

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	261195
Site Address:	59c Nine Mile Ride, Wokingham, RG40 4ND
Expiry Date:	21 August 2026
Site Visit Date:	29 June 2026
Proposal: Householder application for the proposed erection of an outbuilding.	

PLANNING CONSTRAINTS/STATUS

Designated Countryside
Bat Roost Habitat Suitability
Tree Preservation Orders – TPO-1798-2021
Thames Basin Heaths SPA Mitigation Zones
Green Routes and Riverside Paths Consultation Zone
Flood Zone 1

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 CP7 – Biodiversity CP8 – Thames Basin Heaths Special Protection Area CP9 – Scale and Location of Development Proposals CP11 – Proposals Outside Development Limits
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC03 – Green Infrastructure, Trees and Landscaping CC07 – Parking TB23 – Biodiversity and Development
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS5 – Development in the countryside C4 – Green and blue infrastructure and public rights of way C5 – Parking and electric vehicle charging NE1 – Biodiversity and geodiversity NE3 – Thames Basin Heaths Special Protection Area NE4 – Trees, woodland, hedges and hedgerows
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
223084	Full application for the proposed erection of 4	Approve

	no. detached residential dwellings with associated parking and landscaping following demolition of existing buildings.	3 rd November 2023
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CONSULTATION RESPONSES

Internal

WBC Landscape and Trees – No Objection Subject to Condition
WBC Ecology – Requested Further Information.

External

N/A

REPRESENTATIONS

Parish/Town Council	No objection raised.
Ward Member(s)	No comments received.
Neighbours	No comments received.

APPRAISAL

Site Description: The site comprises a detached dwelling to the rear of 59 Nine-Mile Ride, Finchampstead, forming the northernmost plot ('Unit 4') approved under planning permission 223084 for four dwellings and associated works. It is enclosed on the south facing boundary by a fence and wooden gates approximately 2m in height.

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 in Countryside where Core Strategy Policy CP11 applies and states that proposals outside of development limits will only be permitted that do not lead to excessive encroachment or expansion of development away from the original buildings. Furthermore, proposals outside development limits will not normally be permitted except where it contributes to and/or promotes recreation in, and enjoyment of, the countryside.

Proposal: The erection of an outbuilding measuring approximately 8.7m in width, 6.9m in depth and 4m in height to facilitate a car port, potting shed and cycle store. It would have a pitch roof and timber cladding to the external walls similar in appearance to the host dwelling. The outbuilding would be approximately 2m from the front elevation, with at least 5m of its south-facing side wall directly facing onto the host dwelling. It would be accessed from the shared driveway and double gates located at the far end of the cul de sac, and set back approximately 130m from the highway on Nine Mile Ride. The south facing wall of the car port would be an opening approximately 5m wide; there would also be a door on the front elevation to serve the

cycle storage area. The potting shed would be accessed via an opening at the rear. There would be no windows on the side walls.

Location in countryside and character of the Area: The site is in Countryside and Core Strategy Policy CP11 states that to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted except where:

1. It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside-based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and
2. It does not lead to excessive encroachment or expansion of development away from the original buildings; and
3. It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement; or
4. In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building.
5. In the case of replacement dwellings, the proposal must: i) Bring about environmental improvements; or ii) Not result in inappropriate increases in the scale, form or footprint of the original building.
6. Essential community facilities cannot be accommodated within development limits or through the re-use/replacement of an existing building.
7. Affordable housing on rural exception sites in line with CP9.

Although the proposal is a detached domestic outbuilding and does not fall squarely within the residential extension wording of Policy CP11, its acceptability falls to be assessed against the policy's objectives of avoiding excessive encroachment, inappropriate expansion of domestic development and harm to the quality and character of the countryside. The proposed outbuilding would be located less than 3m from the host dwelling and would not result in excessive expansion of development away from the original building. Furthermore, the outbuilding would remain inferior in height, scale and footprint in relation to the host dwelling. Having regard to its subordinate scale, limited footprint and functional relationship with the existing dwelling, the proposal would not represent a disproportionate form of residential development in the countryside nor an inappropriate increase in the scale, form or footprint of the original dwelling. Furthermore, being located at the far end of cul de sac and surrounded by mature trees to the north and northwest, it would not restrict views of the open countryside. Therefore, the proposal would comply with Policy CP11 in relation to location in the countryside.

