



Planning

Planning Statement

Client:

Cherrilyne Smith

37 Hatch Ride

Crowthorne, RG45 6LF

Two storey front and rear extension, single storey side extension and installation of a chimney

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1. Introduction

- 1.1 This statement is produced to support a planning application for the two storey front and rear, single storey side extension and installation of a chimney at 37 Hatch Ride, Crowthorne, RG45 6LF.
- 1.2 This planning statement will cover the background to the application and provide the necessary information to enable its determination by officers at the Council. It will consider the proposal in light of relevant planning policies and other material considerations. The conclusion reached is that key material considerations and the wider objectives of National and Local planning policy support the grant of permission.
- 1.3 In addition to this planning statement, the application is accompanied by the appropriate planning application forms and ownership certificate, duly signed and completed, and the following documents prepared by Becker Design:
- 1:2500 Site Location Plan
 - 1:200 Block Plan
 - 1:200 Site Plan
 - 1:100 Proposed Floor Plans
 - 1:100 Elevation Plans
- 1.4 The relevant application fee will be submitted by the applicant separately.

2. Site Location and Description

- 2.1 The development site comprises the existing two storey detached dwelling of 37 Hatch Ride situated within the settlement boundary of Wokingham. The site lies within the modest development location of Pinewood (Crowthorne) and within 5km of the Thames Basin Heath Special Protection Area.
- 2.2 The southern side of Hatch Ride comprises predominantly semi-detached houses with long thin rear gardens and driveways suited to tandem parking. The character of the area is predominantly residential with a mix of two storey and single storey detached, semi-detached and terraced properties of varying designs arranged in a frontage development with a fairly consistent building line. Towards the junction of Old Wokingham Road, the dwellings comprise a mixture of detached and semi-detached set within larger plots.

3. Planning History

- 3.1 No. 37 Hatch Ride has no planning history, however neighbouring dwelling No. 35 comprises the following planning history:
- 3.2 Application Ref: 05594 for two storey extensions approved 25th Nov 1976.
- 3.3 Application Ref: 09723 for extension in connection with car business approved 18th January 1979.
- 3.4 Application Ref: 18791 for first floor extension approved 10th February 1983.
- 3.5 Application Ref: CLU(E) 42 for lawful development certificate for existing use of motor vehicle breaking and repair and scrap metal dealing approved 5th January 1994.

4. Development Proposals

- 4.1 The National Design Guide (2019) identifies that “well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. They meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time” (para 120-121).
- 4.2 Regarding the requirements of NPPG Paragraph: 029 Reference ID: 14-029-20140306 in respect of Design and Access Statements, the proposal is described as follows:
- 4.3 **Use and Amount:** The proposal seeks for the two storey front and rear, single storey side extension and installation of a chimney.
- 4.4 **Layout and Scale:** The proposal will amount to a lounge, hall, WC, kitchen, dining and family room and utility room on the ground floor and four bedrooms and two bathrooms on the first floor. The extension will not extend the ridge height over the existing dwelling
- 4.5 **Landscaping:** The proposal will not amount to the loss of existing landscaping on site.
- 4.6 **Appearance:** The extension will not extend the ridge height over the existing dwelling and will be designed sympathetically to the host dwelling and neighbouring dwellings.
- 4.7 **Access & Parking:** The site benefits from an existing access taken from Hatch Ride and three parking spaces, this is to remain unchanged.

5. Policy Assessment

- 5.1 **National Guidance:** The National Planning Policy Framework (NPPF) is a relevant material consideration to the application.
- 5.2 The purpose of the planning system is to contribute to the achievement of sustainable development. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 38 of the NPPF states that “Local planning authorities should approach decision on proposed development in a positive and creative way” and “at every level should seek to approve applications for sustainable development where possible”. Paragraph 123 of the NPPF comments that planning should “make effective use of land” in “meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions”.
- 5.3 Paragraph 60 confirms the Government’s objective to boost the supply of housing, and paragraph 8 identifies the three objectives of sustainable development, as economic, environmental and social.
- 5.4 Paragraph 131 identifies that “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”, whilst paragraph 139 states that significant weight should be given to “outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”
- 5.5 The National Design Guide builds on the above, and clarifies that “well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by

enhancing local transport, facilities and community services, and maximising their potential use” (para 109).

