

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	261553
Site Address:	52 Poundfield Way, Twyford, Wokingham, RG10 0XR
Expiry Date:	26 August 2026
Site Visit Date:	27/10/2025 – see PA 251962
Proposal: Householder application for the proposed erection of a single storey side and rear extension following partial demolition of existing detached 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 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 CC04 – Sustainable Design and Construction CC07 – Parking TB23 – Biodiversity and Development TB24 – Designated Heritage Assets
Joint Minerals and Waste Plan (JMWP)	DM1 - Sustainable Development DM2 - Climate Change – Mitigation and Adaptation DM3 - Protection of Habitats and Species
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS3 – Development within or adjacent to major and modest settlements NE1 – Biodiversity and geodiversity DH1 – Place making and quality design DH2 – Safeguarding amenity
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

Application No.	Description	Decision & Date
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251962	Householder application for part two storey, part single storey side and rear extension.	Refused, 28/11/2025 Dismissed at appeal 13/04/2026
180943	Householder application for the proposed erection of single storey side/rear extension following the demolition of the existing garage.	Approved, 22/05/2018
173479	Pre-application advice for the demolition of garage and erection of ground floor rear extension with ground and first floor side extension.	Replied, 10/01/2018
171879	Householder application for proposed erection of single storey rear extension plus two storey side extension following demolition of existing garage.	Refused, 23/08/2017

CONSULTATION RESPONSES

Internal

WBC Ecology – No comments

External

None consulted.

REPRESENTATIONS

Parish/Town Council	Twyford Parish Council – No comments.
Ward Member(s)	No comments received
Neighbours	<u>50 Poundfield Way:</u> • Supports the planning application. <u>54 Poundfield Way, RG10 0XR:</u> • Supports the proposed extensions but objects to the new side garden access. • Concerns that the access would increase noise, overlooking, disturbance and reduce privacy. • Concerns that the access adjacent to the driveway could create conflict between pedestrians and vehicles. • Notes that the 2018 permission did not include a garden access along this boundary.

APPRAISAL

Site Description and Planning History:

The application site relates to a two storey, detached property located in an established residential cul-de-sac. The surrounding area is characterised by detached, set in discernible groupings which are distinguished by repeated house type.

This application follows a similar, recently refused proposal under planning reference 251962, which sought permission for a part single, part two-storey side extension. That application was subsequently dismissed at appeal, with the Inspector concluding that the proposed two-storey side extension would have resulted in an unacceptable sense of enclosure and loss of light impacts for the occupiers of No. 50 Poundfield Way. The current application seeks to address this previous reason for refusal through the omission of the two-storey side extension, retaining only the single-storey elements of the scheme.

Procedural Matters:

It should be noted that a revised application form was submitted by the agent on 18 August 2026, confirming that Certificate B of ownership had been completed. This was required as a small part of the eaves overhang associated with the proposed side extension would extend over the neighbouring garden at No. 50 Poundfield Way.

In light of this updated information, a further consultation period was undertaken between 18 August 2026 and 9 September 2026. The application has been assessed having regard to the revised ownership information and consultation undertaken.

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:

The proposed wrap-around extension would extend around the south-western corner of the property and would incorporate a mono-pitched roof form. The extension would be modest in terms of its scale and design, with the use of matching external materials ensuring that it integrates successfully with the host dwelling. The proposal would

require the demolition of the existing side garage to facilitate the extension. Whilst garages are a common feature within the street scene, there is some variation in the built form and architectural character of the surrounding properties, including examples where garages are absent, such as No. 27. As such, the loss of the existing garage would not be considered detrimental to the character or appearance of the area as a whole.

Neighbouring Amenity:

The proposed extension would be suitably located and modest in scale. Whilst the maximum height would be marginally greater than the existing side garage, the gentle mono-pitched roof design would provide a gradual increase in height, directing the higher element of the extension away from the neighbouring garden area to the west. Given the orientation, siting and form of the extension, it is not considered that the proposal would result in an unacceptable overbearing impact or undue loss of light to any neighbouring occupiers.

