

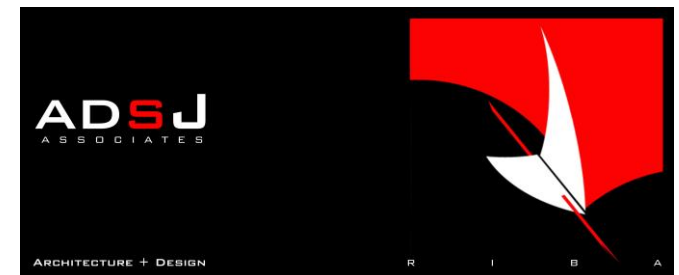
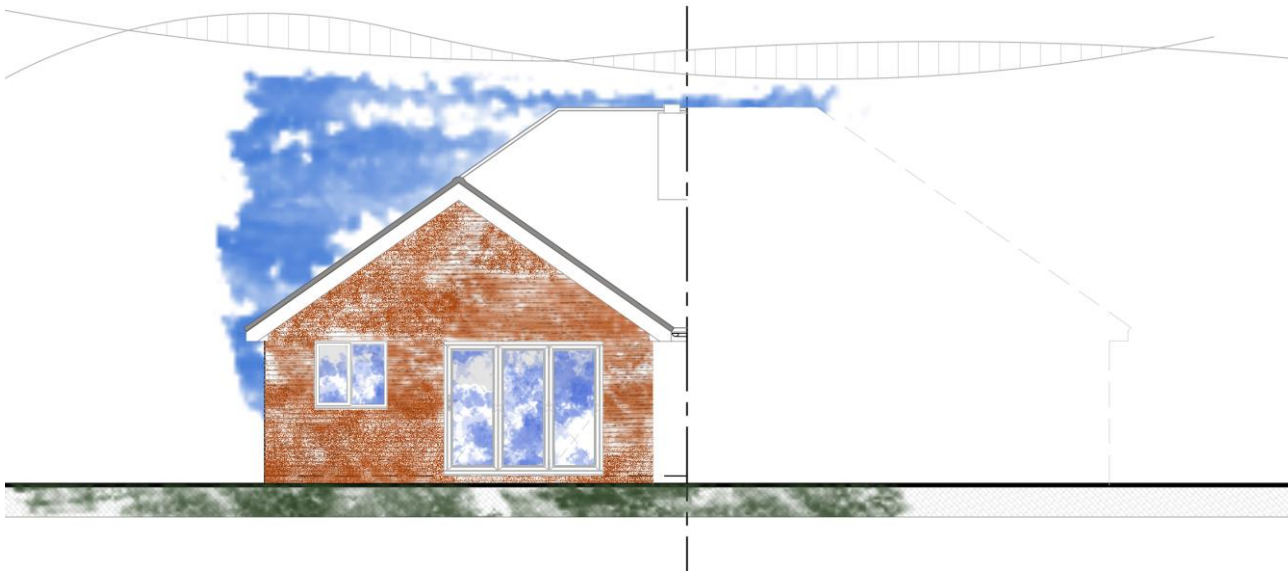
Supporting Application Statement

HOUSEHOLDER PLANNING APPLICATION FOR A SINGLE STOREY REAR EXTENSION, WITH INTERNAL ALTERATIONS & WIDENING AND EXISTING VEHICLE CROSSOVER ACCESS
AT, 40 PADDOCK HEIGHTS, TWYFORD, READING RG10 0AR

Client: Mr. D. Constantinou

Date: November 2025

Job no: 205_DAS_v1



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1.00 INTRODUCTION

1.01 AIMS OF THE STATEMENT

This Supporting Statement accompanies a Householder Planning application by Mr D. Constantinou for a single storey rear extension with internal alterations and vehicle crossover adjustment.

The description of the development is as follows:

'Householder Planning application for proposed single storey rear extension with internal alterations and widening an existing vehicle crossover access.'

The aims of this Supporting Statement are to show that the proposed development has been informed by an awareness of the site's context, principles highlighted by Wokingham Borough Council and Local Government.

The statement will explain the proposals, identify the factors which have influenced this application and highlight the principles that were incorporated in the detailed design of the proposed works.

