



Appeal Decision

Site visit made on 15 August 2024

by S D Castle BSc Hons MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 2 December 2024

Appeal Ref: APP/X0360/W/24/3339807

206 Nine Mile Ride, Finchampstead, Wokingham RG40 3PX

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr C Lucanu against the decision of Wokingham Borough Council.
 - The application Ref is 231643.
 - The development proposed is full application for the erection of a detached dwelling and outbuilding following demolition of the existing property.
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Decision

1. The appeal is allowed and planning permission is granted for the erection of a detached dwelling and outbuilding following demolition of the existing property at 206 Nine Mile Ride, Wokingham, RG40 3PX in accordance with the terms of the application, Ref 231643, and subject to the conditions in the attached schedule.

Main Issue

2. The main issue is the effect of the proposal on the character and appearance of the area.

Reasons

3. The site is located on the southern side of Nine Mile Ride and includes an existing hip-roofed bungalow, its surrounding garden, driveway, and associated flat roof garage. Nine Mile Ride is a long linear avenue characterised primarily by detached dwellings set relatively consistently back from the highway behind substantial front gardens and driveways. The surrounding area has an attractive verdant appearance by virtue of the many mature trees, hedges, and shrubs found both within the residential plots and lining the road. There is, however, significant variety in the scale, architectural style, and age of residential development in the area surrounding the site.
4. A bungalow of similar scale (no 206a) adjoins the site to the east, and a larger chalet style bungalow (no 204) adjoins the site to the west. The dwellings on the opposite side of Nine Mile Ride include a mixture of 2 storey and single storey dwellings. The wider street scene includes many large detached 2 storey dwellings, including at no 208 Nine Mile Ride, and on Avery Close to the south of the site. The existing bungalow is most prominent in public views along Nine Mile Ride, from where it is readily perceived within the variety of architectural styles and dwelling sizes that characterise the street scene. The existing bungalow sits comfortably within this varied architectural context given its spacious plot size and consistent set back from the highway.

5. Policy D1 of the Finchampstead Neighbourhood Development Plan (FNDP) generally only supports the development of 3 storey (and above) housing within the area of the Strategic Development Location (that part within Finchampstead Parish) and the Gorse Ride regeneration area. However, Policy D1 also states that building heights should reflect the character and appearance of the parish. The supporting text to the policy goes on to advise that there may be circumstances elsewhere in the parish where well-designed 3 storey houses may be appropriate. As such, Policy D1 does not represent a blanket ban on 3 storey dwellings outside of the areas specified above.
6. The replacement dwelling would be significantly larger, higher, and bulkier than the existing bungalow. It would provide 3-floors of living accommodation, with the top floor contained within the roof space. The Council is concerned that the height and scale of the dwelling would cause harm to the cohesiveness of the street, but also acknowledges in its statement that there is no uniform building height in the locality. The Council is also concerned that the proposals would represent overdevelopment of the site. However, the dwelling would be sited centrally within its plot and would maintain significant open space around it.
7. The proposed dwelling's hipped roof with a flat crown, in combination with a flat roof dormer to the rear, would result in an eaves height similar to that of the existing 2 storey dwellings within the wider street scene. Consequently, the roof design, in combination with the space to the sides of the dwelling, and the respect for the prevailing building line, would ensure that the overall height and bulk of the dwelling would not appear out of kilter with the existing mix of dwellings in the street scene.
8. The FNDP advises that, given the general modernity of the area, there is no single design vernacular which needs to be upheld. The proposed street facing fenestration would have a pleasing rhythm and massing, and the bulk of the principal elevation would be appropriately articulated with projecting gables and a porch to create visual interest.
9. Overall, the dwelling would appear well-designed, and its height would reasonably reflect and respect the character and appearance of the area. The set back of the dwelling from the carriageway, would respect the prevailing plot layout and verdant character of Nine Mile Ride. For these reasons, the proposed development would respect the character and appearance of the area in accordance with Section 12 of the National Planning Policy Framework, The National Design Guide 2019, Policies D1 and D3 of the FNDP, Policies CP1 and CP3 of the Core Strategy 2010, Policy CC03 of the Managing Development Delivery Local Plan 2014, and the Borough Design Guide Supplementary Planning Document 2012.

