

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	251962
Site Address:	52 Poundfield Way, Twyford, Wokingham, RG10 0XR
Expiry Date:	29 November 2025
Site Visit Date:	27/10/2025
Proposal: Householder application for part two storey, part single storey side and rear extension.	

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 CP7 – Biodiversity CP9 – Scale and Location of Development Proposals
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC07 – Parking TB23 – Biodiversity and Development TB24 – Designated Heritage Assets
Joint Minerals and Waste Plan (JMWP)	DM1 - Sustainable Development DM2 - Climate Change – Mitigation and Adaptation DM3 - Protection of Habitats and Species
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS3 – Development within or adjacent to major and modest settlements NE1 – Biodiversity and geodiversity 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
180943	Householder application for the proposed erection of single storey side/rear extension following the demolition of the existing garage.	Approved, 22/05/2018
173479	Pre-application advice for the demolition of garage and erection of ground floor rear extension with ground and first floor side extension.	Replied, 10/01/2018
171879	Householder application for proposed erection of single storey rear extension plus two storey side extension following demolition of existing garage.	Refused, 23/08/2017

CONSULTATION RESPONSES

Internal

WBC Highways – Amendments requested.
WBC CIL – No comments received.
WBC Ecology – No comments received.

External

None consulted.

REPRESENTATIONS

Parish/Town Council	Twyford Parish Council - Object to the application for the following reasons: • Loss of light • Insufficient on site/off-road parking provision. • Massing effect on number 50.
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description:

The application site relates to a two storey, detached property located in an established residential cul-de-sac. The surrounding area is characterised by detached, set in discernible groupings which are distinguished by repeated house type.

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:

The proposed part single-, part two-storey side extension would feature a matching gable roof set down from the main ridge, ensuring appropriate subservience to the host dwelling. The resulting form would be consistent with several properties along Poundfield Way, which already have similar side projections. While Section 4 of the Borough Design Guide SPD advises retaining a 1-metre gap to the site boundary, the extension would be built directly against the boundary shared with No. 50 Poundfield Way. Nevertheless, a generous separation would remain due to the depth of No. 50's rear garden, maintaining the characteristic spacing between dwellings that defines this cul-de-sac. On this basis, the proposal would not adversely affect the character of the area.

The proposed single storey element would have a mono-pitched roof and would protrude approximately 2.7 metres from the rear of the dwelling. As it would not be visible from the street scene, it would not adversely impact the character of the area.

Neighbouring Amenity:

Overlooking:

The views offered from the fenestration proposed on the rear elevation would be similar to that shared from the existing arrangement therefore no unacceptable overlooking impact over and beyond the degree of privacy as existing would arise.

With regards to the new ground floor windows, the existing boundary fencing would be high enough to sufficiently mitigate any overlooking concerns.

Overbearing:

Figure 4.25 contained within section 4 of the Council's Borough Design Guide SPD (BDG SPD) provides a summary of the Council's minimum privacy and amenity distances guidelines to maintain privacy and limit sense of enclosure.

For proposals between 1 – 2 stories in height, the BDG SPD advises that a back-to-flank separation distance between houses of 12 metres in order to maintain privacy and limit a sense of enclosure.

In this case, the application site shares a back-to-flank relationship with No. 50 Poundfield Way, with the north-western side flank wall of the proposal facing the rear elevation and rear garden of this neighbouring property.

The proposed two-storey side extension would be constructed directly along the shared boundary with No. 50 and would therefore sit immediately adjacent to their main rear garden area. The extension would be positioned approximately 9 metres from the main rear elevation of No. 50 and just 5.7 metres from the clearly defined main patio/grey paved amenity space. Furthermore, the extension would run for approximately 8.35 metres along the shared boundary, effectively spanning the majority of the width of No. 50's usable rear garden.

By virtue of its height, depth and very close proximity to the boundary, the massing of the two-storey extension would create a dominant and visually intrusive form when experienced from both the rear conservatory (which serves a habitable area) and the main patio area of No. 50. This results in an unacceptable level of overbearing impact.

The proposal would also give rise to a heightened sense of enclosure. No. 50 currently benefits from an open rear aspect with a reasonable sense of space between built forms. The siting of a substantial two-storey flank wall directly on the shared boundary would materially diminish this openness. Because the structure would occupy most of the boundary length at full two-storey height, it would materially compress the perceived width of the adjoining garden and reduce the sense of space available to that occupier.

