

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	251227
Site Address:	282 Nine Mile Ride, Finchampstead, Wokingham, RG40 3NT
Expiry Date:	9 September 2025
Site Visit Date:	24 July 2024
Proposal: Householder application for the proposed raising and modification of the roof to create additional first floor accommodation forming a hip to gable extension with 3no. dormers, installation of roof lights and 12no. solar panels along with changes to fenestration following demolition of existing side extension and attached garage.	

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
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC07 – Parking TB21 – Landscape Character
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
143300	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 4m, for which the maximum height would be 3.5m and the height of the eaves 2.8m.	Approve 20/10/14

CONSULTATION RESPONSES

Internal

WBC Highways: No objection

WBC Landscape and Trees: No objection subject to conditions

WBC Ecology: No objection
External
None consulted

REPRESENTATIONS	
Parish/Town Council	Finchampstead Parish Council: No objection, providing the Velux windows overlooking 280 Nine Mile Ride comply with the required boundary and measurement regulations. Officer response: The Velux windows on the west elevation would be for a landing (non-habitable room) and bedroom but given the window would look onto the front drive of no.280, such overlooking is not considered to be harmful. The rooflights would be over 4.50m from the side boundary of no.280.
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL
Site Description: Detached bungalow 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: R1 design principle within the Borough Design Guide states that <i>“residential development should be designed to contribute positively toward the historic or underlying character and quality of the local area. This may be achieved through blending in with a strongly positive existing character, responding where relevant to the positive elements of its historic context or, where the site is large enough to allow for a distinctive identity to be created, by establishing a new character that relates well to the existing”</i>. The street scene in the surrounding area is varied in style and design of properties as well as variety of single storey and two storey dwellings. The proposal will result in an increased height dwelling from the existing bungalow, but it would be similar in scale to other dwellings in the street scene. Therefore, the proposal does not cause an

unacceptable harmful impact to the character or quality of the local area.

As a result of the varied character along the street and due to the high degree of personalisation in the surrounding area, there are no objections to the proposed materials and the subsequent appearance of the dwelling. Furthermore, a similar proposal has previously been approved at 270 Nine Mile ride (213207). It's clear the proposal has taken design inspiration from 270 Nine Mile Ride and therefore would not look out of place in the street scene.

R23 design principle within the Borough Design Guide states *“alterations or extensions should be clearly subservient to the form and scale or the original building in most situations, although there may be exceptions where it is more appropriate to design a seamless continuation”*. As the proposal is not overly excessive in size or built from and as the neighbouring properties in the surrounding area differ in size and appearance, there will be no unacceptable harmful impact on street scene and character. It is acknowledged there would be an increase in the visible scale of the dwelling (increase by 1.413m), however this would not result in a development that is detrimentally out of character with the surrounding area.

The BDG states *“dormer windows should not project above the existing ridge line”, “dormer windows should generally be positioned within the main roof, by being set back from both eaves line and the sides of the roof”* and *“dormers should relate to the design of the existing building in terms of roof form, materials, position and window proportion”*. The shed dormer windows do not project above the existing ridge line and the shed dormers are situated within the main roof whilst also being set back from both eaves line and the sides of the roof, therefore complying with the BDG. The new pitch roof form with the shed dormer style relates well to the new main roof form and would not result in a squaring of effect. Given the dormers are set back from the front elevation any impact is less prominent. Furthermore, along Nine Mile Ride there are plenty examples of different forms of side dormers such setting a precedence with such proposal not looking out of place.

The demolition of the garage would be replaced by a similar sized side extension. The side extension would be set back from the building line and appear as a subservient feature and minor addition which would not harm the street scene.

The garage includes 12 solar panels, 6 on the flat roof of the side extension and 6 on the existing flat roof rear extension. The Borough Design Guide states *“where new technologies, such as solar panels, are proposed to be installed on existing buildings, careful consideration should be given to their potential visual impact on the character of the area”*. The solar panels on the side extension, would not be particularly visible and would not significantly harm the street scene. The solar panels to the rear would not be visible from the public realm, thus no harm. There is example of solar panels along the street scene such as no.280, 272 and 270.

Whilst the proposed materials would differ to the existing, given the varied characteristics and material palette along Nine Mile Ride, the subsequent appearance would not adversely harm the street scene.

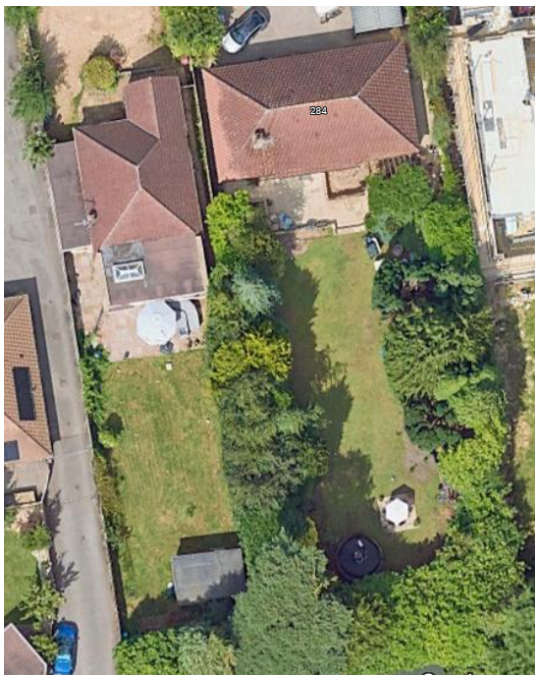
Neighbouring Amenity:

Overlooking: The ground floor opening would be screened by the existing fencing, thus no overlooking concerns.

