest point approx. 4.2m; spanning the full depth of the application dwelling approx. 8.3m and attaching to the proposed rear extension. The proposed rear extension would have a height of approx. 3.3m and a width of approx. 8.4m and depth of approx. 4m. The side extension would clearly be visible from the front elevation. However, it would be subservient and with a pitched roof to reflect the existing. Materials would match which is appropriate and it is not considered to result in any material harm to the character of the host property or street scene. Whilst flat roof extensions generally fail to improve the appearance of a property, it would not be readily visible from the public domain and would not be out of keeping with similar rear extensions in the locality.

The proposed materials, such as bricks, windows and doors are intended to match the existing, thus respecting the character of the host dwelling. Whilst the element of pitched roof and flat roof is a little contrived where they join, it would only be a small area and would not be readily visible and not considered to result in such harm to warrant a refusal. The design is considered to be subservient and sympathetic to the existing dwelling and surrounding area and its character and is not believed to detract from it.

As such, the development is considered visually acceptable, in compliance with Policies H9 and CC7.

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 neighbouring properties potentially most affected by the proposals are No's 12 and 16 Kearsley Road located to the west and east of the site respectively.

With regard to No.16 the adjoining semi, this property has the benefit of a rear extension adjacent the common boundary. The proposed extension would not project past this. No material loss of amenity is considered to arise in terms of loss of light, overshadowing, or overbearing impacts.

With regard to No.12, the extension would be deep adjacent the common boundary. However, it would be set away from the boundary and the combination of pitched roof away from the boundary along the side and flat roof at the rear would assist in minimising the impact. Furthermore, the existing outbuilding, which is immediately adjacent the boundary, would be demolished to facilitate the proposals which also result in a better relationship. A condition will be attached to ensure that the outbuilding is demolished, to prevent any overbearing effects should it be left in situ as well as the extension.

No side-facing windows are proposed, and the rear-facing glazed doors and front facing single window would not introduce any significant overlooking beyond what already exists.

Owing to the flat roof nature of the rear extension proposed, it is considered necessary to include a condition stipulating that the flat roof area shall not be used as a roof terrace, and any access out onto this area shall be for maintenance/means of escape purposes only. This is in order to prevent any detrimental impacts of overlooking and/or noise and disturbance of the neighbouring premises.

Given the above, it is not considered the development would result in harm to other neighbouring amenities, through overbearing effects, loss of light or privacy. As such, the development is considered acceptable and in compliance with Policies CC8, H9, and H10.

Transport

Policy TR5 states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

The Council's Transport Officer has raised no objection to the proposal. The development would not reduce parking provision below the Council's standards. Although the garage and existing spaces would be lost, the proposed layout still illustrates spaces. However, this would likely necessitate some removal of garden/landscaping. Any loss of the front garden to parking would reduce the visual amenity of the street. As such, it is not considered reasonable to insist that additional parking be provided. It is considered sufficient in this instance that the drawings illustrate that 2 spaces can be provide and the proposals are not considered to inherently worse the parking situation in the street

The proposal is therefore not considered to give rise to highway safety concerns and is acceptable in transport terms.

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

Recommended Conditions:

Time Limit

Materials

Approved Plans

Outbuilding to be removed

Flat Roof