This statement is in accordance with CABE's guidance 'Design & Access Statements – How to Write, Read and Use Them', the Wokingham Borough Local Development Framework – Core Strategy, Wokingham Borough Development Plan (MDD) (2014), Supplementary Planning Guidance, Wokingham Borough Council – Borough Design and National Planning Policy Framework, especially regarding 'Good Design' (2025).

1.02 PLANNING POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant planning policies in the

National Planning Policy Framework (NPPF) – among them the 'presumption in favour of sustainable development'.

Within the Wokingham Borough Local Development – Core Strategy, the main Planning Policies relevant to the development are:

- Policy CP1 - Sustainable Development – Development within the borough should enhance the overall sustainability of the area through minimising impact on the environment.
- Policy CP3 - General Principles for Development – Seeks to ensure development is of a high standard of design that can integrate with the character of the area is also important to achieving sustainable development in the borough.

Management Development Delivery Local Plan (2014)

- CC01 – Presumption in favour of sustainable development
- CC07 – Parking



Existing Frontage

Wokingham Borough Council – Borough Design Guide:

Section 4 - Residential – the key objective of the Core Strategy is to retain and enhance the attractiveness of the borough's environment through well designed and inclusive developments.

National Planning Policy Framework (NPPF) (March 2012)

- Section 7 (Requiring good design)
- Section 11 (Conserving and enhancing the natural environment)

Domestic Vehicle Crossover Application Pack

The proposal provides an opportunity to add to the visual amenity of the area and the contribution to the residential character of the area. The carefully considered design sensitively addresses the site and its surroundings within a residential setting.

2.00 SITE ASSESSMENT

2.01 LOCATION

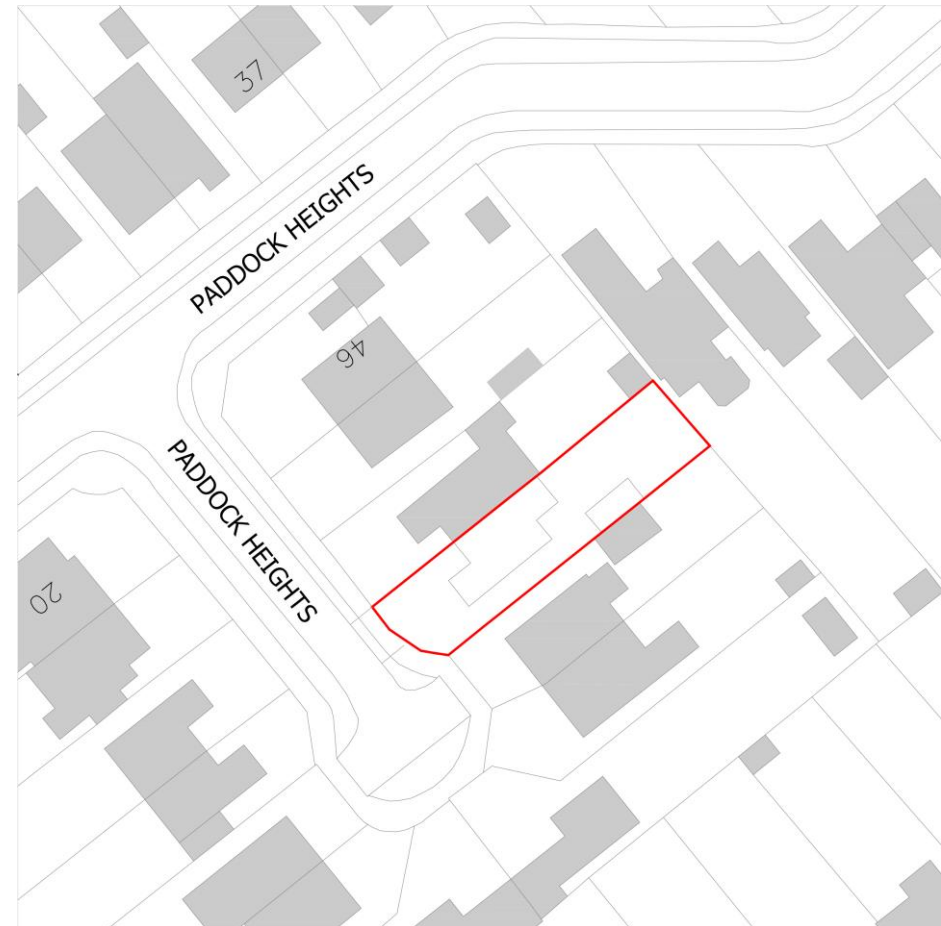
The application site is on an adopted road (App 1), Paddock Heights, Twyford, and is accessed off Waltham Road/Hurst Road. The site is considered as located within a residential area.

