



PLANNING STATEMENT

Full Planning permission for a detached dwellinghouse At
1 Hudson Road, Woodley, Reading – RG5 4EN

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PLANNING STATEMENT

Proposed New 3-Bedroom Dwelling to the Side of 1 Hudson Road, Woodley, Reading RG5 4EN

Prepared by: Arcadia Design Consultants

Drawing References: PL/A731/01, PL/A731/02, PL/A731/03, PL/A731/04, PL/A731/05, PL/A731/06

Date: May 2026

1. Introduction

This Planning Statement supports a full planning application for the erection of a new 3-bedroom dwelling (addressed as 1A Hudson Road) within the side garden of 1 Hudson Road, Woodley, Reading. The proposal is a modest infill development that makes efficient use of underutilised residential land within an established suburban area. It accords fully with the National Planning Policy Framework (December 2024) and the adopted Wokingham Borough development plan.

Wokingham Borough Council currently has a demonstrable five-year housing land supply of only 2.5 years against a local housing need requirement of 1,316 dwellings per annum. This shortfall directly engages the presumption in favour of sustainable development under paragraph 11(d) of the NPPF (December 2024). Proposals such as this, which deliver new homes on suitable infill land within the settlement boundary, attract substantial weight in that context.

The scheme has been carefully designed to respect the established character and scale of Hudson Road, maintain appropriate separation distances, protect the amenity of neighbouring occupiers, and provide safe vehicular access with compliant off-street parking. The applicant and their agents are pleased to discuss any feedback from the Local Planning Authority and are willing to consider any reasonable amendments that may assist in progressing the application to a positive outcome.

2. The Site and Surroundings

1 Hudson Road is a two-storey semi-detached dwelling occupying a generous corner plot at the junction of Hudson Road and Austin Road, Woodley. The host property sits within a post-war residential estate characterised by two-storey brick dwellings of broadly consistent scale, massing, and design.

The application site comprises the side garden of No. 1, which is notably wider than adjacent plots in the street. The garden is currently laid to lawn. The overall curtilage of No. 1 is large enough to accommodate a new dwelling whilst retaining a satisfactory level of private amenity space for the existing property.

The proposed new dwelling at 1A faces the blank flank wall of 72 Austin Road rather than any private rear garden. The distance from the first-floor rear elevation of the proposed dwelling to that flank wall

is 15,660mm, as dimensioned on drawing PL/A731/05. There are no windows in the flank wall of 72 Austin Road. The proposal therefore introduces no overlooking of any private amenity space to the rear.

The site is within the defined settlement boundary for Woodley, one of Wokingham Borough's principal suburban centres, with ready access to public transport, primary schools, retail, and community facilities.

A tree is located on the public highway verge outside the site boundary. It is shown on the block plan for reference and is unaffected by the development.

3. Description of Proposal

The proposal is for a two-storey, 3-bedroom dwelling to be erected to the side of the existing No. 1 Hudson Road.

The new dwelling provides a gross internal area of 87.5 sqm (ground floor 47.5 sqm; first floor 40 sqm), which exceeds the Nationally Described Space Standard minimum of 84 sqm for a 3-bedroom, 5-person dwelling. At ground floor, the accommodation comprises an entrance hall, a reception room of 13.5 sqm, an open-plan kitchen and dining room of 26.25 sqm, and a WC. At first floor, there are three bedrooms measuring 14 sqm, 10 sqm, and 7.5 sqm respectively, a family bathroom, and an ensuite to the principal bedroom.

The proposed dwelling is finished in facing brickwork with a pitched tiled roof and UPVC double-glazed casement windows. A composite cladding element is proposed to the ground floor rear extended section only. Cladding is already present on the existing No. 1 and on neighbouring properties in the street. The proposed element is limited to the rear of the ground floor and is not visible from Hudson Road or the public realm. The front elevation aligns with the established building line of Hudson Road.

The rear garden for the new dwelling measures approximately 100 sqm. The existing dwelling at No. 1 retains a rear garden of approximately 63 sqm. Both gardens exceed Wokingham Borough Council's minimum amenity space standards for 3-bedroom dwellings.

Refuse and recycling storage is provided at the side of the new dwelling with direct access from the approach path, as shown on drawing PL/A731/04.

A new dropped kerb is proposed on Hudson Road, providing two off-street parking spaces each measuring 2.4m x 4.8m for the existing dwelling at No. 1 Hudson Road, as annotated on drawings PL/A731/03 and PL/A731/05. The new dwelling at 1A Hudson Road is served by two off-street parking spaces accessed from Austin Road: one within the existing detached garage and one external space on the garage forecourt, as shown on drawing PL/A731/05. A visibility splay of 2.4m x 43m is demonstrated on drawing PL/A731/05 in accordance with Manual for Streets requirements for a 30mph road.

