

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	253031
Site Address:	88 Barkham Ride, Finchampstead, Wokingham, RG40 4ET
Expiry Date:	11 February 2026
Site Visit Date:	29 January 2026
Proposal: Householder application for proposed erection of detached car port.	

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 CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
161585	Application for a non-material amendment to planning consent 152679 to allow reduction in the size of the proposed extension with changes in fenestration in the rear elevation plus a larger roof lantern.	Replied 07/07/2016
152679	Householder application for proposed single storey rear extension to existing dwelling.	Approved 04/01/2016
032321	Proposed first floor rear extension and single storey side extension to dwelling plus loft conversion.	Approved 06/08/2003
000651	Proposed single storey extension to dwelling.	Approved 01/06/2000

CONSULTATION RESPONSES

Internal

Trees and Landscape- Request for additional information.

Officer comment: refer to assessment in Landscape and Tree section of this report below.

External- N/A

REPRESENTATIONS

Parish/Town Council	FPC raise no objection to this planning application.
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description:

The application site is located in the major development location of Finchampstead. The existing building is a large, detached two storey property on a large plot with its own private driveway.

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 in the major development of Finchampstead 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:

CP1 of the Core Strategy requires the detached car port to maintain or enhance the high quality of the environment.

CP3 of the Core Strategy requires the detached car port to be of an appropriate scale, mass, built form, height, materials and character to the area together with a high quality of design.

P3 6.2.1 of the Borough Design Guide states “Garages should not project forward of the building line of a property” and “Garages should not be sited in front gardens but should be to the side or rear of a dwelling.” The proposed detached car port complies with the guide as the new detached car port will be located on the north east side of the site and would not encroach forward of the existing building line. The car port will be located c.1.3m from the existing side flank of the property.

The proposed detached car port will measure c.6.04m in depth and width and will incorporate a pitched roof form with a maximum ridge height of c.5.14m. The height of the car port is at least c.2.88m smaller than the ridge height of the main dwelling which is in close proximity. The materials used to construct the car port are identified on the application form to consist of Pine timber boarding walls and plain concrete tiles for the roof. Therefore, there will be no detrimental harm to the character and appearance of the area.

Neighbouring Amenity:

Overlooking:

The proposed car port has no windows and is of single storey nature therefore it does not provide any views onto the neighbouring property or amenity space.

Loss of Light and Overbearing:

There is no loss of light on the neighbouring properties due to proposed detached car port being of a modest height and well separated away from neighbouring dwellings. The neighbouring house n.86 Barkham Ride has an outbuilding located at the end of the rear garden, on the boundary with n.88. This disables any outlook onto the neighbouring property and makes the proposed car port not visible from the neighbouring garden.

R16 of the Borough Design Guide states “The minimum distance from flank wall to boundary is 1m”. The proposal complies with this as the detached car port is located, separated by c.1.13 metres.

Highway Access and Parking Provision:

There is sufficient space to park on the property and as shown on the submitted plans. There is no loss of parking spaces, and the proposed car port provides additional space to park cars, therefore this is acceptable.

Amenity Space:

R16 of the Borough Design Guide states “The Council’s minimum garden length of 11m is a generally accepted guideline for private garden space, provide the space is usable.” The proposed detached car port will result in a modest loss of garden space

on the front of the property, however there is sufficient space remaining with c.40.71m in depth and c.22.54m in width.

Landscape and Trees:

WBC Landscape and Trees officer identified that the proposed garage would be close to a mature chestnut tree. To better understand the impact of the development on the tree root protection area and to comply with policy CC032/d, an Arboricultural Implications Assessment (AIA) was requested to establish how any potential impact on the tree from the garage can be mitigated. However further to the officer's site visit and communication with the applicant, the mature chestnut tree in question has been already been felled. Another large tree at the rear boundary of the site has been retained (refer to Fig. 1 below), the Root Protection Area (RPA) would not be impacted on by the development. Furthermore, it was not protected by a TPO and therefore did not require permission to fell. Therefore, while removal of the tree is lamentable, the proposal is not in conflict with the relevant planning policy or guidance in this respect.



Fig. 1: Officer's site visit photograph looking north-west towards the rear of the application site.

Conclusion:

In conclusion, the proposed detached car port would not detrimentally harm the character and appearance of the area, would not harm neighbouring amenity nor highway safety. It is compliant with CP1 and CP3 of the Core Strategy as well as the

provisions of the Borough Design Guide. Accordingly, it is recommended for approval subject to conditions.

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:	Approve
Date:	2 February 2026
Earliest date for decision:	10 January 2026

Recommendation agreed by: (Authorised Officer)	
Date:	02/02/26

PLANNING CONSTRAINTS/STATUS
Insert where relevant