Twyford is located north of the M4 motorway and can be accessed via the A4 New Bath Road. No. 40 is a semi-detached bungalow adjacent to No. 42. The properties enjoy moderate front gardens and having the building line set back from the highway allows a spatial separation from public and private areas.

Vehicular access is off Paddock Heights, with a pedestrian footpath access located to both sides of the highway. It is noted that the existing vehicle crossover has raised kerbs.

There are a mix of dwelling types on Paddock Heights with other house types further afield in the area i.e., Winchcombe Road, predominantly in red brick with part tile hanging/render to frontages and tile roofs.

No. 40 is a semi-detached dwelling located on within a cul-de-sac spur road of Paddock Heights. No. 40 has benefited from a previous single storey rear conservatory extension which is now time expired. To the northwest of the site the property boundary abuts No. 42 which is screened by a boundary fence. However, due to the juxtaposition of the dwellings there is good separation between the properties.



Location Plan

2.02 SITE AND PLANNING HISTORY

The planning history for the property shows that the earliest planning application dates back to January 1954 (ref: [59/54](#)) when the site was in the ownership of Cockfosters Developments Ltd who applied for Outline permission for [Residential development 7.5 acres, Hurst Road, Twyford for messrs Cockfosters Development Co.](#) The application was refused In April 1954 on grounds of agricultural objection and alternative sites within the village. The internal consultations noted that mains water and drainage were available and present within Hurst and Waltham Road. The applicant promptly made a further application (ref: [732/54](#)) in the same year and obtained outline consent in October 1954, however, the council lost any records to this application and therefore any attached planning conditions are unknown.

Following the outline consent it would appear that the site was in new ownership as Leighton Contractors made an application in 1956 (ref: [271/56](#)) for [Planning permission for housing layout off Hurst Road, Twyford](#). Of particular note is that the consent contains no planning conditions or any reference to the outline consent, which would suggest that permitted development rights have not been removed. In addition, the water supply and public sewers are noted as available with details required, however, the information on the council records is limited and most likely lost when the Rural Council was amalgamated and became a District Council. This was the first phase of the site development as Leighton Contractors made a further application in 1957 (ref: [202/57](#)) for [Semi-detached bungalows](#) which would have been phase two of the residential development. Unfortunately, the council records are incomplete as the council have no records of this application, however, given the Phase 1 consent had no planning conditions or references to the outline permission it is suggested that the Phase 2 consent benefited from the same decision notice. Therefore, in the absence of the planning records it is concluded that Permitted Development rights are still applicable.

The final record for the property pertains to the garage application made by Mr. W. J. Bridge in July 1960 (ref: [PD/330/60](#)) which was undertaken as permitted development.

Please note that there is further precedence for development in the area along Paddock Heights.

The following planning records were found in the immediate vicinity of No. 40 Paddock Heights and provide a good precedence in the area.

- 22 Paddock Heights - *Proposed erection of single storey side & rear extension with 2No. roof lights, loft conversion with front and rear dormers with 1No. roof light following demolition of existing conservatory* - 203276
- 41 Paddock Heights - *Erection of single storey extension to dwelling* - CLP/2008/1313
- 48 Paddock Heights - *Proposed Single storey rear extension to form conservatory to dwelling* - F2013/1979



Existing rear conservatory

3.00 INVOLVEMENT AND EVALUATION

3.01 INVOLVEMENT

Given the location of the application site is within a residential area, and that the previous extension was undertaken as Permitted Development the inclusion of widening the vehicle crossover onto an adopted road has focussed the application be made under a Householder Application.

This proposal, in principle, is to create a coherent design to the property that will provide a study, utility room, kitchen/dining and lounge which broadly follows the parameters of permitted development.

The application has made reference to Local Plan policies. CP1 & CP3 of the Wokingham Borough Local Development – Core Strategy, Wokingham Borough Council Development Plan-adopted Management Development Delivery Local Plan and also the Borough Design Guide – Section 4: Residential.