4. Planning Policy

4.1 National Planning Policy Framework (December 2024)

The determination of this application is governed by section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires decisions to be made in accordance with the development plan unless material considerations indicate otherwise. The NPPF (December 2024) is a significant material consideration.

Paragraph 11(d) of the NPPF establishes the presumption in favour of sustainable development. Where, as here, a local planning authority cannot demonstrate a five-year housing land supply, the

planning balance requires permission to be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits. As this statement demonstrates, no such adverse impacts arise from this proposal.

The NPPF supports the efficient use of land within existing settlements (Chapter 11), the delivery of a sufficient supply of homes (Chapter 5), and the promotion of well-designed, well-located places (Chapter 12). Small windfall sites within established residential areas make a valuable contribution to housing delivery. This proposal is precisely the kind of sustainable, sensitively designed infill development the NPPF seeks to encourage.

4.2 Wokingham Borough Development Plan

The adopted development plan comprises the Core Strategy (2010, saved policies) and the Managing Development Delivery Local Plan (MDD, 2014). The Wokingham Borough Local Plan Update 2023 to 2040 was submitted for Examination in February 2025, with hearing sessions under way. The emerging plan carries increasing weight as it progresses.

Core Strategy Policy CP1 (Sustainable Development) requires development to make efficient use of land and minimise environmental impact. The site is within the settlement boundary, well served by existing infrastructure, and the proposal delivers a new family dwelling without the need for greenfield release. Policy CP1 is satisfied.

Core Strategy Policy CP3 (General Principles) requires development to respect the character of the area, protect residential amenity, and provide appropriate parking. All three requirements are met, as set out in sections 5, 6, and 7 of this statement.

MDD Policy TB06 (Development in Residential Gardens) supports infill development in residential gardens where the proposal does not result in the loss of important open space, does not harm the character of the area, and does not cause unacceptable harm to neighbouring amenity. The side garden of No. 1 carries no designation, makes no meaningful contribution to the spatial character of the street, and is readily capable of accommodating a new dwelling without harm. The proposal complies with Policy TB06.

MDD Policy CC07 (Parking) requires provision commensurate with the use and location. Two off-street spaces are provided for each dwelling. The new dropped kerb access on Hudson Road serves No. 1 with two dimensioned spaces. The existing garage and forecourt on Austin Road provide two spaces for 1A. The proposal accords with Policy CC07.

MDD Policy TB23 (Biodiversity) requires proportionate biodiversity enhancements. The proposal incorporates an integrated bat brick, an integrated swift or house sparrow nest box, native species planting to the rear garden, and a permeable resin-bound driveway surface. These measures deliver a net gain in biodiversity consistent with the requirements of the Environment Act 2021. Policy TB23 is satisfied.

Emerging Local Plan Update Policy H9 (Design and Layout of Housing) requires compliance with the Nationally Described Space Standard and adequate private outdoor amenity space. The proposed dwelling exceeds the NDSS minimum and both garden sizes comply with the Council's amenity space standards. The emerging policy is met.

5. Character and Appearance

Hudson Road is a straight residential road lined with two-storey semi-detached and short-terrace dwellings of a consistent post-war design. Rooflines and building lines are broadly uniform along the frontage. Front driveway hardstanding is the established and consistent parking arrangement for every property on the eastern side of the road.

The proposed dwelling is a well-proportioned two-storey brick-built house with a pitched tiled roof. The front elevation aligns with the existing building line of No. 1, maintaining a coherent and complete street frontage. The scale and massing are consistent with the surrounding dwellings and the new dwelling will not appear out of place or cramped within the plot.

The properties on the opposite side of Hudson Road already project forward of the No. 1 building line. The new dwelling completes an otherwise incomplete frontage at the junction with Austin Road and balances the street composition rather than disrupting it.

The side garden plot is sufficiently wide to accommodate the new dwelling with comfortable separation from the existing No. 1 and the highway boundary. The development will not appear cramped when viewed from Hudson Road or Austin Road.

The composite cladding proposed to the ground floor rear element is consistent with the existing treatment of No. 1 and neighbouring properties. It is confined to the rear of the ground floor and has no impact on the public-facing elevations or the character of the street scene.

The proposal accords with the objectives of the Wokingham Borough Design Guide in reinforcing the existing pattern of development and maintaining the legibility of the street scene.

6. Residential Amenity

6.1 Impact on No. 1 Hudson Road

The new dwelling is positioned to the side of No. 1 with a clear gap at ground floor level. The shared gable contains no windows. The retained garden of approximately 63 sqm remains unobstructed and provides a comfortable level of private amenity space. No material harm to the daylight, sunlight, or outlook of the existing dwelling is anticipated.