In relation to impact of the development on character of the area, Core Strategy Policy CP3 states that planning permission will be granted for proposals that are of an appropriate scale of activity, mass, layout, built form, height, materials and character, together with a high quality of design without detriment to the amenities of adjoining land users, including open spaces or occupiers and their quality of life. Policy CP1 of the Core Strategy requires developments to maintain or enhance the high quality of the environment.

Nine Mile Ride has a distinct verdant character and is characterised by residential

development comprising predominantly two storey dwellings set in a linear pattern within varying plot sizes. Whilst there is some variation with changes to the building line, there is an established pattern of frontage development along the road. However, there are several other small pockets of historic backland development to the west of the site built along inroads perpendicular to the main street frontage. The site itself is located to the rear of 59 Nine Mile Ride and is the northern-most plot being set back approximately 130m from the highway. Furthermore, the outbuilding would be partially screened by the double gate serving the vehicular entrance to the application site. The site is bordered to the north and northeast by and California Country Park woodlands.

Also, given the dwelling is orientated at right angles to the highway, the principal elevation is not the elevation facing Nine-Mile Ride. Therefore, consideration has been given to the relationship of the proposal with both the principal elevation and the south side elevation that is parallel with the highway. In this case, the separation distance of the outbuilding would be approximately 2m from the principal elevation, with at least 5m of its south-facing side wall directly facing onto the host dwelling. However, it would be set back approximately 15m from the south facing side wall that faces towards Nine Mile Ride. It would be accessed from the shared driveway and double gates located at the far end of the cul de sac and set back approximately 130m from the highway on Nine Mile Ride. Consequently, the outbuilding would be viewed primarily within the context of the host dwelling rather than as a separate feature within the wider street scene. Its siting, setback from Nine Mile Ride and subordinate relationship with the dwelling would ensure that it does not appear visually prominent or erode the established verdant character of the area.

The proposal is at odds with guidance contained within the Borough Design Guide (BDG) in that it extends forward of the principal elevation of the dwellinghouse. However, this is not harmful given the property sits at the end of a 'backland' access road rather than within a typical linear streetscene. Moreover, the proposed outbuilding would provide for a suitable termination of the vista when viewed from the southerly locations along the access road.

Overall, the proposal is considered to be of an appropriate scale, massing, layout and design having regard to the character of the site and surrounding area. It would not adversely affect the established pattern of development or the verdant character of Nine Mile Ride and mature trees to the north and west would substantially screen the development from views within California Country Park. Therefore, it would comply with Policies CP1 and CP3 of the Core Strategy.

Neighbouring Amenity: Core Strategy Policy CP3 states that development proposals should not result in a detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life.

The development would not face onto neighbouring habitable windows and there would be no additional overlooking or unacceptable loss of light to neighbouring occupiers. Furthermore, given that the proposal would remain

subordinate in height and scale to the host dwelling, together with the separation distances between the outbuilding and neighbouring properties, it would not appear unreasonably dominant or visually overbearing when viewed from neighbouring dwellings or private amenity areas.

In addition, the ground levels slope down gradually towards the back of the application site, and the outbuilding would be located approximately 0.5m lower than the double entrance gates. This reduction in relative height would further lessen the perception of bulk and prominence when viewed from neighbouring properties.

Therefore, the proposal would not cause significant harm to neighbour amenity.

Overall, the proposal would comply with CP1 and CP3 of the Core Strategy in relation to neighbour amenity.

Highway Access and Parking Provision: Policy CC07 of the Adopted Local Plan states that planning permission will only be granted where the proposal demonstrates that the new scheme retains an appropriate level of off-street parking. In this case, the proposal would provide covered parking, cycle storage and a potting shed ancillary to the existing dwelling. It would not create additional habitable accommodation or intensify the residential use of the site. Sufficient space would remain within the site to accommodate off-street parking and vehicle manoeuvring. The proposal therefore complies with Policy CC07.