The proposal to widen the vehicle crossover addresses an outdated design as vehicle design has progressed radically since the 1950's.

The applicants wish to carry out the proposals to allow them to have an internal layout fit for their ongoing needs, whilst sensitively altering the external appearance to be complementary to its surroundings. In turn enhancing the character of Paddock Heights and the wider area. The applicant's investment in the proposals will relate to usefulness of the proposed floor area, therefore, any amendments will require further consideration in terms of value and viability.



Existing rear elevation



Existing vehicle crossing width (2.6m)

3.02 EVALUATION

The application site is in a residential area within the parish of Twyford consisting of informally arranged single and two storey properties. The application property is situated off an adopted road which is a cul-de-sac road providing access to other properties. The proposal involves the planning application to remove an existing time expired conservatory and erect a rear single storey extension. This will allow the creation of a clearly defined roof line which will be reflective of the local character.

The proposed form of the extension is to match the existing dwelling, with brickwork and tiling to match. The overall form and massing are to complement the existing dwelling with new fenestration to match the existing. There are to be no other alterations to the property, therefore, this proposal is in line with Section 4.11 Alterations and Extensions of the Borough Design Guide.

The existing ridge height and pitch roof of the host dwelling will retain its prominence with this low-key single storey extension to the rear that comfortably respects the existing aesthetics of the residential area. Therefore, the proposal fully accords with Section 4.11 Alterations and Extensions of the Borough Design Guide.

It is noted that No. 22 obtained a planning consent in 2021 for a similar rear extension that was subject to a Preliminary Bat Survey. The findings revealed that there was no evidence of bats (current or historical) within the property with the external condition being in good condition with no visible roosting opportunities for bats. The Ecology Officer also made no comments.

The Building Survey report undertaken in June 2025 stated the following condition for the roof.

The main roof is tiled with traditional style Double Roman tiles, with the conservatory roof in PVCu double glazed units.

The roof coverings were in a satisfactory condition, but the ridge cement bedding and the cement verges on the tiled roof are beginning to show signs of deterioration (refer to photographs 7 & 8.) Consideration should therefore be given to undertake repairs to these areas



Photo 7



Photo 8

Given the above references it is considered on balance that it is unlikely that evidence of bats is present on the application site.

Other planning applications that have gained consent in the area are noted under section 2.02.

No. 40 is a two-car household and will maintain the existing driveway for two vehicles to park off the highway.

In addition, the existing vehicle crossover measures 2.6m wide with raised kerbs. The limited width of the highway does not allow for a perpendicular vehicle approach to the driveway and consequently the raised kerbs are traversed, causing potential damage.

The guidance set down within the Wokingham Domestic Vehicle Crossover Pack does allow for the extending an existing vehicle crossover as noted below.

If your property already has a vehicle crossover and you wish to extend it, we will only extend the current crossover to a maximum of four flat kerbs which equates to 3.6m in total. This is the widest vehicle crossover to a single dwelling that we will allow. You will also be provided with one or two ramped or tapered kerbs depending on your property

The application drawing 205_010 illustrates how the above criteria can be met, with the potential of the existing BT inspection cover not being impacted.



View of existing BT cover

4.00 DESIGN

4.01 PRINCIPLES OF DEVELOPMENT

Wokingham Borough Local Development – Core Strategy Policy CP3 states that the policy ‘seeks to ensure development is of a high standard of design that can integrate with the character of the area and is also important to achieving sustainable development in the Borough.

In considering the design of the ground floor single storey rear extension, it should be noted that the extension does not obscure any light to adjacent properties. The principal orientation of No. 40 is predominantly west-east, and therefore any shadowing from sunlight will fall within the property curtilage.

The rear extension will serve to rationalise the external elevations whilst allowing natural eastern and southern light into the proposed ground floor. The rear extension proposal is a positive design enhancement that will be completely in keeping with the character of the area, and match the existing materials used in the area. In addition, the bulk and mass would be proportionally in keeping with the existing property.

The impact of the ground floor rear extension to No. 42 would be identical in terms of height and density to the existing rear extension. However, the proposal is to be stepped 0.5m away from the boundary for construction and maintenance purposes. Given the location and orientation of the proposal the immediate existing properties will continue to enjoy un-interrupted sunlight from the south and east.

