

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250311
Site Address:	216B Nine Mile Ride, Finchampstead, Wokingham, RG40 3QD
Expiry Date:	4 July 2025
Site Visit Date:	4 March 2025
Proposal: Householder application for the proposed erection of a two-storey front extension, single storey side extension, single storey rear extension plus changes to fenestration following demolition of existing garage.	

PLANNING CONSTRAINTS/STATUS

Badger Setts Consultation Zones
Water Utility Consultation Zones
Contaminated Land Consultation Zone
Local Authorities
Green Routes and Riverside Paths
Affordable Housing Thresholds
Bat Roost Habitat Suitability
Borough Parishes
Scale and Location of Development Proposals
Farnborough Aerodrome Consultation Zone
Great Crested Newt Consultation Zone
Nuclear Consultation Zone
Borough Wards
Landfill Gas Consultation Zone
Landscape Character Assessment Area
SSSI Impact Risk Zones
Thames Basin Heaths SPA Mitigation Zones
Green Routes and Riverside Paths Consultation Zone

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 CP9 – Scale and Location of Development Proposals
MDD Local Plan (MDD)	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
Other	Borough Design Guide Supplementary Planning Document

	CIL Guidance + 123 List
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PLANNING HISTORY- No relevant planning history

CONSULTATION RESPONSES

Internal

WBC Highways: No objection

WBC Landscape and Trees: No objection subject to conditions

WBC CIL: CIL liable

WBC Ecology: No objection

External

None consulted

REPRESENTATIONS

Parish/Town Council	Finchampstead Parish Council: 21/03
Ward Member(s)	No comments received
Neighbours	218 Nine Mile Ride: - Fixing the fence - No building work carried out on a Sunday Officer response: - Fixing the fence not a material planning consideration - Given the nature of the scheme, imposing a working hours condition would be overly onerous. 216a Nine Mile Ride: - The plans to increase the number of bathrooms in 216B will result in more waste water and higher risk of flooding. Could the plans be amended so 216B drains it's own direct outflow to the main drainage in the road? - More details on how the demolition of 216B's existing garage will be done so as to ensure the structural integrity of our (currently attached) garage. Officer response: - The details of the drains and demolition of 216B's existing garage will form part of the building regulations application. - Any works on, over or under a neighbour's land or property requires the need for compliance with the requirements of the Party Wall etc. Act 1996 but is not a material planning consideration.

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APPRAISAL

Site Description: Two storey dwelling linked by garage.

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.

Character of the Area: R1 design principle within the Borough Design Guide states that *'residential development should be designed to contribute positively toward the historic or underlying character and quality of the local area. This may be achieved through blending in with a strongly positive existing character, responding where relevant to the positive elements of its historic context or, where the site is large enough to allow for a distinctive identity to be created, by establishing a new character that relates well to the existing'*. The street scene in the surrounding area is varied in style and design of properties. Therefore, the proposal does not cause an unacceptable harmful impact to the character or quality of the local area.

The Borough Design Guide states *"front extensions should generally be no more than 1 storey in height and should not project significantly forward of the building line"*. The front extension would be 2 storey in height and project forward of the building line by 4m. However, the BDG also states that *"generally only acceptable where the building is set well back from the street frontage in a large plot or where the building is set further back from the street than the prevailing building line"*. The projecting gable would be set back from the road by approx. 16m and would not project further than the varied building line along Nine Mile Ride. The projecting gables would be set down from the main dwellings ridge height and would appear a subservient feature to the main dwelling. As a result of the varied character along the street, such feature would not harm the street scene so is considered acceptable. Furthermore, a similar proposal has previously been approved at 216 Nine Mile Ride (201291). It's clear the proposal has taken design inspiration from 216 Nine Mile Ride and therefore would not look out of place in the streetscene.



216 Nine Mile Ride (201291)



Front elevation
216B Nine Mile Ride (250311)



216 Nine Mile Ride

The single storey lean-to-roof side extension would not project forward of the building line on the street frontage but would only be 0.95m from the side boundary, thus not fully compliant with the BDG. However, it is noted the existing property is currently 0.95m from the side boundary. As such, an extension on the same footprint would not result in harm to the character of the area despite not being completely in accordance with the Borough Design Guide. The extension is considered to be a modest as subservient feature which would not harm the street scene.

The single side front extension would add a window to the front as part of the study. The proposal would differ to the current street scene and slightly alter the characteristics of the street. However, the new window would be similar to the existing in size and proportions of current ground floor window along Nine Mile Ride, meaning that the proposal would not negatively harm the street scene. The proposal meets the recommendations of the Borough Design Guide and is line with policy CP1 and CP3 of the Core Strategy.

The single storey flat roof extension would exceed the recommended 4m depth for extensions advocated within the Borough Design Guide given the depth would be approx. 5.95m. However, the host property has a very spacious garden and there are similar sized extensions in the surrounding area. Moreover, being located at the rear it wouldn't be visible from public locations. Hence, the proposal would not have an

adverse impact on the character of the host property or surrounding area.

The proposed materials are to match the existing, therefore in keeping with the current characteristics of the dwelling.

One aspect of the proposal included is a bedroom and en-suite for elderly persons as shown on plan NRM216b:010. Given there would be no separate access and it is within the main ground floor living space, it would be reliant on the main dwelling including kitchen for cooking/preparation of meals, it can be considered that it would be part of the main dwelling.

Neighbouring Amenity:

Overlooking: The two-storey front extension outlook would be the same as the existing, although one window less at first floor level. Therefore, there is no concern.