With regards to the new ground floor windows, the existing boundary fencing would be high enough to sufficiently mitigate any overlooking concerns.

Highway Access and Parking Provision:

The existing dwelling contains six habitable rooms, and this will remain unchanged from the proposed scheme. At present, the property benefits from one off-street parking space on the driveway, and although a garage exists, its limited internal dimensions mean it does not meet the Council's minimum size requirements to count as a usable parking space.

The proposal involves demolishing the existing garage and replacing the current driveway space with a newly constructed garage. As a result, the overall parking provision on the site would reduce from one usable driveway space to effectively 0.5 spaces, in the form of a new side garage.

Under the WBC Car Parking Standards, a dwelling of this scale located within a 'Town and Fringe' area is expected to provide two off-street parking spaces. The development would therefore fall short of this requirement.

However, despite the loss of the existing driveway space, the proposed arrangement would operate in a similar manner to the current situation, albeit with the occupier needing to open the garage door when entering or exiting the property. While this may result in a minor inconvenience, Poundfield Way is a small residential close characterised by low traffic volumes and limited vehicle movement. Consequently, any momentary pause in the carriageway resulting from opening the garage door would be infrequent and unlikely to give rise to any material harm to highway safety, convenience, or residential amenity.

The Case Officer acknowledges the existing presence of kerbside parking within the surrounding area and accepts that the proposal may increase the likelihood of additional on-street parking if the occupiers own more than one vehicle. Nonetheless,

there are no parking restrictions in place along Poundfield Way, and the street is already functioning safely with a level of on-street parking typical of a residential close.

Importantly, the road geometry, low traffic speeds and cul-de-sac layout mean that any additional kerbside parking generated by the development can be reasonably accommodated without giving rise to highway safety concerns or obstructing the free flow of traffic. Furthermore, the scale of the development is modest, and the potential increase in parking demand is unlikely to be significant in the context of the street's existing parking pattern.

For these reasons, while some additional on-street parking may occur, it would not be of a level that would cause undue harm to highway safety, residential amenity or the overall operation of Poundfield Way.

A suitable condition will be attached to any approval ensuring that the new garage is retained for vehicle parking only.

Amenity Space:

The remaining rear amenity space would meet the minimum depth requirement of 11 metres. The proposal is therefore acceptable in this regard.

Ecology:

The site is located in habitat which matches where bat roosts have previously been found in the borough.

The supporting Preliminary Ecological Appraisal (By Urban Tree Experts November October 2025, ref: PH/NP/PEA-25/18.09) found no evidence of bats during the internal and external inspections of the property and garage concludes that the potential for roosting bats is deemed to be very low. As such, the proposals are unlikely to adversely affect roosting bats or other protected species.

Other Matters:

The submitted proposed site plan indicates the formation of a new side access door on the eastern side of the property, adjacent to the shared boundary with No. 54 Poundfield Way. This would replace an existing close-boarded fence panel to provide pedestrian access to the rear garden.

The occupier of No. 54 Poundfield Way has raised concerns that the proposed access would give rise to increased overlooking, noise and disturbance from the opening and closing of the gate. However, the Case Officer does not consider that the introduction of a pedestrian side access within a residential setting would result in any unacceptable impacts in this regard. The gate would be used intermittently for normal domestic purposes, and the associated level of activity and noise would be typical of a residential property. No highway or pedestrian safety concerns are raised, as the access would serve only the occupants of the dwelling and would not give rise to any unusual pedestrian-vehicle conflict beyond that typically associated with a domestic driveway. Furthermore, the access would not create any materially different views into the

neighbouring property beyond those already possible from the existing side passage and garden area. Accordingly, it is not considered that the proposal would result in an unacceptable loss of privacy or give rise to unreasonable levels of noise or disturbance to the occupiers of No. 54 Poundfield Way.

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:	Approval
Date:	10 July 2026
Earliest date for decision:	23 July 2026

Recommendation agreed by: (Authorised Officer)	<i>MC</i>
Date:	11.09.2026