The proposal to the vehicle crossover will make ingress and egress to the site safer for road users and pedestrians.

In order to reflect a good design in keeping within the existing residential area, it was considered that a simple single storey rear extension with a dual pitch roof would complement and integrate well with the existing dwelling and would be sensitive to the existing surroundings. The proposal makes a positive contribution to the

character of the area. The massing is appropriate in terms of height, design and appearance. The modest new rear extension will match the existing dwelling in terms of form, scale and materials.

The design components are discussed in more detail in the following sections.



View to highway

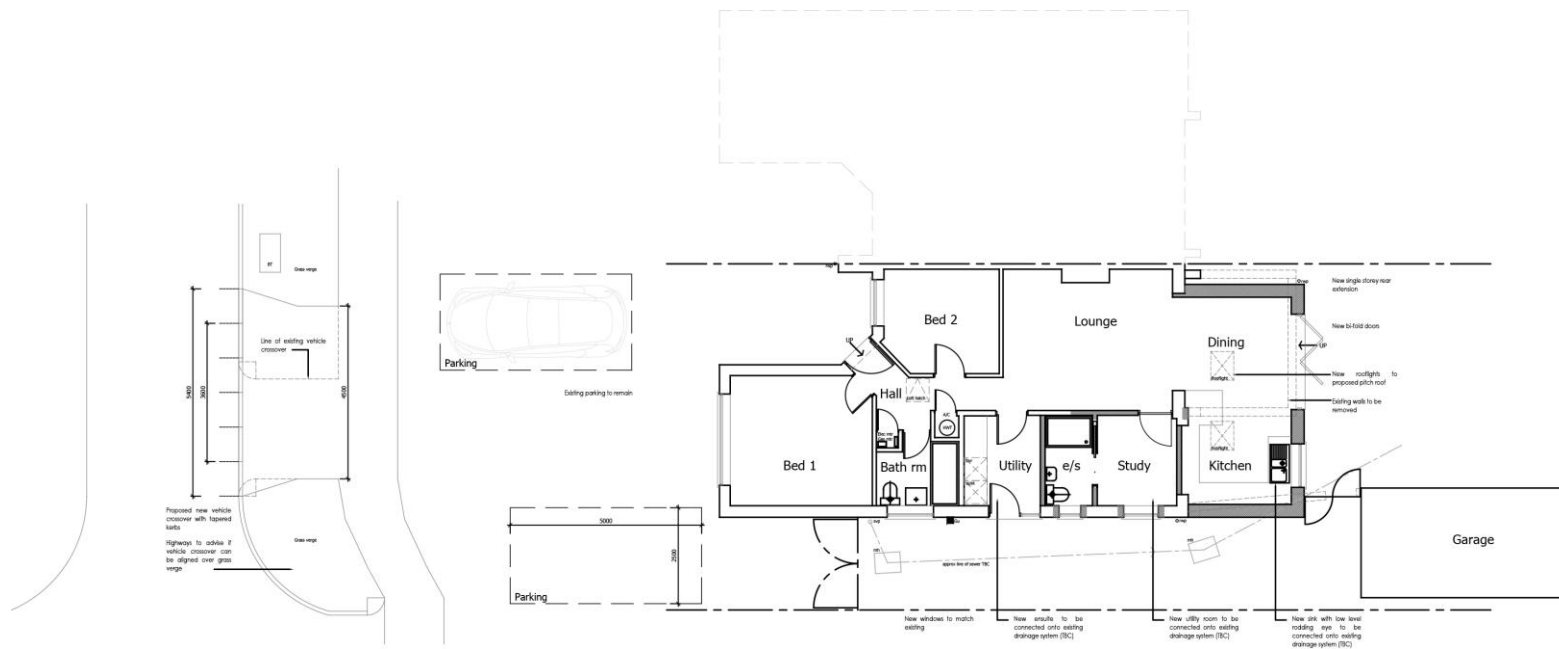
4.02 ACCOMMODATION

The proposed development seeks to create an improved kitchen/dining/lounge area with a utility room at ground floor, which will integrate to the existing dwelling.