Landscape and Trees: The Council's Tree and Landscape Officer raises no objection to the proposed erection of a carport and has commented:

"The Officer has reviewed tree and landscape documentation submitted as part of the following past applications: 223084, 233132, 233073. The Officer has also reviewed design information submitted as a part of this application and understands that the carport will be located on top of existing driveway/carpark and that the same number of vehicle spaces will be available. The Officer believes the carport is more accurately described as a garage as the brick plinth will likely require more substantial foundations than an open-side carport. The location of the carport/garage on top of existing driveway will not impact the RPAs of protected trees T18 and T21 Oak (TPO-1798-2021) in the rear garden. (Ref: Keen Consultants, Tree Constraints Plan, 1569-KC-XX-YTREE-TCP01RevB, April 2021). However, the Officer will need to ensure that the root protection areas of nearby protected trees in the rear and along the eastern side of the driveway are not compromised during the construction period and to this extent all vehicles and storage of materials and construction staging will need to be restricted to the existing driveway and carpark area."

Officer comment: To ensure the root protection areas of nearby protected trees are safeguarded during construction, the following condition will be added to the decision notice:

Protection of Trees Condition

Throughout the construction period, all contractor parking, storage of materials, plant, machinery and construction staging shall be confined to the existing hard-surfaced driveway and parking areas. No works, storage, parking or ground disturbance shall take place within the root protection areas of retained trees other than on existing

hard-surfaced areas.

Reason: To safeguard nearby protected trees in accordance with Policies CP1, CP3 and CP7 of the Core Strategy and CC03 of the MDD Local Plan.

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Ecology: The development is in an area designated as a suitable bat roost habitat. The proposed development will not involve alterations to the main roof of the dwelling. Therefore, a Preliminary Bat Survey will not be required in this instance. The Ecology Officer has requested biodiversity-sensitive external lighting to limit potential impacts on bats and adjacent woodland habitat. This can be secured by condition.

The applicant has confirmed that no external lighting is proposed. However the following condition will be added to the Decision Notice:

Lighting Condition

No external lighting shall be installed unless details of the location, height, specification, direction, colour temperature and control mechanism of the lighting have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard bats, protected species and adjacent habitat in accordance with Policies CP1, CP3 and CP7 of the Core Strategy, TB23 of the MDD Local Plan and NE1 of the Local Plan Update.

The following Informative will also be added to the Decision Notice:

Bat Informative

Bats are a protected species under the Conservation of Habitats and Species Regulations 2017 (as amended). Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately, and an ecological consultant contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

Biodiversity, HMMP and Existing Habitat Obligations: As this is a householder application, the statutory biodiversity net gain requirement is not engaged; however, the relationship between the proposal and the approved biodiversity compensation/HMMP measures secured under permission 223084 remains a material consideration. The Ecology Officer has noted that the Existing Site Plan omits several biodiversity compensation habitats required to be planted before first occupation of 59c Nine Mile Ride.

Officer comment: The owner has confirmed that the hedgerow will be planted in accordance with the HMMP layout following construction of the car port and once the current drought has ended, to give the landscaping the best opportunity to establish. This position is supported by the applicant's written confirmation that the hedgerow will be planted in accordance with the HMMP layout following determination/construction and within the planting season. Therefore, the determinative issue is whether the approved hedgerow, fencing and habitat measures required under permission 223084 can still be implemented as approved, or without

material biodiversity loss, following construction of the proposed outbuilding. Having reviewed the siting of the outbuilding and the applicant's confirmation that the hedgerow will be planted in accordance with the HMMP layout following construction, it is concluded that the approved habitat measures can still be delivered without material biodiversity loss. Outstanding compliance matters relating to permission 223084 and any associated S106/HMMP obligations can therefore be pursued separately and do not justify withholding planning permission for this householder application.

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:	Yes
Recommendation:	Approve
Date:	19 August 2026
Earliest date for decision:	24 June 2026

Recommendation agreed by: (Authorised Officer)	
Date:	19/08/26