

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	261483
Site Address:	8 Culver Lane, Earley, Wokingham, RG6 1DS
Expiry Date:	25 August 2026
Site Visit Date:	23 July 2026
Proposal: Householder application for the proposed single storey rear and side extension, first floor extension, new roof design, 1 no. roof lantern, proposed new garage following demolition of existing garage and two new cross overs with dropped kerbs.	

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 CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage TB23 – Biodiversity and Development
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY		
Application No.	Description	Decision & Date
4/1956	Detached bungalow	Approved 10/02/1956
664/1956	Detached bungalow	Approved 11/09/1956
PD/46/1958	Garage	Approved 11/03/1958
F/2008/1033	Raising of roof to create first floor living accommodation	Refused 01/07/2008
F/2008/2096	Raising of roof to create first floor living accommodation with two storey side extension	Refused 13/11/2008

150016	Raising of roof to create first floor living accommodation with front and rear dormers and new outbuilding	Approved 18/09/2015
182765	Replacement two storey dwelling	Refused 23/05/2019
212288	Full application for the proposed erection of 1no. 4 bedroom dwelling and detached garage, following demolition of existing dwelling and garage, plus new vehicular access	Approved 08/09/2021
214106	Application for the prior approval of the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 8.00m, for which the maximum height would be 3.00m and the height of the eaves 3.00m	Prior Approval Not Available 05/01/2022
220050	Application for the prior approval of the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 8.00m, for which the maximum height would be 3.00m and the height of the eaves 3.00m.	Prior Approval Not Required 03/02/2022
220650	Full application for the proposed demolition of the existing bungalow/single garage and the erection of a new two storey 4 No. bedroom detached dwelling with double garage and new cross over from Culver Lane.	Approved 06/04/2022
251586	Full application for the proposed erection of a 1-bedroom detached dwelling within the curtilage land along with associated access, parking and bin storage plus new crossover, dropped kerb following demolition of existing detached garage and conservatory to No 8, Culver Lane and new crossover onto Culver Lane.	Refused 04/09/2025
260064	Full application for the proposed subdivision of the site and erection of 1 no. detached dwelling with associated access, parking and amenity space following demolition of the existing detached garage and rear conservatory at no 8. Culver Lane, plus installation of hardstanding and creation of a new front access and dropped kerb for the existing dwelling onto Culver Lane.	Withdrawn 10/03/2026
260996	Application for the prior approval of the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 8.00m, for which the maximum height would be 3.92m and the height of the eaves 2.35m.	PA not required 04/06/2026

CONSULTATION RESPONSES

Internal
WBC Drainage – No objection subject to a condition WBC CIL – No comments WBC Highways – Request further information
External
None

REPRESENTATIONS		
Earley Council	Town	No objection subject to a condition that the windows to the dormers facing the boundary with 10 Culver Lane shall be obscured glazing and remain so unless otherwise agreed in writing by WBC.
Ward Member(s)		No comments received.
Neighbours		One letter received questions whether the proposal represents a new build rather than an extension.

APPRAISAL
Context: The site is located on a corner location at the intersection of Culver Lane and Anderson Avenue. It comprises of a modest bungalow with a private garden and single garage at the rear. The surrounding area is characterised by one and two storey residential dwellings with the A329, and Reading-Waterloo train line elevated above the site on the western side of Anderson Avenue. The proposal seeks planning permission to extend the existing property, primarily through the raising of the roof to create first-floor accommodation, incorporating four hipped dormers, alongside a ground floor side extension to replace the existing conservatory, and a two-bay detached garage to replace the existing single bay garage. 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. Character of the Area: Whilst the application site forms part of the street scene of both Culver Lane and Anderson Avenue, it is considered to make a more prominent contribution to the character and appearance of Culver Lane. Culver Lane is a residential street characterised by a diverse range of dwelling styles, designs and

architectural forms. More recent development within the street scene has resulted in two-storey detached dwellings becoming the prevailing form.

It is important to acknowledge the site's planning history. Although no longer extant, previous permissions remain a relevant material consideration when assessing what forms of development have previously been considered acceptable on the site. Of particular relevance is application 220650, which granted permission for the erection of a replacement four-bedroom detached dwelling together with a detached double garage. The approved elevations are shown below for comparative purposes.



Approved Elevations – Planning Application 220650

Turning to the current application, which represents a reduced form of development when compared to previous approvals, the proposal largely retains the existing footprint of the dwelling, with only limited additions at ground-floor level. Consequently, the development would not considerably increase the extent of built form across the site, nor would it erode the established spacing between properties that contributes to the spacious character of this part of the street scene. This is a particularly important consideration given the site's visually prominent corner plot position. The retention of this spacious character represents a positive change from the proposals considered under applications 251586 and 260064, where concern was raised that the subdivision of the plot would erode this important characteristic of the site and surrounding area.

