

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	242054
Site Address:	27 Charwood Road, Wokingham, RG40 1RY
Expiry Date:	7 October 2024
Site Visit Date:	20 August 2024
Proposal: Householder application for the proposed erection of a single-storey rear extension and a part single part two-storey side extension.	

PLANNING CONSTRAINTS/STATUS

Water Utility Consultation Zones
Local Authorities
Heathrow Aerodrome Consultation Zone
Affordable Housing Thresholds
Bat Roost Habitat Suitability
Borough Parishes
Scale and Location of Development Proposals
Great Crested Newt Consultation Zone
Nuclear Consultation Zone
Borough Wards
Landscape Character Assessment Area
SSSI Impact Risk Zones
Thames Basin Heaths SPA Mitigation Zones
Great Crested Newt Consultation Zone Minor

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 CC04 – Sustainable Design and Construction CC05 – Renewable Energy and Decentralised Energy Networks CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage
Joint Minerals and Waste Plan (JMWP)	DM1 - Sustainable Development DM3 - Protection of Habitats and Species DM10 - Flood Risk DM15 - Site History

Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List Sustainable Design and Construction Supplementary Planning Document
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PLANNING HISTORY

Application No.	Description	Decision & Date
	There is no planning history for the site.	

CONSULTATION RESPONSES

Internal

WBC Highways – No objection, subject to condition (19/08/2024).
WBC Ecology Householder – No comments received.

External

None consulted.

REPRESENTATIONS

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

APPRAISAL

Site Description:

The application site consists of a two-storey, semi-detached property located on Charwood Road, Wokingham. The property is positioned at the end of a row of semi-detached properties next to a small area of open green space accessible to the public. The space also provides pedestrian access to De-Vitre Green cul-de-sac to the north.

Dwellings along the central and northern end of Charwood Road mainly comprise semi-detached properties that are of a similar age, style and appearance.

Typical materials include brick, hung tiles, render and concrete roof tiles.

Proposal:

This application seeks approval for the erection of a two-storey side extension that would have a pitched roof form, a single-storey rear extension with a flat roof form and two rooflights and a front canopy above the porch and garage. The existing detached double garage would be demolished to facilitate the works. Proposed materials include brick and concrete roof tiles to match existing.

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 principle of a residential extension in this location is acceptable in principle providing that it complies with the wider policy objectives contained within the Core Strategy and Managing Development Delivery (MDD).

Character of the Area:

The proposal seeks to erect a two-storey side extension that would measure approximately 4.96m in width and would span the length of the host dwelling.

CP3 of the Core Strategy states that proposals should be of an appropriate scale of mass, built form and character. The Council's Borough Design Guide (BDG) SPD gives advice on residential developments.

The proposed two-storey side extension would have a pitched roof form to match that of the main roof. The BDG states that *'the roof form of the extension should take its form from the main building'*. This is acceptable. The ridge of the side extension would be set down from the main ridge line by approximately 0.2m and the first-floor level would be set back from the principal building line by approximately 0.6m and would appear as a subservient addition to the host dwelling.

Although the addition of the side extension would disrupt the rhythm of gaps along the road, the side extension would retain a separation distance of approximately 1.21m from the western side boundary. Whilst views through to De Vitre Green would be reduced, there would be an open space of approximately 12m retained between the flank wall of the host dwelling and no.29 Charwood Road. This would maintain views to the green backdrop beyond De Vitre Green that runs along Binfield Road to Dyer Road Playground which contributes to established character of the local area. Furthermore, there are other examples of two-storey side extensions along Charwood Road, most notably no.29 Charwood Road. The overall design of the side extension is sympathetic to its surroundings and would not have a detrimental impact to the visual amenity and local character of the host dwelling or local area.

The proposed mono-pitch canopy on the front elevation would be positioned above the front entrance and garage and would measure approximately 7.4m in width. The BDG states that porches *'should generally project less than 2m forward of the building line'*. The proposed porch canopy would extend an approximate 0.95m forward of the principal building line. Furthermore, the proposed mono-pitch roof would relate well to the pitched roof form of the main house and would not appear overly dominant within the street scene.

The proposed single-storey rear extension would measure approximately 4.23m in length and would span the full width of the house. The flat roof would include the insertion of 2.no rooflights. There would be oblique views of the extension from the footpath to the west of the property, however, the side view of the site as existing is of the built form of the detached double garage that is positioned on the side boundary. The proposal would demolish the garage and the single-storey extension would be moved approximately 1.21m in from the side boundary. Therefore, any views of the

rear extension from the footpath would be similar to the views as existing and would not result in detrimental harm to the local character over and beyond the existing degree shared within the setting and is acceptable.

