

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250285
Site Address:	Alyeska, Sandhurst Road, Wokingham, Wokingham, RG40 3JG
Expiry Date:	7 April 2025
Site Visit Date:	17 February 2025
Proposal: Householder application for proposed erection of a carport (Retrospective).	

PLANNING CONSTRAINTS/STATUS

Green Routes and Riverside Paths
Bat Roost Habitat Suitability
Scale and Location of Development Proposals – Modest Development Location – Finchampstead North
Tree Preservation Orders

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 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 CC07 – Parking TB23 – Biodiversity and Development
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
F/2006/9010	Proposed erection of single storey front and rear extensions including double garage plus raising of roof to form additional first floor accommodation with dormers.	Approve 14 th December 2006
F/2009/1922	Proposed insertion of velux window to first floor over garage (retrospective).	Approve 25 th November 2009

VAR/2009/0144	Application for variation of condition 4 of consent F/2006/9010 for the insertion of a velux window inside of dormer window at first floor level on rear elevation (Retrospective).	Approve 3rd April 2009
211672	Application for the proposed erection of a car port with 3no. parking spaces. APP/X0360/D/21/3282087 – Appeal Dismissed.	Refuse 13 th May 2021

CONSULTATION RESPONSES

Internal

WBC Enforcement
WBC Highways – No Objection
WBC Landscape and Trees – No Objection Subject to Conditions
WBC CIL

External

N/A

REPRESENTATIONS

Parish/Town Council	No objection raised. Whilst the carport is in front of the building line and is contrary to Policy D3, 1b of the FNDP, it was felt that any harm would be mitigated by the street scene.
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description:

The site is a 1950's detached dwelling on a Green Route and in the modest development location of Finchampstead North. There is a car port with a shallow sloping roof in the front garden. A brick wall and wrought iron gates approximately 2m in height enclose the property and adjacent to the highway. Most of the front garden is hard landscaping with vegetation around the perimeter and a line of protected trees adjacent to the front wall ref. TPO 1115/2006.

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.

Proposal:

Retrospective planning permission for an in-situ carport for no. 2 cars that is forward of the principal elevation of the main dwellinghouse and approximately 2m from the boundary with the highway. The car port measures 6m in length, 5m in width and is approximately 2.5m in height. It is an open-sided, timber structure, that is supported by no.8 timber posts. It has a shallow sloping mono-pitch roof and has been erected on an existing hard standing.

Character of the Area:

Core Strategy Policy CP3 states that planning permission will be granted for proposals that are of an appropriate scale of activity, mass, layout, built form, height, materials and character, together with a high quality of design without detriment to the amenities of adjoining land users, including open spaces or occupiers and their quality of life. Policy CP1 of the Core Strategy requires developments to maintain or enhance the high quality of the environment.

Policy CC03 of The Adopted Local Plan states that proposals on a Green Route should promote the integration of the scheme with any adjoining public space or countryside; and proposals should protect and retain existing trees, hedges and landscape features.

The Wokingham Borough Council Design Guide (BDG) provides some guidance on extensions which relate to design and scale. It states the following:

- Alterations to buildings should be well designed, respond positively to the original building, contribute positively to the local character and relate well to neighbouring properties.
- Front extensions should not project significantly forward of the building line.

The site is on a residential road designated as a Green Route. Most properties in the street scene are detached, set back from the road, and have boundary treatments that are either high fences, walls or hedges. Tall mature trees are located along the Green Route and contribute to the semi-rural appearance of the area. The car port is forward of the front elevation of the dwelling house and the roof is visible from the highway. The dwelling is set back from the road and partially screened by protected TPOs planted in line adjacent to the front boundary wall.

Permission for a larger car port was refused in 2021 (ref 211672) and subsequently dismissed on Appeal (ref. APP/X0360/D/21/3282087). The inspector found the proposal to be detrimental to the established street scene, overly dominant and obstructive to views of the Green Route.

The location of a carport forward of the principal elevation of the dwelling house is contrary to R23 of the Design Guide. However, the current proposal has an open framed design and is smaller in scale than the refused application (ref 211672) that had a tiled pitch roof and space for 3 cars. Furthermore, the maximum height, when compared to the original proposal, has been reduced from 3.8m to 2.5m, and the length has been reduced to from 9m to 6m. Moreover, when viewed from the street, the car part is only visible approximately 0.5m above the wall, and a line of mature

trees provides additional screening along the front boundary, up to the place where a Scots Pine is missing (most recently visible on Google Street view in 2016). Therefore, the scale, height, and roof structure of the current scheme has less impact on the openness and sense of space along the Green Route than the refused application.

Overall, if the missing TPO along the front boundary is replaced, the proposal would comply with Policy CP1 of the Core Strategy and Policy CC03 of the Adopted Local Plan in relation to character of the area.

Neighbouring Amenity:

Core Strategy Policy CP3 states that development proposals should not result in a detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life.

Overlooking: There are no concerns related to overlooking.

Loss of Light: There are no concerns related to loss of light.

Overbearing: There are no concerns related to overbearing.

Overall, the proposal complies with Policy CP1 and CP3 in relation to neighbourhood amenity.

Highway Access and Parking Provision:

The proposed car port is accessed via the existing driveway. There is space for parking within the car port and additional parking available on the driveway.

Landscape and Trees:

Tree and Landscape Officer comments: The site is on a Green Route, subject to Tree Preservation Order (TPO) 1115/2006, G1 on 3x Scots Pine and 5x Oak growing on the roadside boundary of the plot. A Scots Pine is missing from G1. The root protection areas for T2 and T3 of the arboriculture submission have erroneously not been amended to consider the root impenetrable A321 road – BS5837:2012 points 4.6.2 and .3 and the arboriculture submission for 211672 refer. Most roots will be in the front area of the site. However, in this instance the root impact will be as noted in the report i.e. excavations for post holes, so the root impact will be similar.

Policy CC03 requires that proposals Incorporate high quality, ideally, native planting and landscaping as an integral part of the scheme. A landscaping scheme to include a replacement Scots Pine and retention of trees (not all are subject to the TPO) will enhance the Green Route, reduce public views and allow the proposal to adhere to CC03. Overall, given the conditions requested, the application would comply with the Tree and Landscape policies.

Condition: Landscaping (amended)

Within 8 weeks of the date of consent for the development there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained between the main building and the front boundary of the site.

Planting will not be within the root protection area of trees as defined in 'Arboricultural Survey and Impact Assessment, Alyeska, Sandhurst Road, Finchampstead, Wokingham – Application for Car Port, June 2021, BS5837:2012 'TREES IN RELATION TO DESIGN, DEMOLITION AND CONSTRUCTION – RECOMMENDATIONS.' The exception being 1x scots pine (*Pinus sylvestris*) of standard size at time of planting to be located within the boundary of Tree Preservation Order 1115/2006, G1. Planting shall be carried out in accordance with the approved details by the end of the second planting and seeding seasons following the occupation of the building. Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

*RL4 To ensure adequate planting in the interests of visual amenity.
Relevant policy: Core Strategy policy CP3 and Managing Development
Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development)*

Ecology:

Although the site is within a Bat Protection Zone, the proposal would not cause harm to roosting bats.

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:	Yes
Recommendation:	Approve
Date:	24 March 2025

Earliest date for decision:	4 March 2025
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Recommendation agreed by: (Authorised Officer)	
Date:	26/03/25