The principal change instead arises from the proposed increase in ridge height required to facilitate additional first-floor accommodation. The Borough Design Guide advises that increases in ridge height should generally be resisted unless supported by the prevailing character of the surrounding area. In this instance, the host dwelling is situated between two-storey development on both Culver Lane and Anderson Avenue, such that the proposed raised roof height of approximately 1.2 metres would not appear incongruous or unduly prominent. Furthermore, when compared to the replacement dwelling approved under application 220650, shown above, the current proposal would result in a notably reduced scale of development. Whilst the footprints are broadly comparable, both the overall bulk and maximum ridge height of the previously approved dwelling substantially exceeded those now proposed. In this context, the increase in height is not considered harmful to the character of the area and would not result in an overly dominant form of development.

With regard to the proposed ground floor extension and detached garage, it is again relevant to note that development of a similar scale has previously been found acceptable on the site. There are no substantive grounds to depart from those earlier conclusions. In any event, both elements would appear as subordinate additions within the plot and would remain proportionate to the scale of the dwelling and its generous curtilage.

In terms of detailed design, the altered dwelling adopts a simple suburban form that is considered appropriate to both its plot and the varied character of the surrounding area. The dormer features are appropriately proportioned and sit comfortably within the roof slopes, whilst the proposed use of traditional materials would ensure a cohesive appearance. The proposed elevational treatment is therefore considered acceptable and would preserve the character and appearance of the surrounding street scene.

Overall, the proposal is visually acceptable, complying with policies CP1 & CP3 of the Core Strategy.

Neighbouring Amenity:

Overlooking

The dormer windows proposed within the north eastern elevation would face towards the side elevation of No.10, prompting a request from Earley Town Council for these features to incorporate obscure glazing. However, these windows would serve non-habitable rooms and, as such, would not give rise to harmful overlooking or loss of privacy. The first-floor rear facing window above the proposed ground floor extension would afford only oblique views towards neighbouring gardens but would not facilitate direct overlooking of adjacent private amenity areas.

Loss of Light and Overbearing Impact

The principal residential amenity consideration relates to the relationship with No.10 and the impact of the added bulk and increased extent of built form adjacent to the shared boundary. In this regard, the proposed first-floor enlargement would project only marginally beyond the rear elevation of the neighbouring dwelling at first-floor level, whilst the associated rear extension would remain single storey in form and incorporate a mono pitch roof form that slopes away from the boundary. Given the limited depth of projection, the separation between properties, and the scale of development proposed, the enlarged dwelling would not result in a considerable loss of daylight to neighbouring habitable rooms or private amenity space.

Highways: The existing dwelling has five habitable rooms, and the proposals will increase the number of habitable rooms to eight, prompting a requirement for additional parking provision. To facilitate this, two new dropped kerbs are intended, one along the Culver Lane frontage and one where the existing access for the garage at the rear of the site is located. These dropped kerbs would subsequently provide access to new on-site parking to be created.

Despite a request for further information from the Highways Officer regarding the dropped kerbs, it is noted that these access arrangements are the same as those approved through application 220650, which raised no objection from WBC Highways at that time. As such, it is not proportionate to depart from these previous conclusions.

Notwithstanding the above, the access and dropped crossings will require separate consent from the council's traffic management team.

Whilst, for visual reasons, the loss of the lawned frontage adjacent to Culver Lane would be unfortunate, this is required to ensure acceptable parking provision and make the scheme feasible. As such, there is no objection to this aspect of the development.

Flooding and Drainage: WBC Drainage has requested further details to be submitted prior to the commencement of development. However, given that the site is located within Flood Zone 1 and the proposal is of a relatively modest scale, this requirement is not considered proportionate. As such, it has not been secured by condition.

Conclusion: For all the above, the proposal is acceptable and the application is therefore 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 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:	Not required
Recommendation:	Approve
Date:	17 August 2026
Earliest date for decision:	28 July 2026

Recommendation agreed by: (Authorised Officer)	
Date:	19 August 2026

PLANNING CONSTRAINTS/STATUS

- *Major Development Location*
- *Contaminated Land Consultation Zone*
- *Adopted and Non-Classified Road*
- *Replacement Mineral Local Plan*
- *SSSI Impact Risk Zones*
- *Historic Flooding Points Consultation Zone*