

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	252409
Site Address:	32 Hatch Ride Crowthorne Wokingham RG45 6LB
Expiry Date:	9 December 2025
Site Visit Date:	24 October 2025
Proposal: Householder application for the proposed erection of single-storey rear infill extension, raised roof with parapet wall upstand, changes to fenestration and additional 1no. rooflight.	

PLANNING POLICY

National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	CP1 – Sustainable Development CP3 – General Principles for Development CP6 – Managing Travel Demand CP9 – Scale and Location of Development Proposals
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits TB21 – Landscape Character
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS2 – Spatial strategy and settlement hierarchy DH1 – Place making and quality design DH2 – Safeguarding amenity
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
991260	Proposed Single Storey Rear Extension To Dwelling	15/09/99 - APP

CONSULTATION RESPONSES

Internal

WBC Highways: *No Objection.*

External

Not consulted.

REPRESENTATIONS

Parish/Town Council	Wokingham Without: <i>No Objection.</i>
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description:

The application site is located in Crowthorne, a Modest Development Location. The property is semi-detached and two-storey. Dwellings on the northern side of Hatch Ride are mostly semi-detached. On the southern side it is more varied. The majority are semi-detached, although there are several detached bungalows and other housing types on this side.

The host dwelling is constructed of red brick with a tiled roof. It has a moderately sized driveway, comparable to many along Hatch Ride. It has a medium-sized front garden and there is a detached garage to the right of the dwelling. The property has a long and verdant rear garden with a patio and trees/vegetation at the back.

Proposal:

This application is for the proposed erection of a single-storey infill extension, including a raised roof with parapet wall upstand, changes to fenestration and additional 1no. rooflight.

Principle of Development:

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.

The site is located within settlement limits 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.

Design/ Character of the Area:

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.

Rear Extension:

The Borough Design Guide (BDG) states that rear extensions should not project more than four metres from the main rear wall where they are close to a side boundary. In this case, the rear infill extension measures 2.6 metres in depth and is in line with the existing rear wall. Therefore, the extension will not protrude into the rear garden any further than the existing rear wall. Accordingly, it is less than the four metres from the main rear wall, meeting the requirements of the BDG in this regard.

The BDG also states that maximum eaves and ridge height should not exceed those of the existing property. The development's maximum eaves height measures 3.25 metres whilst the existing property's eaves height measures 5 metres. The development's ridge height also measures 3.25 metres (flat roof) whilst the existing property ridge height measures 7.75 metres. This is an infill extension that is in line with the existing single-storey extension. On this ground, and that both the eaves and ridge height are less than the maximum requirements, the development complies with this BDG requirement.

For single storey rear extensions, the eaves height should not exceed three metres within two metres of a side boundary. The eaves height of the proposed rear extension measures 3.25 metres. However, it is over two metres away (approx. 10m) from a side boundary. Therefore, it complies with this aspect of the BDG.

The proposed rear extension will be constructed of brickwork to match the existing body of the property. The windows will be constructed with uPVC to match the existing windows. The materials used will be secured via a condition.

Recently, 40 Hatch Ride had a single storey rear extension approved (250481) (19/06/2025). As did another two neighbouring properties, 28 Hatch Ride (242062) (25/09/24) and 44 Hatch Ride (242701) (26/10/2025). This indicates that proximate dwellings have had comparable applications approved recently.

The parapet wall forms part of the overall structure. However, it is not visually prominent and would have no significant visibility from the street or public realm. Hence, there would be no adverse impact on the character of the area in accordance with CS Policy CP3 and the BDG

Neighbouring Amenity:

Policy CP3 states that development should not have a detrimental effect on the amenities of adjoining land users.

Overlooking:

The BDG states that the side walls of rear extensions must not contain windows especially at first floor level, to minimise any potential impact upon the privacy of neighbours. This criterion does not apply to this application due to the proposed rear extension being single storey.

There would be no additional windows on the side elevations of the rear extension. The proposed rear extension would have bifold doors upon the rear elevation. There would also be one additional rooflight on the proposed rear extension. These fenestrations would not pose a risk to privacy or overlooking owing to not having direct outlook onto neighbouring windows.

Furthermore, the proposed development is a single storey rear infill extension. The neighbouring property to the West (34, Hatch Ride) is semi-detached to the host dwelling. However, due to the development being to the rear and single storey, there would be no loss of privacy as there are no direct lines of sight into habitable rooms. The other neighbouring property to the East (30, Hatch Ride) is a sufficient distance away from the extension to not experience overlooking from the extension. Furthermore, due to there being no proposed side elevation windows, the development's rear, single storey orientation and the positioning of the host dwelling's detached garage, means that there is no risk of overlooking. There are no other concerns of overlooking due to the extension occurring at the rear.

Loss of Light:

Light from adjacent neighbours will not be impeded by this development as it is single storey and orientated a sufficient distance away from other neighbouring property windows and habitable rooms. The parapet wall will not impact loss of light due to the modest increase in height.

