

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250708
Site Address:	227a Nine Mile Ride, Finchampstead, Wokingham, RG40 3QA
Expiry Date:	31 July 2025
Site Visit Date:	30 June 2025
Proposal: Householder application for the proposed erection of a single storey front, side and rear extension plus changes to fenestration, installation of roof lights, following the demolition of the existing conservatory, garages and chimney.	

PLANNING CONSTRAINTS/STATUS

Bat Roost Habitat Suitability
Scale and Location of Development Proposals – Modest Development Location – Finchampstead

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 CP9 – Scale and Location of Development Proposals
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC03 – Green Infrastructure, Trees and Landscaping CC07 – Parking
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS3 – Development within or adjacent to major and modest settlements C4 – Green and blue infrastructure and public rights of way NE1 – Biodiversity and geodiversity
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
971370	Proposed Single Storey Rear Extension to	Permitted

	Dwelling to Form Conservatory.	Development 12 th February 1997
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CONSULTATION RESPONSES

Internal

WBC Highways – No Objection
WBC Landscape and Trees – No Objection
WBC Ecology – No Objection

External

N/A

REPRESENTATIONS

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

APPRAISAL

Site Description:

A semidetached house on a green route in the modest development location of Finchampstead. The property has a large front garden and a driveway for off street parking. It is set well back from the highway and is partially screened from the public realm by a tall front boundary hedge and vegetation.

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.

Proposal:

The proposed erection of a single storey front, side and rear extension plus changes to fenestration, installation of roof lights, following the demolition of the existing

conservatory, garages and chimney.

The front/side rear single storey extension will have a tiled pitch roof. Both the front wall of the garage and the open porch area will extend forward of the principal elevation by 1m; the combined width will measure approximately 5.7m; and it will be 4.2m in height to the top of the pitch and 2.4m to the top of the eaves. The front garage wall will have a roller shutter door measuring approximately 2m in width and the internal space will be approximately 2.9m in depth. The side wall will measure approximately 12.4m in depth and be approximately 0.5m from the shared boundary with 227B Nine Mile Ride; the side elevation will have a sloping roof, 1 no. door and 3 no. rooflights.

The rear extension will measure approximately 9.9m in width and have a part sloping and part flat roof with roof lantern. The maximum height of the flat roof will be 3.2m. The rear wall will have double doors to an office/gym and sliding doors to a kitchen/dining area. The extension will also facilitate a bathroom and utility room on the ground floor.

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.

The Wokingham Borough Council Design Guide (BDG) provides some guidance on extensions which relate to design and scale. It states the following:

- Side extensions should be set back by 1m, preferably with a lower roof line and should be at least 1m from the plot boundary.
- The rhythm of buildings and gaps between them along the street frontages is often important to the character of the area.
- Front extensions should not project significantly forward of the building line.

Nine Mile Ride is recognised as a Green Route. Properties in the immediate street scene are set well back from the road and are either semi-detached houses, or detached houses or bungalows of various designs and ages. The highway is edged with grass verges on either side and several front boundaries are softened by green hedges that enhance the verdant appearance of the street. The single storey front/side/rear extension at 227B Nine Mile Ride extends up to the side boundary with the application site.

The front extension would protrude 1m forward of the existing principal elevation; it would comprise an open porch area and a garage entrance. Given the depth of the front garden after the development would be approximately 14m, the front/side extension would not be overly prominent or cause significant harm to the street scene. The separation distance with the boundary joining 227B would be approximately 0.5m which is less than what is recommended in the BDG. Nevertheless, the existing garage to be demolished is adjacent to the boundary and so the proposal will create a separation distance that is not currently present. Therefore, the small gap between the properties will not cause significant harm to the

rhythm of buildings in the street.

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

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 Wokingham Borough Council Design Guide (BDG) provides some guidance on extensions which relate to protecting residential amenity. It states the following:

- Rear extensions should not project more than 4 meters from the main rear wall where they are close to a boundary.
- The eaves height of single storey extensions should not exceed 3m within 2m of a side boundary.

Overlooking: The front and rear walls of the extension will not overlook neighbouring properties, and the door in the side wall will face the side wall of the extension at no 227B that does not have any windows. Therefore, the proposal will not reduce neighbour privacy.

Loss of Light: The primary document used to consider daylight and sunlight is *BRE Report BR 209 'Site Layout Planning for Daylight and Sunlight, a guide to good practice'*. This guidance is advisory in nature and is intended to assist with good design and the BRE recognise that there is no formal requirement to comply with the advice it contains.

The rear wall of the extension would be in line with the rear wall of the extension of the adjoining neighbour at no. 227 and set back from the side/rear walls of the extension at no. 227B. Therefore, the rear extension would not cause additional loss of light to neighbour amenity.

The front extension protrudes 1m forward of the existing principal elevation and may marginally increase overshadowing to the nearest front window in the extension at 227B. However, given that the front elevation is south facing, the neighbour will continue to receive sunlight for most of the day. Therefore, in this instance, the breach is not considered a robust basis to refuse the scheme given its compliance with local policy in other respects and given the neighbouring property would still have adequate access to natural light.

Overbearing: The extension would protrude beyond the existing rear wall by approximately 4m. It would be single storey, and the flat roof would be approximately 3m in height and the parapet would be approximately 3.3m in height. The extension would be set in large rear garden and would not be overbearing in terms of neighbouring amenity.

Overall, the proposal would comply with Policy CP3 regarding neighbour amenity.

Highway Access and Parking Provision:

The Highways Officer raises no objection and has commented: *“The total numbers of habitable rooms will remain unchanged as six. As both the existing and proposed garages do not fully meet the council’s requirement for car parking, there will be no gain or loss of garage parking space. Two driveway parking are proposed within the red line.*

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

The proposed driveway has ample spaces for more than two parking spaces, which is acceptable. The proposed garage remains suitable for cycle storage, which is acceptable.”

Landscape and Trees:

The Landscape and Trees officer raises no objection and has commented: *“The site is on a Green Route featuring properties of varying ages and designs, many of which have been altered over time. The property is semi-detached, set back within its plot. A green backdrop is a feature of the area. The front of the site mainly comprises permeable hard surfacing. Trees offering public amenity grow in the adjacent front garden. The tree roots in the site will be protected by the driveway surface, in this instance. The green infrastructure at the front of the plot is to remain.*

The additions are subservient and single storey, so green backdrop views will still be apparent from the Green Route. The front extension respects the building line. The design is such that external materials will match existing. Overall, the application appears to comply with the T&L parts of the policies and guidance listed above.”

Ecology:

The Ecology Officer raises no objection and has commented: *“I am satisfied that the internal and external inspection methodology and survey effort are adequate for the Ecologist to conclude that the development proposed very unlikely to result in disturbance, death or injury to bats. 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.

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:	Yes
Recommendation:	Approve
Date:	23 July 2025
Earliest date for decision:	14 June 2025

Recommendation agreed by: (Authorised Officer)	
Date:	24/07/25