

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250046
Site Address:	56 Copse Drive, Wokingham, Wokingham, RG41 1LX
Expiry Date:	1 April 2025
Site Visit Date:	10 February 2025
Proposal: Householder application for the proposed single storey rear and part side extension including part garage conversion and car port.	

PLANNING CONSTRAINTS/STATUS

Water Utility Consultation Zones
Bat Roost Habitat Suitability
Scale and Location of Development Proposals – Major Development Locations
Great Crested Newt Consultation Zone
Nuclear Consultation Zone
Railways
Landscape Character Assessment Area
SSSI Impact Risk Zones
Thames Basin Heaths SPA Mitigation Zones

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 CC06 – Noise CC07 – Parking TB21 – Landscape Character TB23 – Biodiversity and Development
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

No Planning History.

CONSULTATION RESPONSES

Internal

WBC Highways – No objection
WBC CIL – Development is not CIL Liable
WBC Ecology – No objection

REPRESENTATIONS

Parish/Town Council	No comments received
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description:

The application site is a semi-detached bungalow located within settlement limits in Wokingham. The majority of dwellings within this area are predominately bungalows but vary to a degree in terms of external materials. Dwellings in this area are set back from the public footpath to allow for modest front gardens with simple vegetation and driveways.

The original dwelling is constructed of a mix of light white and red bricking for the external walls, dark tiled roof of the dwelling.

Proposal:

Planning permission is sought for the proposed erection of a single storey side/rear extension following part garage conversion and car port.

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.

Design/Character of the Area:

In terms of policy CP3 'General Principles for Development', point (a) states that proposed developments should be of an appropriate scale, mass, layout, built form, height, materials and character to the area together with a high-quality design. The proposed development matches the existing activity and character of the area.

The Borough Design Guide states that new rear extensions should accord with the following:

- Rear extensions should not project more than four metres from the main rear wall where they are close to a side boundary.
- Maximum eaves and ridge height should be no more than those of the existing property.

The Borough Design Guide also provides guidance on well designed side extensions:

- Primary considerations are impact upon neighbourhood and upon street scene and local character.
- A 1 metre gap should be maintained between the physical build itself and the site boundary.
- Side extensions should generally not project forward of the building line on the street frontage(s).

The Borough Design Guide does not specifically refer to part garage conversions. However, it does refer to garages and parking in a general aspect and how they should be positioned. More specifically, it states that:

“Where a garage is to be converted into a room, then the parking space will need to be replaced”.

The above will be discussed in the highways section of the report.

The proposed extension would project approximately 3.03m past the rear wall of the original dwelling. The guidance for rear extensions states that it should not exceed 4 m of projection from the rear wall and so complies in this respect. It is noted that the maximum height of the rear extension would marginally exceed the eaves height of the existing bungalow. The BDG states that “maximum eaves and ridge height should be no more than those of the existing property”. As this is a proposed flat roof extension, the eaves of the extension are not higher than the eaves of the original dwelling, and the overall height of the extension is not higher than the existing ridge. Therefore, although there is a small degree of unbalance, this is considered minor and not a strict breach of the BDG. Furthermore, there are other examples of development nearby (WBC ref. 241047) that have a similar eaves/ maximum height relationship. Officers also note that because the host dwelling is a bungalow, eave and ridge heights are shorter as a starting point.

The side extension (car port) would approximately project forward of the existing garage by 1.98 m. The proposed side extension would not be encroaching any further towards the site boundary than the existing garage. Therefore, although a 1m side gap to the boundary is not provided as per the BDG, this is not insisted upon by Officers owing to the existing site layout and because there is not considered to be adverse harm in design terms from building up to the boundary.

The extensions would have a flat roof. Whilst this roof form would not be in keeping with that of the main house (which has a pitched roof), it is commonplace for single storey extensions to have flat roofs. An element of the flat roof would be visible from the street, however the existing garage already has a flat roof which is visible in the street scene. In terms of other materials, those to be used for the external walls will match the original dwelling. This will also be secured via condition.

In terms of impact on the street scene, the surrounding area is somewhat varied on terms of rear and front building line. The proposed side extension (car port) would be set back from the front elevation so as not to detract from the main dwelling. Whilst there do not appear to be many/ any dwellings nearby that have a car port, due to its open structure, it is not considered to result in adverse impact to the street scene. The rear extension would not be visible from the street.

In terms of design and character of the area the proposal is deemed acceptable.

Neighbouring Amenity:

Policy CP3 states that development should not have any detriment to amenities of adjoining land users including open spaces or occupiers and their quality of life.

Overlooking:

Rear extension:

The proposed development would not incorporate side windows. The only windows shown on the development is at the rear of the development. There would be very minimal overlooking as this a single storey extension. There are also trees and shrubs present along the boundary of the property so this would further mitigate any overlooking implications.

Side Extension:

The proposed side extension on the elevations does not show any side windows present so there would be very minimal overlooking implications onto number 54 Copse Drive Wokingham.

Garage Conversion:

The conversion of the garage mainly is comprised of internal works and alterations therefore it would not have any overlooking implications or ramifications.

Loss of Light:

A 45 – degree angle test was performed on 58 Copse Drive and 54 Copse Drive from the nearest habitable room. This line was not breached for either neighbour, as such the proposed rear and side extension would not result in substantial loss of light for either neighbour. The part garage conversion would not have any loss of light ramifications for either neighbour as the works are focused internally.

Overbearing:

The proposed rear extension would have a less deep rear building line than no. 54, however, would project past the rear building line of adjoining bungalow no. 58. The rear extension complies with the Borough Design Guide in terms of depth and would have a flat roof and therefore would not result in substantial overbearing affects. The proposed part garage conversion and side extension would not result in overbearing implications due to primarily being internal alterations and the car port would have an open side elevation and so would not result in overbearing impact to no. 54's side facing window.

The proposal is deemed acceptable in relation to neighbouring amenity.

Highway Access and Parking Provision:

Policy CP6 states that development should not cause highway problems. Policy CC07 states that sufficient parking should be provided on site as a result of development.

The WBC Highways team have reviewed the proposal and have concluded that the 16.2 m long driveway will have sufficient parking provisions fitting three cars by utilising the existing dropped kerb. No requirement of additional parking needed. Whilst the proposal would see the loss of a garage, this does not meet the Council's requirements for car parking and so is not considered the loss of a parking space.

Ecology:

Policy CP7 of the Core Strategy and TB23 of the MDD seek to protect biodiversity.

The site has been identified as being located within an area that could host potential bats. WBC Ecology Officer has reviewed the proposal and concluded there would not be a detrimental ecological implications or adverse impacts to bats. However, an informative will be attached, reminding the applicant of what to do in the events bats are discovered on site.

Conclusion:

In consideration of the assessment made above the proposal is deemed acceptable and recommended approval.

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:**

Not required

Recommendation:

Approve subject to the following conditions:
1. Full Planning Permission – 3 Years
2. Approve Details
3. Materials

Date:	4 March 2025
Earliest date for decision:	25 February 2025

Recommendation agreed by: (Authorised Officer)	
Date:	04/03/25