Overbearing:

The proposed single-storey infill extension will be in line with the existing rear extension at the dwelling and will not project further into the rear garden than existing built form already on the site. As this is a small, ground-level, flat-roofed extension to the rear, situated away from neighbouring side boundaries, the proposal is not considered to result in significant overbearing to adjacent neighbours.

Highway Access and Parking Provision:

Policy CC07 of the MDD states that planning permission will only be granted where a proposed parking provision meets standards and that the development retains an appropriate overall level of off-street parking.

The proposed site plan demonstrates 3no. off-road external and 1no. garage parking spaces. As a result of this application, the off-site parking provision will not be affected, and a suitable level of parking will be retained.

Amenity Space:

The existing rear garden measures 35 metres in length and the development is an infill extension meaning the amenity space will not be significantly reduced. This is a large garden space and is comparable to most on the Northern side of Hatch Ride. Therefore, it is considered acceptable in this regard.

Conclusion:

Taking all the above into consideration, the development is deemed acceptable in relation to policy and therefore recommended for approval.

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development.

Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

The Public Sector Equality Duty (Equality Act 2010): In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development.

RECOMMENDATION

Conditions agreed:	Not required
Recommendation:	Approve subject to the following conditions: 1. Time Limit 2. Approved Plans 3. Materials as specified
Date:	14 November 2025
Earliest date for decision:	4 November 2025

Recommendation agreed by: (Authorised Officer)	
Date:	14/11/25

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2 Within Modest or Limited Development Locations

3 Within All Development Locations

Scale and Location of Development Proposals | Total count: 1

1 Modest Development Locations Pinewood (Crowthorne)

Site Allocation | Total count: 1

1 Allocated Housing Development Land at junction of Hatch Ride & Old Wokingham Road, Pinewood (Crowthorne)

Thames Basin Heath SPA Mitigation Zones | Total count: 1

1 Special Protection Area Linear Mitigation Zone 5km Linear Mitigation Zone

Major Nuclear Sites Consultation Zone | Total count: 1

1 Consultation Zone - Major Nuclear Site AWE: Special Case Zone ONR also requests to be consulted on planning applications, irrespective of distance from nuclear sites, for special cases. Developments that either introduce a new hazard or change the existing external hazards posed to nuclear sites.

Aerodrome Safeguarding: Farnborough Consultation Zone | Total count: 2

1 Aerodrome Safeguarding: Farnborough Consultation Zone Consultation zone 3 All buildings, structures, etc. Exceeding 90m

2 Aerodrome Safeguarding: Farnborough Consultation Zone Consultation zone 1 Tree Planting, Mineral extract/Quarrying, Refuse tips, Reservoir, Sewage Disposal, Nature reserve, Bird Sanctuary, any aviation use

Aerodrome Safeguarding: Gatwick Consultation Zone | Total count: 1

1 Please consult London Gatwick on the following: All buildings, structures & works exceeding 150 m AGL.

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

Aerodrome Safeguarding: Heathrow Consultation Zone | Total count: 1

1 All works exceeding 90 metres (295.3 feet) YES YES

Bat Roost Habitat Suitability | Total count: 3

1 Bat survey required for planning applications that involve roof modification or demolition. ^V1038 Ecology Officer, Green Infrastructure Team

2 Bat survey required for planning applications that involve roof modification or demolition. ^W1038 Ecology Officer, Green Infrastructure Team

3 Bat survey required for planning applications that involve roof modification or demolition. ^W1039 Ecology Officer, Green Infrastructure Team

Great Crested Newt Impact Risk Zones | Total count: 1

1 Great Crested Newt Impact Risk Zone AmberFor Householder applications check HH Layer. Consult NatureSpace for all other types of development

SSSI Impact Risk Zones | Total count: 1

1[https://irz.geodata.org.uk/IRZ/step2.html?irzcode=0111242322201-res=11401&location=484724,165977%20\(IRZ%20polygon%20centre\)](https://irz.geodata.org.uk/IRZ/step2.html?irzcode=0111242322201-res=11401&location=484724,165977%20(IRZ%20polygon%20centre))

Potentially Contaminated Land Zones | Total count: 1

1 Potentially Contaminated Land Consultation Zone 1

Water Utility Consultation Zones | Total count: 1

1 Water Utility Consultation Zone South East Water Supply Area New dwellings

Landscape Character Assessment 2019 | Total count: 1

1 Landscape Character Assessment 2019 Finchampstead Forested and Settled Sands

Tree Preservation Orders Served or Confirmed | Total count: 1

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

1 TPO-1483-2014 Woodland Confirmed

Archaeological Sites Consultation Zone | Total count: 1

1 Archaeological Site Land at Junction of Hatch Ride and Old Wokingham R

Wards | Total count: 1

Closest Approximate Distance

1 Wokingham Without Ward 0 m

Parishes | Total count: 1

Closest Approximate Distance

1 Wokingham Without CP 0 m