Taking all of these factors into account - the shortfall from the recommended 12-metre separation, the continuous two-storey mass along the boundary, the close proximity to the primary amenity space, and the resulting overbearing presence and sense of enclosure - the proposal is considered to cause an unacceptable adverse impact on the living conditions of the occupiers of No. 50 Poundfield Way. This is contrary to section 12 of the National Planning Policy framework 2024, policies CP1 and CP3 of the Core Strategy and the advice contained within section 4 of the Borough Design Guide SPD.

Loss of light and Overshadowing

The BRE Site Layout Planning for Daylight and Sunlight Guidance is the principal tool for assessing the daylight and sunlight implications of new development. Where a proposed structure faces a neighbouring elevation containing a habitable-room window, the guidance requires that a 25-degree vertical angle be taken from the midpoint of that window. To maintain adequate levels of daylight, this 25-degree line should remain unobstructed by the proposed development.

Where the proposed development breaches this line, the BRE Guidance advises that a noticeable reduction in daylight is likely and that the impact may be unacceptable unless further detailed assessment demonstrates otherwise.

In this case, No. 50 Poundfield Way contains a rear conservatory, and Council records confirm that it projects from a habitable room (a lounge), with the

conservatory serving as the primary source of daylight to that space. As illustrated in Figure 1, the proposed two-storey extension, by virtue of its height, depth, and its position directly along the shared boundary, would intercept and obstruct the 25-degree vertical angle taken from the conservatory's principal glazing. This remains the case even when accounting for the slightly higher ground level of the neighbouring conservatory relative to the application site.

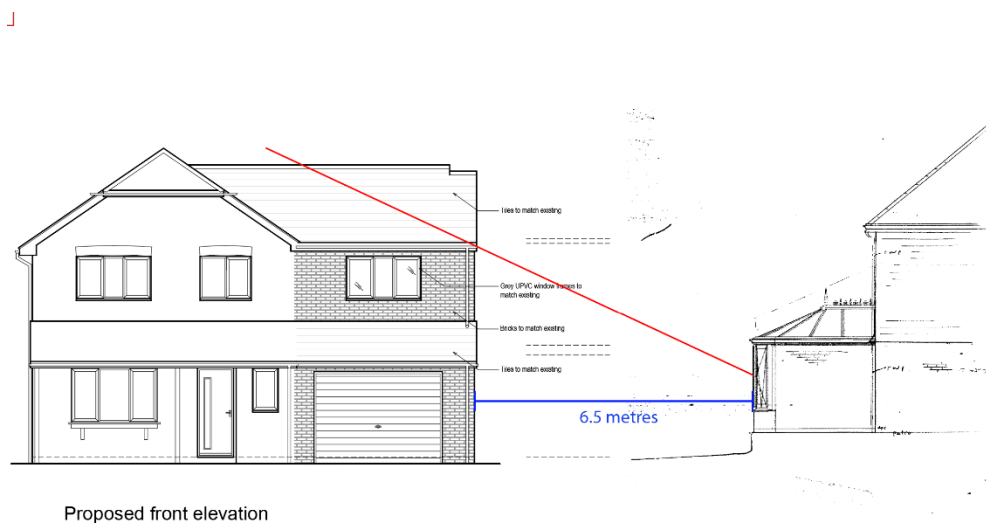


Figure 1 – 25-degree test taken from the centre point of the rear conservatory at No. 50 Poundfield Way

The Case Officer acknowledges that conservatories typically benefit from high levels of natural light because of extensive glazing. However, this does not negate the fact that the habitable room to which it is attached (the lounge) relies heavily on the conservatory's glazing as its primary light source.

Furthermore, the affected garden and rear elevation at No. 50 Poundfield Way are south-east facing, meaning they currently receive good levels of morning and early-afternoon sunlight. The introduction of a two-storey built form of this scale and proximity would significantly restrict both direct sunlight and general daylight to the conservatory and the lounge behind it.

In the absence of any technical daylight/sunlight assessment to demonstrate otherwise, it is considered likely that the proposal would result in a materially harmful loss of daylight and sunlight to the neighbouring property. This is contrary to section 12 of the National Planning Policy framework 2024, policies CP1 and CP3 of the Core Strategy and the advice contained within section 4 of the Borough Design Guide SPD.

