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1. Introduction

- 1.1 This statement is produced to support a planning application for the erection of a single storey attached garage at 2 Kiln Ride, Finchampstead, Wokingham, RG40 3JL.
- 1.2 This planning statement will cover the background to the application and provide the necessary information to enable its determination by officers at the Council. It will consider the proposal in light of relevant planning policies and other material considerations. The conclusion reached is that key material considerations and the wider objectives of National and Local planning policy support the grant of permission.
- 1.3 In addition to this planning statement, the application is accompanied by the appropriate planning application forms and ownership certificate, duly signed and completed, and the following documents prepared by Paul Bonney:
- 1:500 Site Plan
 - 1:1250 Location Plan
 - 1:100 Elevation Plans
 - 1:100 Ground Floor Plan
 - 1:100 Roof Plan
- 1.4 The relevant application fee will be submitted by the applicant separately.

2. Site Location and Description

- 2.1 The site comprises the four bedroom detached dwelling of 2 Kiln Ride. The dwelling is sited on a generous plot and falls to the southern side of Kiln Ride, adjoining Finchampstead Road. The site is subject to three Tree Preservation Orders ('TPOs') to the western boundary.
- 2.2 The site falls within an identified major modest development location within the settlement boundary. Neighbouring dwellings also benefit from large frontages with ample space for driveway parking.



3. Planning History

- 3.1 Application Ref: 170464 – Householder application for the proposed erection of a part single/part two storey rear extension to dwelling. Approved 13/02/2017.
- 3.2 Application Ref: 163136 – Erection of part single/part two storey rear extension to dwelling. Approved 11/01/2017.
- 3.3 Application Ref: R/122/69 – Extension/garage. Approved 14/08/1969.

4. Development Proposals

- 4.1 The National Design Guide (2019) identifies that “well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. They meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time” (para 120-121).
- 4.2 Regarding the requirements of NPPG Paragraph: 029 Reference ID: 14-029-20140306 in respect of Design and Access Statements, the proposal is described as follows:
- 4.3 **Use and Amount:** The proposed use is for the erection of a garage, designed to accommodate a 2 pillar car lift, this will allow for the safe storage of a 1968 Mustang as well as its maintenance and general upkeep. Additionally, the garage is to be used for storage of tools and sports equipment.
- 4.4 **Layout and Scale:** The proposed garage is to be of a single storey, situated to the west of the existing dwelling house whereby Kiln Ride adjoins Finchampstead Road.
- 4.5 **Landscaping:** The proposal seeks to retain existing landscaping on site.
- 4.6 **Appearance:** The garage has been designed sympathetically to the existing dwelling and will seek to use materials of the same appearance.

- 4.7 **Access & Parking:** The garage is to be accessed via the existing driveway, with the creation of a dropped kerb in the event that planning permission is granted.

5. Policy Assessment

- 5.1 **National Guidance:** The National Planning Policy Framework (NPPF) is a relevant material consideration to the application.
- 5.2 The purpose of the planning system is to contribute to the achievement of sustainable development. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 38 of the NPPF states that “Local planning authorities should approach decision on proposed development in a positive and creative way” and “at every level should seek to approve applications for sustainable development where possible”. Paragraph 123 of the NPPF comments that planning should “make effective use of land” in “meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions”.
- 5.3 Paragraph 60 confirms the Government’s objective to boost the supply of housing, and paragraph 8 identifies the three objectives of sustainable development, as economic, environmental and social.
- 5.4 Paragraph 131 identifies that “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”, whilst paragraph 139 states that significant weight should be given to “outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”
- 5.5 The National Design Guide builds on the above, and clarifies that “well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market

demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use" (para 109).

5.6 **Principle of Development:** Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in all planning applications. In this instance, the relevant development plan documents include:

- Core Strategy Development Plan Document (2010) (CS)
- Managing Development Delivery Local plan (2014) (MDD)

5.7 MDD 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.

5.8 CS Policy CP9 states that the scale of development proposals in Wokingham Borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility.

5.9 Development proposals within development limits will be acceptable in (inter alia):

"2. The modest development locations of Arborfield Garrison, Pinewood (Crowthorne), Finchampstead North, Ruscombe, Shinfield, Spencers Wood, Three Mile Cross and Wargrave."