- 5.6 **Principle of Development:** Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.7 Wokingham Borough Council Local Plan provides a local policy framework for the Borough against which applications are assessed against. In this instance the Development Plan consists of the following documents:
- Wokingham Borough Core Strategy (adopted January 2010)
 - Wokingham Borough Managing Development Delivery Document (adopted February 2014) (MDD)
- 5.8 The Council has produced a Local Plan Update (LPU) (2020). Whilst this has not yet been adopted, it can still be given little weight as part of this application.
- 5.9 The Borough Wide Design Guide SPD (adopted May 2012) is a material consideration.
- 5.10 Policy CC01 - Presumption in Favour of Sustainable Development of the MDD 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.
- 5.11 The site is located within the Modest Development Location of Crowthorne in line with the Local Plan Update 2020 and as such is acceptable subject to its compliance with Core Strategy Principles. Policy CP9 identifies the location the Modest Development Location with access to some facilities and services and good public transport services to major development locations or centres in neighbouring areas.

- 5.12 Whereby the site is located within the Modest Development Location of Crowthorne, the principle of residential extensions and alterations is acceptable subject to their being no adverse impacts upon the character of the area or the amenity of neighbouring occupants.
- 5.13 **Character and Appearance of the Area:** Hatch Ride comprises a residential road within the Modest Development Location of Crowthorne, 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 which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.
- 5.14 Dwellings along Hatch Ride comprise long thin plots with a mixed character consisting of predominantly red brick dwellings. No. 35 and 37 Hatch Ride comprise larger plot sizes and dwellings set back from the highway by residential driveways.
- 5.15 The Wokingham Borough Design Guide at paragraph 4.11 states that alterations and extensions to buildings should be well designed, respond positively to the original building, contribute positively to the local character and relate well to neighbouring properties. As such, the proposal retains the consistent building line and does not unbalance the rhythm of the frontage in accordance with the Borough Design Guide. The proposed extensions are subservient to the host dwelling, and the resultant dwelling would not be disproportionate to the relative large plot size.
- 5.16 The proposed extensions have been designed to be sympathetic to the host dwelling and the wider character of the area and as such is found to accord with Policy CP3.
- 5.17 **Residential Amenity – Future Occupants:** The proposal seeks for the creation of an open plan kitchen, dining family area to the first floor and additional bedroom space to the first floor. The proposal is to be afforded

maximum sunlight and daylight through the provision of glass doors to the rear elevation. As such, the proposed development will have a positive impact upon the prospective occupiers.

- 5.18 **Residential Amenity – Neighbouring Occupants:** The proposal is well screened from neighbouring dwellings through the provision of 1.8 metre close boarded fences and mature boundary hedges to the east and western elevations. In any case, the resultant dwelling does not project further to the rear than neighbouring dwelling No39, or outbuildings to the rear of No.35 and as such will not result in any impact to the amenities of adjacent residential properties by way of overbearing, loss of light, overshadowing or overlooking. This is due to the size of the plot and the siting of the dwelling within it resulting in sufficient separation distances to neighbouring properties.
- 5.19 Pre-application response ref: 22019 is of some relevance here, although it is acknowledged that the proposed development is of a significantly reduced scale. In any case, the response letter details that whereby the proposed development would have rear building lines that would not project forwards of the rear building line of 39 Hatch Ride, no overbearing impacts was considered to arise from the proposed development.
- 5.20 As the proposed development comprises the erection of a two storey front and rear extension, single storey side extension and installation of a chimney, the impacts of the development are found to be significantly reduced over and above the development proposed within the pre-application and as such is demonstrated to have no adverse impacts upon neighbouring residential dwellings.
- 5.21 **Trees and Landscaping:** Existing trees and landscaping on site is to be retained. It is considered that new planting can be controlled by condition.
- 5.22 **Transport and Parking:** The proposal presents no changes to the existing access or parking arrangements on site. The dwelling benefits from a large

driveway area for the parking of three cars, according with the requirements of the Wokingham Borough Council Parking Standards.

- 5.23 **Drainage and SuDS:** The site lies within Flood Zone 1 and under 1Ha in area, at the lowest risk of flooding. As such, a Flood Risk Assessment is not proposed for the site.
- 5.24 **Contamination:** No impact given existing residential use.
- 5.25 **Archaeology:** The site is not known to fall within an area of potential archaeological interest.
- 5.26 **Ecology:** The proposal is submitted alongside a Preliminary Ecological Survey carried out by Urban Tree Experts which confirms that no bats or evidence of bats was recorded during the internal and external inspection of the property and there were no roosting opportunities for bats or access into the buildings. The development is exempt from Biodiversity Net Gain.
- 5.27 **Community Infrastructure Levy:** The proposal does not increase the dwelling floorspace by more than 100m² and as such is not found to be CIL liable.