Overshadowing

No. 50 Poundfield Way has a south-east facing rear garden and conservatory, meaning it receives its main period of direct sunlight during the morning and early afternoon. The proposed two-storey extension, positioned directly on the shared

boundary and extending over 8 metres in depth, would cast a significantly larger shadow than the existing arrangement.

Given its height, length and proximity, approximately 5.7 metres from the main patio area and around 9.1 metres from the rear elevation, the extension would result in increased overshadowing of both the conservatory and the most used part of the garden during these key sunlight hours. This would reduce the amount of direct sunlight reaching these spaces and further compound the impacts already identified in relation to daylight, sunlight, and sense of enclosure.

In the absence of any submitted overshadowing analysis demonstrating otherwise, it is reasonable to conclude that the proposal would lead to a materially harmful loss of sunlight to No. 50 Poundfield Way. This is contrary to section 12 of the National Planning Policy framework 2024, policies CP1 and CP3 of the Core Strategy and the advice contained within section 4 of the Borough Design Guide SPD.

The proposals would be suitably located away from other surrounding neighbouring properties not to pose any unreasonable concerns of overbearing or loss of light impacts.

Highway Access and Parking Provision:

The existing dwelling contains six habitable rooms, and this will remain unchanged from the proposed scheme. At present, the property benefits from one off-street parking space on the driveway, and although a garage exists, its limited internal dimensions mean it does not meet the Council's minimum size requirements to count as a usable parking space.

The proposal involves demolishing the existing garage and replacing the current driveway space with a newly constructed garage. As a result, the overall parking provision on the site would reduce from one usable driveway space to effectively 0.5 spaces, in the form of a new side garage.

Under the WBC Car Parking Standards, a dwelling of this scale located within a 'Town and Fringe' area is expected to provide two off-street parking spaces. The development would therefore fall short of this requirement.

However, despite the loss of the existing driveway space, the proposed arrangement would operate in a similar manner to the current situation, albeit with the occupier needing to open the garage door when entering or exiting the property. While this may result in a minor inconvenience, Poundfield Way is a small residential close characterised by low traffic volumes and limited vehicle movement. Consequently, any momentary pause in the carriageway resulting from opening the garage door would be infrequent and unlikely to give rise to any material harm to highway safety, convenience, or residential amenity.

The Case Officer acknowledges the existing presence of kerbside parking within the surrounding area and accepts that the proposal may increase the likelihood of additional on-street parking if the occupiers own more than one vehicle. Nonetheless, there are no parking restrictions in place along Poundfield Way, and the street is

already functioning safely with a level of on-street parking typical of a residential close.

Importantly, the road geometry, low traffic speeds and cul-de-sac layout mean that any additional kerbside parking generated by the development can be reasonably accommodated without giving rise to highway safety concerns or obstructing the free flow of traffic. Furthermore, the scale of the development is modest, and the potential increase in parking demand is unlikely to be significant in the context of the street's existing parking pattern.

For these reasons, while some additional on-street parking may occur, it would not be of a level that would cause undue harm to highway safety, residential amenity or the overall operation of Poundfield Way.

A suitable condition will be attached to any approval ensuring that the new garage is retained for vehicle parking only.

Cycle Provision

Cycle parking is provided in the shed in the rear garden though the proposals are removing the through route to the garden. The direct access to the rear garden adjacent to the living room remain suitable for cycle storage.

Amenity Space:

The remaining rear amenity space would meet the minimum depth requirement of 11 metres. The proposal is therefore acceptable in this regard.

Ecology:

The site is located in habitat which matches where bat roosts have previously been found in the borough.

The supporting Preliminary Ecological Appraisal (By Urban Tree Experts November October 2025, ref: PH/NP/PEA-25/18.09) found no evidence of bats during the internal and external inspections of the property and garage concludes that the potential for roosting bats is deemed to be very low. As such, the proposals are unlikely to adversely affect roosting bats or other protected species.

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 reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. 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:	Refusal
Date:	17 November 2025
Earliest date for decision:	6 November 2025

Recommendation agreed by:	
(Authorised Officer)	
Date:	28/11/25