The alterations to the elevations in introducing a rear extension will integrate with the form of the dwelling and allow natural light to percolate deep within the layout plan, as well as be in keeping with the massing.

4.03 LAYOUT

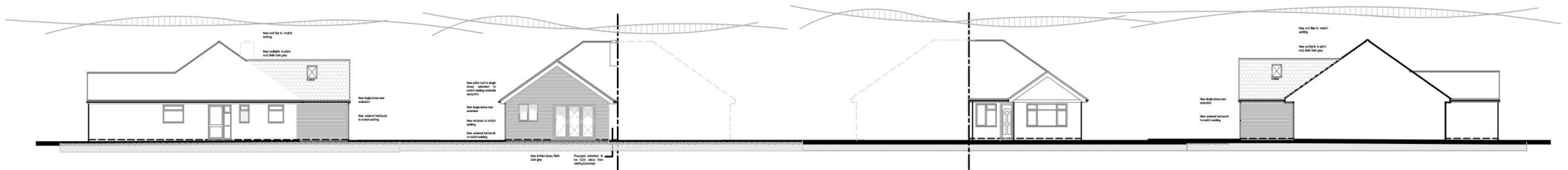
The proposals will maintain and reflect the principal orientation of the existing dwelling. The accommodation, now rationalised, will be easy to access and move through. The new accommodation will be naturally daylighted, where possible, with windows to the east elevation.



Proposed Ground Plan

The proposal seeks to create a ground floor kitchen/dining/lounge & utility through the addition of a rear extension. Rationalisation of the form of the proposal is to retain a maximum usable floor area within the guidelines of Wokingham Borough Local Development – Core Strategy and WBC – Borough Design Guide, allowing the required level of accommodation. The modest extension will match the existing materials and reflect an appropriate form and scale to the existing dwelling.

The extension has been designed to be in keeping with the surroundings by using matching materials.



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4.05 LANDSCAPING

The existing hard and soft landscaping will be retained and will remain unchanged and therefore form a strong framework which will emphasize the landscape structure within the site.

4.06 APPEARANCE

The appearance of the proposal seeks to preserve the character of the existing property and maintain the appearance, where the existing building condition and physical form are a strong element within the streetscene. The modest new alteration will match the existing in terms of form, scale and materials.

External fenestration has been designed to match in with the existing elevations limiting the impact of the residential features. The resultant juxtaposition between the proposed form and the use of vernacular materials enables the strength of the existing form and design to provide an appropriate and sympathetic visual reference to the characteristics of the existing site and its environs.

4.07 ACCESS

The proposed access to the dwelling will remain as existing from Paddock Heights, using the existing point of access. With regards to the impact upon highway safety conditions along Paddock Heights it is deemed that no adverse effects will arise from the proposal as no alterations to the existing boundary treatments are proposed.

The proposal will not result in an increased generation of vehicle movements per day, and it is not considered that the development would result in any material impact upon the existing road safety in regard to vehicular movements onto Paddock Heights.



View northwest from highway



View southeast from highway

5.00 CONCLUSION

The physical extent of the development proposed within this residential location has been appropriately designed ensuring the visual impact upon the character, appearance and visual amenity of the locality has been preserved.

It is the applicant's desire to create a high-quality enhancement to the site; the scheme has been designed to the highest standards thus ensuring a quality and sensitive development overall within keeping of its surroundings.

The proposal will not give rise to any adverse impacts upon the residential amenities within the mature vegetation currently enjoyed by existing residents within the proximity of the site. The proposal will make a minor increase in floor area, 14.5 sqm and under 12.1 of Wokingham Borough Council Community Infrastructure Levy, Guidance Notes for Applicants, February 2015, the proposal is exempt from these charges.

The development will not prejudice highway safety conditions along Paddock Heights or at the junctions immediately adjacent to the property.

Given the proposals lack of encroachment and visibility beyond the immediate vicinity of the site, it is not considered that there would be any harmful visual impact on the residential environment and therefore considered to be acceptable and in accordance with policies CP1 and CP3 of the Core Strategy and relevant sections of the Borough Design Guide.

The development therefore complies with national planning guidance and strategic and local planning policies. On the basis of the evidence and justification set out in this Supporting Statement with the Householder Planning application, it is respectfully requested that this application be approved.

Appendix 1 – Adopted road plan