- 5.10 The policy goes further to state that modest development locations are those with access to some facilities and services either within them or through good public transport services to major development locations or centres in neighbouring areas e.g. Bracknell, Crowthorne and Reading. It is within the development limits of these settlements where modest development would be acceptable.
- 5.11 The proposed garage is situated within the curtilage of the existing dwelling and benefits from an existing access to the north eastern boundary. Given its location within the settlement boundary, the proposal is acceptable in principle subject to other matters such as the character of the area, amenity and surrounding TPOs.
- 5.12 **Character and Appearance of the Area:** The site is within the Finchampstead Forested and Settled Sands Landscape Character Area where low density settlement is arranged along linear roads, such as Nine Mile Ride give a strong linear character to the landscape and the settlement character is shaped by a low density pattern of detached houses lining the historic rides, which have provided a framework for settlement. The area is identified as having a 'suburban' character with a strong sense of place.
- 5.13 The northern end of Kiln Ride is characterised by large, detached dwellings set in sizeable plots; several other dwellings along Kiln Ride have garages, namely 15 Kiln Ride, 20 Kiln Ride, 40 Kiln Ride, with 6 Kiln Ride demonstrating an example of a garage/side extension of a similar nature.
- 5.14 Furthermore, as the dwelling is located on a corner plot with significant tree screening along the boundary with Finchampstead Road, it is considered that the garage would be almost entirely screened from the north, and screened from neighbouring dwellings by the dwelling itself.

- 5.15 The Wokingham Borough Council Design Guide states that garages should not be sited in front gardens but should be to the side or rear of a dwelling and they should not project forward of the building line of a property. As such, the proposal is in full accordance with the Borough Design Guide.
- 5.16 **Residential Amenity for Neighbouring Residents:** The proposed garage will be sited to the western boundary of the existing dwelling adjacent to Finchampstead Road, as such it is anticipated that the proposal will not amount to any changes in existing neighbouring residential amenity. With regards to overlooking, the intended function of the garage, together with screening on site, would prevent any significant impacts to any neighbouring site.
- 5.17 **Residential Amenity for Occupants:** The proposal seeks for the creation of a garage with an internal car lift to allow for the applicant to tend to a 1968 Mustang as well as the storage of tools and sports equipment. The proposed garage is intended to be use for domestic use only, and any future change of the garage to serve a business function would require permission for change of use.
- 5.18 **Trees and Landscaping:** A Topographical Survey carried out by Geopoint, and a Tree Protection Plan completed by LandArb are submitted alongside this application. Whereby the proposed garage is found to be sited in close proximity to TPO trees, the proposal has been designed to benefit from mini piles, with a 50mm void to allow for the root protection areas to be maintained, and allow for sufficient drainage.
- 5.19 **Transport and Parking:** The site benefits from access taken from Kiln Ride and provides space for 2 car parking spaces on a driveway as well as a third parking space provided in the existing integral garage. The proposal would therefore provide ample parking on site

in line with Policy CP6 – Managing Travel Demand which states that planning permission will be granted for schemes which (inter alia):

"d) provide appropriate vehicular parking, having regard to car ownership

e) mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed".

5.20 The provision of three parking spaces to the property could more closely align to the Council's parking standards for a four bedroom dwelling. In this regard, the provision of an additional on-site parking space would form a planning benefit.

5.21 Whilst the proposal would require the vehicle utilising the garage to either access or egress the site in forward gear, this is the same scenario as the existing parking on site.

5.22 Upon granting of planning permission, a dropped kerb would be sought following discussions with the Traffic Management team at Wokingham Borough Council. Whilst it is unclear when it was installed, it should be noted that the dwelling directly north of the application site benefits from a dropped kerb allowing for driveway access to be taken just past the double yellow lines on the junction of Wokingham Road. Given the presence of an existing dropped kerb in this location, advice is sought from the Highways Department on the creation of a dropped kerb in the same position to provide safe access to the proposed garage.

5.23 **Cycle Provision:** The proposal will not amount to any change to the existing cycle provision, with existing garage space offering an area for the safe storage of bicycles.

5.24 **Drainage and SuDS:** The site falls within Flood Zone 1 which carries the lowest risk of fluvial flooding, as such, a site specific flood risk

assessment is not required. The proposal has been designed to use micro piles and a 50mm void above the ground level, this allows for water to continue draining to ground level.

- 5.25 **Contamination:** The level of contamination on site is currently unknown. If concerns were raised throughout the course of the application, these can be addressed via condition.
- 5.26 **Archaeology:** The site is located outside of any area of high archaeological potential.
- 5.27 **Ecology:** Submitted alongside this application is a Preliminary Ecological Survey carried out on site by John Wenman Ecology.
- 5.28 **Community Infrastructure Levy:** Wokingham Council adopted a CIL charging schedule on 19 February 2015. As the development is less than 100sqm, the proposal is not CIL liable.

6. Conclusion

- 6.1 This statement has demonstrated that the proposed development is acceptable in principle and makes an efficient use of land to an existing residential dwelling within defined settlement.
- 6.2 Material planning considerations have been carefully considered and analysed, as evidenced in section 5 of this statement and the supporting plans and documents. It is considered the proposed garage would provide a safe space for the upkeep of a 1968 Mustang, without adverse effect on the character of the area or the amenity of neighbouring residents.
- 6.3 It is considered that the proposed scheme complies with relevant Development Plan Policies and is further supported by National Guidance. Therefore, it is respectfully requested that planning permission is granted.

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