Other Matters

10. I have noted the representations from interested parties. I have taken them all into account. The issues raised, including loss of light and privacy to neighbouring occupiers are largely identified and considered within the Council officer's committee reports regarding the appeal development. The Council did not conclude that they would amount to reasons to justify withholding planning permission. I have been provided with no substantiated evidence which would prompt me to disagree with the Council's conclusions on the other

matters raised by interested parties, subject to the imposition of planning conditions.

Conditions

11. I have considered the conditions suggested by the Council against the tests of the Framework and advice provided by the Planning Practice Guidance. Where appropriate, I have amended and added to the suggested conditions. The numbers in brackets relate to the conditions in the schedule.
12. In addition to the standard timescale condition (1), I have imposed a condition specifying the relevant plans and documents as this provides certainty (2). To protect the character and appearance of the area, a condition securing appropriate finishing materials (3) is necessary.
13. In the interests of ecology, a condition ensuring appropriate enhancement of biodiversity is necessary (4). In order to prevent increased risks of flooding, and in the interests of the principles of sustainable drainage, a condition is necessary to ensure the appropriate surface and foul water drainage of the site (5). In the interests of promoting sustainable transport choices, conditions securing provision of cycle parking (7) and electric vehicle charging points (9) are necessary. In the interests of the proper and efficient functioning of the highway and achieving appropriate access for all, conditions securing vehicular access (8) and parking (6) are necessary. A condition securing obscure glazing in upper floor flank windows is necessary to protect the living conditions of adjoining occupiers (10).

Conclusion

14. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations, indicate otherwise. The proposal would accord with the development plan when read as a whole. There are no other considerations that would lead me to depart from determining the appeal in accordance with the development plan.
15. For the reasons above, the appeal is allowed subject to the conditions in the attached Schedule.

S D Castle

INSPECTOR

Schedule of Conditions attached to Appeal Decision
Appeal Ref: APP/X0360/W/24/3339807
206 Nine Mile Ride, Finchampstead, Wokingham RG40 3PX

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and details unless otherwise required by the conditions below:
 - Location Plan @ 1:1250
 - 2062 PL13- 001c – Proposed Ground Floor Plan
 - 2062 PL13-002c – Proposed First Floor Plan
 - 2062 PL13-003c – Proposed Second Floor Plan
 - 2062 PL13-004d – Proposed Roof Plan
 - 2062 PL10-005a – Driveway Layout
 - 2062 PL13-010 – Proposed Outbuilding
 - 2062 PL13-200d – Proposed Sections
 - 2062 PL13- 100e – Proposed Elevations
 - 2062 PL13-101e – Proposed Elevations
- 3) No development excluding demolition and groundworks shall commence until details/samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out only in accordance with the details so approved.
- 4) No development above slab level shall begin until a detailed Biodiversity Enhancement Scheme (BES) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme prior to the development hereby permitted being first occupied and the enhancements shall be retained thereafter.
- 5) No development above slab level shall begin until drainage plans for the disposal of foul and surface water flows have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved drainage plans prior to the development hereby permitted being first occupied.
- 6) The development hereby approved shall not be first occupied unless and until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.
- 7) The development hereby approved shall not be first occupied unless and until secure and covered parking for cycles has been provided in accordance with the approved details. The cycle parking / storage shall be permanently

so-retained for the parking of bicycles and used for no other purpose.

- 8) The development hereby approved shall not be first occupied unless and until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.
- 9) The development hereby approved shall not be first occupied until a scheme for an electric vehicle charging point has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the dwelling being first occupied and shall thereafter be retained and maintained to the satisfaction of the Local Planning Authority.
- 10) Prior to the first occupation of the development hereby permitted, the upper floor windows in the flank elevations labelled as obscure glazed on the approved plans shall be glazed with obscure glass only and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. The development hereby permitted shall be permanently maintained as such at all times thereafter.