Neighbouring Amenity:

Overlooking:

There is 1.no first-floor window proposed in the front elevation and 2.no first-floor windows proposed in the rear elevation of the two-storey side extension. The front facing window would be road facing and would be more than 26m from the front fenestration of no.26 Charwood Road. The BDG recommends one and two storey, front extensions should retain a minimum separation distance between front-to-front elevations of 10m. The proposed is acceptable.

The fenestration to the rear would serve a bathroom and walk-in wardrobe. There is no loss of privacy concerns that would be generated by these windows as they would be more than 15m from the flank wall of no.12 De Vitre Green, furthermore, there are no side facing windows in the flank wall of no.12.

There are 2.no rooflights proposed in the flat roof of the single-storey rear extension. The rooflight on the western side of the flat roof would be more than 8m from the rear, first-floor fenestration of no.25 and the rooflight on the eastern side would be more than 2m away. Therefore, there would be only very limited potential for any harmful overlooking impacts generated by this element of the scheme.

Loss of Light and Overbearing:

The two-storey side extension would be positioned to the west of the property. To the west of the application site is public open space with pedestrian access to De Vitre Green. There are no adjoining neighbours to the west. Therefore, there would be limited opportunity for any detrimental overshadowing or overbearing impacts to neighbouring amenity to be generated by the two-storey, side extension.

The proposed rear extension would be at ground-floor level and would measure approximately 4.23m in length. The BDG recommends that rear extensions should not extend more than 4m from the rear of the property. Although the rear extension slightly exceeds the guidance, this is insubstantial and considered acceptable due to the existing rear extension of the adjoining property; no.25. The proposed rear extension would have a flat roof form and would protrude an approximate 0.74m beyond the rear building line of the extension on no.25. Therefore, there would be limited overbearing or loss of light concerns that would be generated by this element of the scheme.

The proposed porch canopy would be positioned on the western side of the front elevation, approximately 4m from the shared boundary with no.25. As there are no neighbours to the west of the site and a significant separation distance from the proposed canopy to no.25, there are no overbearing or overshadowing impacts that would be generated by this element of the scheme.

Highway Access and Parking Provision:

The proposal would demolish the existing detached double garage and increase the number of habitable rooms. WBC Highways were consulted and raised no objection to

the proposal, subject to a condition related to a centralised dropped crossing. The Highways Officer commented *"The proposal will increase the numbers of habitable rooms from 5 to 7, and the garage dimensions of 7m x 4.8m will be reduced to 5.5m x 3.2m which does not fully meet the council requirements for car parking, resulting in a loss of 0.5 parking space. Three driveway parking is proposed within the red line.*

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

The existing driveway will be sufficient for two parking spaces by utilising the existing dropped crossing, which is acceptable.

While the third parking is not essential for complying the parking standards, if it will be provided, it is unlikely to be achieved by utilising the existing dropped crossing. In accordance with Traffic Management guidance, a dropped crossing with a width of 3.6m is recommended. To serve the proposed parking layout, this will need to be provided in a centralised position. The crossing works will be subject to final approval from the council's TM team.

Direct access to the rear garden will be provided and the garage door will remain suitable for cycle storage, which is acceptable".

Whilst the condition is duly noted, it is not reasonable as the condition would only apply if the third parking space was intended to be implemented therefore, it is not clear or precise. As the third parking space is not required for the size of the development, the third space is left to the owner's decision. If the owner decides to proceed with the third on-site parking space, they would be required to gain separate authorisation (in writing) by WBC Traffic Management section. Please see Informative.

Ecology:

The application site is in an area suitable for bat roosts. A Bat Scoping Survey was submitted with the application and concluded that the dwelling has negligible suitability for roosting bats.

It would be necessary to impose an informative on any approved application to satisfy Policy CP7 of the Core Strategy, and MDD Policy TB23, which states that development should provide opportunities to incorporate new biodiversity features.

Conclusion:

For the reasons set out above, the proposal is acceptable as it accords with local plan policy and guidance.

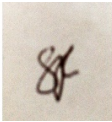
Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a 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:	Approve
Date:	23 September 2024
Earliest date for decision:	5 September 2024

Recommendation agreed by: (Authorised Officer)	
Date:	25.9.24