As shown on plan 25008/002 PL2, two of the dormer windows would be obscured glass below 1.7m to prevent any overlooking concerns (master en-suite in east elevation and master bedroom in west elevation). The other dormer window will be for bedroom on the east elevation. However, its outlook would be onto the blank roof of no.284, therefore poses no harmful overlooking concerns.

The three of Velux windows purpose would be for a landing, dresser, ensuite. All are considered non-habitable rooms and would not pose overlooking concerns. The other Velux window on the west elevation would be for a bedroom but given the window would look onto the front drive of no.280, such overlooking is not considered to be harmful.

While the dormer/velux windows would be visible from neighbours, they would be set slightly away from the property boundary to avoid any significant perception of overlooking. Also, along the side boundary of no.284, there is mature/established vegetation between the properties that would help screen and reduce the perception of overlooking (see image below).



The proposal includes adding a Juliet balcony with a balustrade across the face, at first floor level to the rear for the master bedroom. Whilst currently there are no first-floor windows, most rear gardens are overlooked at an oblique angle from the upper floor windows in the neighbouring property. The views available from a Juliet balcony are generally the same as from a typical upper-floor window, thus it would not introduce new or more intrusive views.

The proposed Juliet balcony would not result in harmful overlooking as it does not introduce any elevated platform for external use. The level of intervisibility between properties remains comparable to a standard first-floor window, which is typical and

acceptable in residential areas.

The separation distance from the rear of no.282 to the front of QTD building materials supplier is over 50m, thus complying with the BDG and no overlooking concerns.

Loss of Light: Given the separation distance from no.280 flank wall and the site boundary of approx. 3.20m, such separation distance would not result in harmful loss of light to the property.

The closet rear window for no.284 is the lounge window at ground floor level and a bedroom window at first floor level. Whilst it does not comply in plan form, it complies in elevation form. The 45* degree rule of thumb is guidance rather than policy and so is applied on a case-by-case basis. It's also important to note, the lounge benefits from another triple window to the rear elevation, thus, still receiving sufficient natural light.

Also, more than 50% of available daylight would still reach the affected window, with the purpose of the guideline is to prevent significant loss of daylight rather than to prohibit any reduction at all. Therefore, it is not considered to be a reasonable reason to refuse the scheme given its compliance with local policy in other respects and given the neighbouring property would overall still have adequate access to natural light.

Overbearing: Whilst the proposal does result in a quite significant upwards extension. However, given the proposed dimensions/heights indicate that the new roof would slope away from neighbours' boundaries so the neighbouring properties wouldn't be face with a solid vertical brick wall, which reduces the overbearing impact.

The proposal would be set off from the boundary which provides sufficient partition space between the neighbouring dwellings and would not be considered overbearing. It is considered sufficient visual separation between the houses. Whilst the existing garage is already up to the side boundary of no.280. As such, an extension in the same location would not result in harm, especially as it's only single storey and similar dimensions to the existing garage.

The proposal would be of similar height to the other two storey dwellings in the surrounding area, the proposal would not appear physically overbearing or oppressive to neighbours such that it would be significantly detrimental to their amenities.

Highway Access and Parking Provision: The applicant proposes to increase the numbers of habitable rooms from 4 to 6. As the existing garage does not fully meet the council's requirement for car parking, there will be no loss of parking space. Three driveway parking spaces are proposed within the red line.

According to the WBC Car Parking Standards, the development of such scale in 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 proposed three driveway parking spaces meet the council's parking requirement,

which is acceptable.

The proposed 1.1m wide direct access to the rear garden is suitable for cycle storage, which is acceptable.

Landscape and Trees: There are no TPO trees within of adjacent to the site boundaries, however there is a mature hedgerow growing adjacent to Nine Mile Ride which is designated as a Green Route. The revised site plan showing the front hedgerow to be retained which is acceptable. The retained as the hedgerow contributes to the verdant character of the Green Route (Local Plan Policy CC03).

The amended vegetation retention condition has been included in decision notice as requested by the officer.

Ecology: The submitted preliminary bat roost assessment concludes:

5.0 Summary

- 5.1 282 Nine Mile Ride is assessed as having "negligible" potential to host a bat roost as no bats or signs of bats were found during the survey and it has no features potentially suitable for use by roosting bats.
- 5.2 It is therefore very unlikely that bats will be affected by the works, there is no need to undertake further surveys, and there should be no bat related constraints to the proposals to extend the house.

Therefore, the proposal will not have harmful ecological impact.

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:	29 August 2025

Earliest date for decision:	5 August 2025
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Recommendation agreed by: (Authorised Officer)	
Date:	29/08/25