6. Conclusion

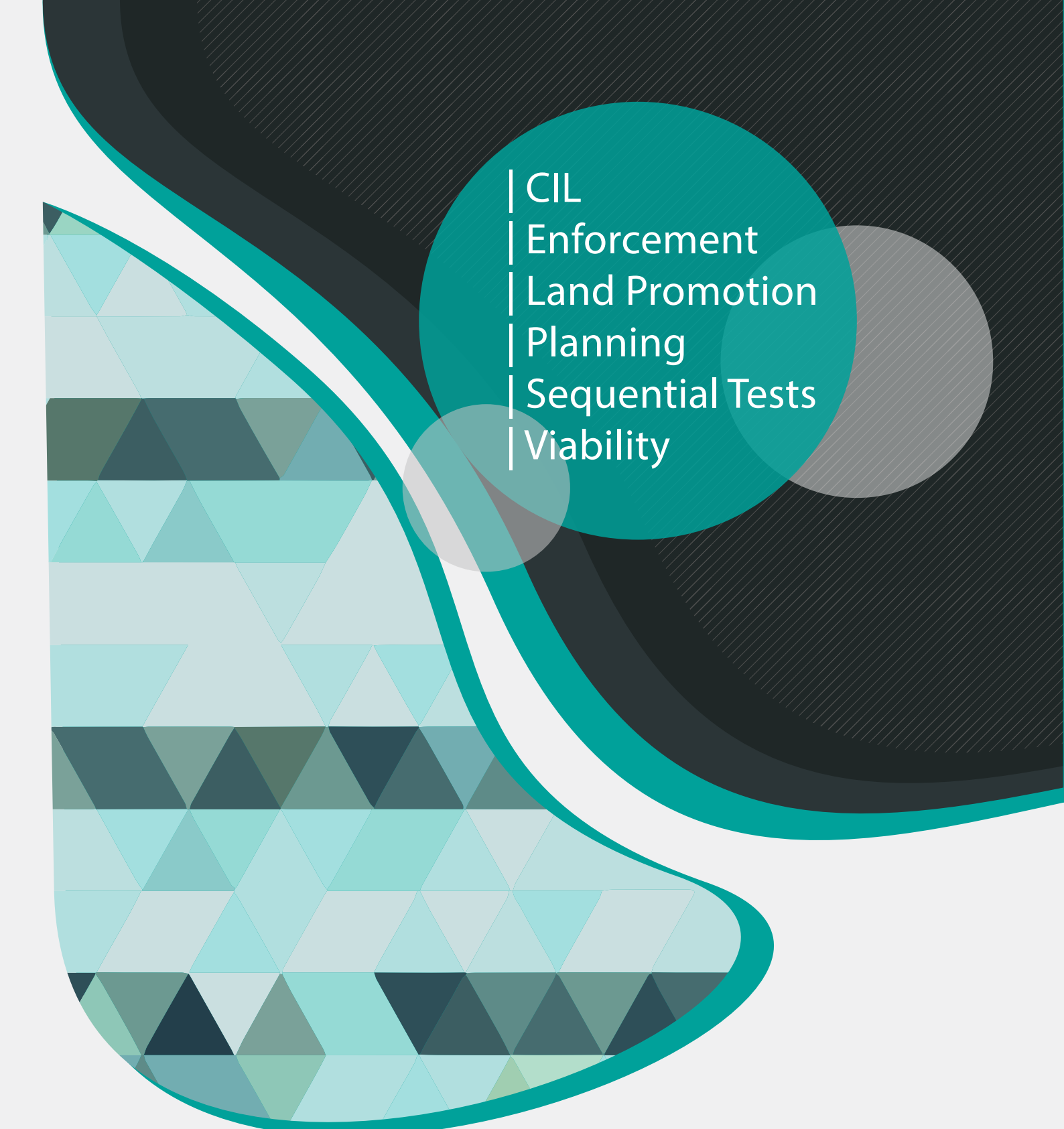
- 6.1 This statement has demonstrated that the proposed development is acceptable in principle and makes an efficient use of land.
- 6.2 Material planning considerations have been carefully considered and analysed, as evidenced in section 5 of this statement and the supporting plans and documents. It is considered the proposed development would enhance the residential amenity of existing and future occupants without adverse effect on the character of the area or the amenity of neighbouring residents.
- 6.3 It is considered that the proposed scheme complies with relevant Development Plan Policies and is further supported by National Guidance. Therefore, it is respectfully requested that planning permission is granted.

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