6.2 Impact on Austin Road Properties

The proposed new dwelling at 1A is in a particularly favourable position in relation to the properties on Austin Road. Its rear elevation faces the blank flank wall of 72 Austin Road rather than any private rear garden. The separation distance of 15,660mm between the first-floor rear elevation of the proposed dwelling and that flank wall is generous, as dimensioned on drawing PL/A731/05. No direct overlooking of any private outdoor amenity space or habitable room window therefore arises from the proposed development.

The corner plot geometry works positively in this respect. The new dwelling sits at an angle to the Austin Road properties that means its rear elevation is directed toward the flank of 72 Austin Road rather than into the rear gardens of the adjoining neighbours. Furthermore, the properties at 2 to 8 Hudson Road on the opposite side of the street project significantly further toward Austin Road than the proposed dwelling, confirming that 1A sits in a more restrained position than the established pattern of the surrounding block. The proposal is therefore entirely acceptable in terms of its impact on the occupiers of Austin Road.

6.3 Impact on Hudson Road Neighbours

The front elevation of 1A faces Hudson Road and contains standard window openings consistent with the street. The side elevations are designed to avoid direct overlooking of adjacent gardens or windows. No balconies or raised terraces are proposed. The proposal causes no material harm to the amenity of any neighbouring occupier.

7. Highway Safety and Parking

A new dropped kerb is proposed on Hudson Road to serve the existing dwelling at No. 1 Hudson Road, providing two off-street parking spaces each measuring 2.4m x 4.8m as annotated on drawing PL/A731/05. Hudson Road is straight, low-speed, and carries relatively light traffic volumes. A visibility splay of 2.4m x 43m has been demonstrated on drawing PL/A731/05 in accordance with Manual for Streets requirements for a 30mph road. The give-way line at the Austin Road junction falls well beyond the visibility envelope and the verge tree is outside the splay.

The new dwelling at 1A Hudson Road is served by two off-street parking spaces accessed from Austin Road: one within the existing detached garage and one external space on the garage forecourt, as shown on drawing PL/A731/05. Both dwellings are therefore provided with two compliant off-street parking spaces in accordance with MDD Policy CC07.

This arrangement is entirely consistent with the established parking pattern along Hudson Road, where front driveway hardstanding is the norm for every property on the eastern side of the road. The permeable resin-bound surface proposed for the new driveway to No. 1 reduces surface water runoff in accordance with NPPF Chapter 14 and MDD Policy CC09. The proposal is acceptable in highway safety terms.

8. Ecology and Biodiversity

The application site comprises a managed residential garden of low intrinsic ecological value. It is not within or adjacent to any designated nature conservation site. No trees within the site boundary are proposed for removal.

In accordance with NPPF Chapter 15 and MDD Policy TB23, the following biodiversity enhancements are incorporated into the scheme: one integrated bat brick within the first-floor masonry; one integrated swift or house sparrow nest box at eaves level; native species planting to the rear garden including a minimum of two native shrubs; and a permeable driveway surface to support drainage and habitat value.

These measures deliver a net gain in biodiversity value over the existing baseline and are consistent with the Biodiversity Net Gain requirements of the Environment Act 2021 as they apply to small residential sites.

9. Sustainable Development

The site is within the established settlement boundary of Woodley, a well-served suburban centre with ready access to shops, schools, public transport, and community facilities. The proposal makes efficient use of underutilised residential land within the existing built-up area, avoiding any greenfield release.

The new dwelling will be constructed to current Building Regulations standards, incorporating high levels of thermal insulation and energy-efficient glazing. The permeable driveway surface and native planting contribute to sustainable drainage and urban greening objectives.

10. Conclusion

This application proposes a sustainable, well-designed, and policy-compliant infill dwelling on underutilised land within the established residential area of Woodley. The scheme delivers a new 3-bedroom family home that exceeds the Nationally Described Space Standard, provides two compliant off-street parking spaces for each dwelling, adequate amenity space for both properties, respects the established character of Hudson Road, and causes no harm to the amenity of any neighbouring occupier.

Wokingham Borough Council has only 2.5 years of deliverable housing land supply. The presumption in favour of sustainable development under paragraph 11(d) of the NPPF (December 2024) is engaged. There are no adverse impacts from this proposal that would significantly and demonstrably outweigh the clear benefit of delivering a new family home in a sustainable and well-connected location.

The proposal fully accords with the NPPF (December 2024), Core Strategy Policies CP1 and CP3, MDD Policies TB06, CC07, and TB23, and the emerging Local Plan Update. Planning permission is respectfully sought.

The applicant's agents are happy to discuss any matters arising from the assessment of this application and remain willing to provide any additional information or reasonable amendments that the Local Planning Authority may require.

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