The scheme would add additional window at the front of the property as part of the side extension. Whilst the proposed window would face another property, it is noted that Nine Mile Ride, a public road, is located adjacent to the site. As such, the proposal would not result in a greater overlooking impact into residential properties than is currently present as the window at the front of the extension would overlook the street scene and therefore no harmful impact would occur.

The ground floor side extension also includes 2 windows facing the side of no.216a. However, a 2m high fence would screen the windows, therefore preventing any overlooking.

The first floor en-suite window on the side elevation facing no.216a will be obscured glazed to mitigate overlooking concerns.

The ground floor windows as part of the rear extension would not result in harmful overlooking as the outlook would overlook onto the garden

Loss of Light: The plans NRM216B:010 & NRM216B:011 show that the proposal does not breach the 45° line of no.218, thus complying with BRE regulations and therefore not resulting in harmful loss of light.

Overbearing: The separation distance from the flank wall to side boundary of 218 would be approx. 1m, thus complying with the BDG. Whereas the separation distance from the flank wall to side boundary of 216a would be 0.95m, thus not complying with the BDG. However, given the ground and first floor level the separation distance between the flank walls of no.216a would be approx. 4.13m and 5.96m and given the size of the plot and the siting of the dwelling within it resulting in sufficient separation distances to neighbouring property it would not result in harmful overbearing concerns.

Amenity Space: The proposal reduces the amount of amenity space available to the property but it would still be roughly rectangular in shape, receive sunlight for part of the day and be able to accommodate typical garden activities as set out in the Borough Design Guide. Therefore, the reduction in amenity space is not considered

to have a harmful impact on the amenity of the occupier.

Highway Access and Parking Provision: The proposal will increase the numbers of habitable rooms from 6 to 8 and demolish the existing garage of dimensions 5.2m x 4.9m. As the existing garage does not fully meet the council's requirement for car parking, there will be no loss of parking space. Two driveway parking spaces of dimensions 5m x 2.5m are proposed.

According to the WBC Car Parking Standards, the development of such scale in Village location will require three parking within the red line boundary. Each parking space shall have minimum dimensions of 5.0m x 2.5m.

The driveway will have ample spaces for three or more car parking spaces with appropriate dimensions by utilising the existing dropped crossing, which is acceptable.

As the direct access to the rear garden is retained, no negative impacts on abilities for cycle storage are expected, which is acceptable.

Landscape and Trees: The site is on a Green Route. The house is set back within the plot and set amongst properties of varying designs and ages, which have been altered over time. One oak tree of high local amenity value grows in the front lawn of the site.

The application form states that no trees or hedges need to be removed or pruned in order to carry out the proposal. From site images, the officer will take this to be the case.

The single oak will not be directly impacted by the built form as it is not proximate, but it could be harmed by construction activities as it is close to the driveway access.

The tree & landscape officer has suggested a condition in relation to protection of trees. On balance, there is sufficient driveway space for construction vehicles and such is considered to be overly onerous.

Ecology: Under The Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended) it is an offence to kill or injure a bat or interfere with any roosting or resting site. A bat roost is interpreted as "any structure or place used for shelter or protection" whether or not bats are present at the time.

The Preliminary Ecological Appraisal (DBW) recorded a small section of raised roof tiles on the main roof, lifted lead flashing around the chimney stack, roof vent and gaps in the soffit/wall plate on the western elevation provide crevice like features suitable for bats to roost and may also provide access into the loft. One emergence survey was undertaken to establish the presence or absence of roosting bats and inform appropriate mitigation for the proposed works.

DBW Section 4.1 Table 1 fails to identify that the nearest Bat Conservation Mitigation Licence granted in connection with permission 230611. Bat Survey ECO3252b

recorded high bat activity across the site immediately the southwest boundary of 216B Nine Mile Ride. The officer disagrees with the conclusions in Section 4 of the Ecological Survey Report that the surrounding area is an urban area, or that the area doesn't provide good habitat for bats in which to forage. The roosting potential in neighbouring buildings may be higher. The officer is satisfied that that the survey effort is adequate for the Ecologist to conclude that bats are not currently roosting in 216b Nine Mile Ride.

The officer notes that validity of the Ecological Survey Report ceases after one year from the survey, or if the site conditions change due to unspecified works that affect the site whichever is the sooner. The officer is concerned that the Ecologist makes no reference to CIEEM UK Bat Mitigation Guidelines 2023 and only refers to Bat Workers Manual – Mitchell-Jones & McLeish 2004 and no biodiversity enhancements or bat-sensitive lighting has been recommended.

Provided I17 is included in the decision notice and the development is implement in accordance with paragraph 7.2 of the Preliminary Ecological Appraisal there are no ecological objections to the development as proposed.

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.

This application will be liable for CIL as the gross internal area of new build floorspace is over 100sqm.

This is based on the measurements taken from the following plans:

NMR216b:003

NMR216b:004

NMR216b:011

NMR216b:010

Net increase in GIA is 103sqm.

- Please note that should the applicant wish to claim CIL extension exemption, they must.
- Own and occupy the dwelling as their main or sole residence and be able to evidence this.
- Assume liability for CIL by submitting CIL form 2.
- Apply for CIL extension exemption by submitting CIL form 9.

Please note that any changes to the floorplans listed above will require a review of the CIL calculations. CIL is calculated and measured based on the approved floorplans listed within the decision notice.

CIL form 2 - Assumption of liability and any exemption forms will be required prior to the development commencing. All CIL forms can now be completed and submitted through the following link:

<https://pfi.exacom.co.uk/wokingham/cilforms.php>

Should you have any queries regarding CIL, please contact.

Developer.contributions@wokingham.gov.uk

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
Date:	1 July 2025
Earliest date for decision:	17 March 2025

Recommendation agreed by: (Authorised Officer)	
Date:	1 July 2025