

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250052
Site Address:	300 Nine Mile Ride, Finchampstead, Wokingham, RG40 3NN
Expiry Date:	10 March 2025
Site Visit Date:	28 January 2025
Proposal: Householder application for proposed erection of a single storey front extension, followed by a single storey rear extension with 2no. roof lights and changes to fenestration.	

PLANNING CONSTRAINTS/STATUS

Water Utility Consultation Zones
Green Routes and Riverside Paths
Bat Roost Habitat Suitability
Scale and Location of Development Proposals – Modest Development Location.
Farnborough Aerodrome Consultation Zone
Great Crested Newt Consultation Zone
Nuclear 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 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 CC07 – Parking TB21 – Landscape Character
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List Finchampstead Neighbourhood Plan

PLANNING HISTORY

No Planning History.

CONSULTATION RESPONSES

Internal

WBC Highways – No objection
WBC Landscape and Trees – No objection
WBC CIL – Development is not CIL Liable
WBC Ecology – No objection.

REPRESENTATIONS

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

APPRAISAL

Site Description:

The application site is a detached three storey property in Wokingham and falls within a modest development location. The immediate surrounding area is wide mix of detached properties varying in design and character. The properties on Nine Mile Ride are set back from the public highway allowing for a substantially large front garden and driveway.

The existing dwelling has a mix of light brown bricking for the external walls with light red tiles pitched gable roofing with multiple dormer windows.

Proposals:

Householder application for the proposed erection of a single storey front extensions followed by a single storey rear extension with two rooflight and changes to fenestration.

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.

Design/ Character of the Area:

In terms of policy CP3 'General Principles for Development', point (a) states that proposed developments should be of an appropriate scale, mass, layout, built form, height, materials and character to the area together with a high-quality design. The proposed development matches the existing activity and character of the area.

As the proposal relates to both a front and rear extension, the design of both of these elements of the proposal is required to be considered.

The Borough Design Guide states that front extensions of properties will:

- 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.
- Front extensions should generally be no more than 1 storey in height and should not project significantly forward of the building line.

In terms of rear extensions, the Borough Design Guide states these should not project more than 4m from the main rear wall and the maximum eaves and ridge height should be no more than those of the existing property.

The immediate area of Nine Mile Ride is moderately developed but aside from the urbanised area Nine-mile ride is surrounded by countryside, so development is very constricted and contained to the already developed and urbanised area.

The proposed rear extension would extend beyond the rear wall of the main dwelling by approximately 6.41m and the in height the extension would be 3.18m high. Whilst it is acknowledged that the proposal does not conform to the guidance in the Borough Design Guide with regard to the depth of the extension, it is not considered that this would have any negative implications in terms of design and the character of the area due to the modest height of the extension and its position to the rear of the house. The eaves and ridges of the development also do not exceed those of the original dwelling. Additionally, 312 Nine Mile Ride Finchampstead has also had a scheme for a single storey rear extension scheme approved and implemented (WBC ref. 040832).

The proposed front extension would see the projection of the front porch to allow for a widen hallway entrance. The extension would project around 2.82m in front of the original dwelling. The Borough Design Guide states that for a front extension the original dwelling must be set back from the public highway it is not more than one storey in height, and it does not project more then the front building line. In terms of design characteristic, it meets the criteria set out by the Borough design guide. E.g. 312 Nine Mile Ride Finchampstead has had a similar design for the front porch implemented.

In terms of materials, these are to match the main dwelling, and this would be secured via conditions.

Overall, in terms of built form, this would have minimal impact on the street scene due to its location at the rear of the property and the proposed front extension is a simple projection towards the front of the property to allow for a wider entrance way. This would result in some change to the frontage of the property, but not to a detrimental degree to the host dwelling or surrounding area.

Neighbouring Amenity:

Policy CP3 states that development should not have a detrimental effect on the amenities of adjoining land users.

Overlooking:

There would be a separation distance of 26m between the rear extension and the property located at the rear of the site (no.302 Nine Mile Ride) This is substantial and in excess of the back-to-back relationship distances recommended in the Borough Design Guide. Owing to the rear extension being single storey, it would not result in high level or long reaching views to this neighbour.

In terms of the proposed front extension, this would be modest and well set off site boundaries. There would be 2 x small side windows within the porch but these would not result in overlooking due to the above.

Loss of Light:

A 45-degree angle test was carried out from the nearest habitable room at 298a Nine Mile Ride and 302a Nine Mile Ride and the front and rear. This line was not breached for either neighbour. As such, the proposed front and rear extension would not result in a loss of light for either neighbour.

Overbearing:

The proposed rear extension would have same building line as the most immediate neighbour (no 302a Nine Mile Ride) and would only have a marginal greater depth than the deepest part of the rear projection at no. 298a. The extension also complies with the Borough Design Guide in terms of height and therefore would not result in overbearing effects. The proposed roof form of the rear extension would be flat roofed with two roof lights which will also reduce overbearing effects.

Due to the modest scale of the proposed front extension and its separation from the side boundaries, it would not result in overbearing impacts to immediate neighbours

Highway Access and Parking Provision:

Policy CP6 states that development should not cause highway problems. Policy CC07 states that sufficient parking should be provided on site as a result of development.

The WBC Highway teams have reviewed the proposal and concluded as the number of habitable rooms are not increasing, the retained garage and driveway parking spaces will be sufficient and they do not require any additional parking provision or cycle storage.

Landscape and Trees:

Policy CC03 of the MDD states that development should protect and retain existing

trees, hedges and other landscape features.

The WBC Landscape and Trees Officer have reviewed the proposal have concluded that there will be no implication of the proposal. The front porch will still be in line building line in comparison to 302a Nine Mile Ride. They also considered that the proposal will not unduly impact the character of greenside river path and the driveway bricking laid will help protect the roots of the boundary oak. No concerns in respect of the proposal's impact on trees was identified.

Ecology:

Policy CP7 of the Core Strategy and TB23 of the MDD seek to protect biodiversity.

The application site is within an area for potential bat roosting. A Preliminary Bat Assessment was submitted to LPA, and it found there is negligible potential for roosting bats.

The WBC Ecology officer has no objection to the development but have requested that a bat informative is included on the decision notice. This states that should any signs or evidence of bat roosting be found once the development has commenced, they should seek specialist advice immediately and development should be halted. This to ensure bats remain protected throughout development.

Conclusion:

Considering the assessment made above, the application is considered acceptable and recommended for approval.

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:	Not required
Recommendation:	Approved subject to conditions:

	1. Full Planning Permission – 3 Years 2. Approved Plans 3. Materials
Date:	24 February 2025
Earliest date for decision:	6 February 2025

Recommendation agreed by: (Authorised Officer)	<i>MC</i>
Date:	24.02.2025