

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	241975
Site Address:	83 Malone Road, Woodley, Wokingham, RG5 3NL
Expiry Date:	2 October 2024
Site Visit Date:	3 September 2024
Proposal: Householder application for proposed erection of a single storey front extension to create porch, conversion of the existing detached double garage into habitable accommodation along with changes to fenestration plus dropped kerb.	

PLANNING CONSTRAINTS/STATUS

Major Development Location (Woodley)
Woodland Tree Preservation Order No.3-1951 – W3
Landscape Character Assessment Area – Woodley-Earley Settled and Farmed Clay
SSSI Impact Risk 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 CP9 – Scale and Location of Development Proposals
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC07 – Parking TB21 – Landscape Character
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List Woodley Design Statement

PLANNING HISTORY

Application No.	Description	Decision & Date
F/2001/3686	Proposed moving of boundary wall with new dropped kerb.	Refused – 21/05/2001
45038	2x single storey extensions.	C/A – 10/11/1995
38/62	Semi-detached house	C/A – 14/06/1962

CONSULTATION RESPONSES

Internal

WBC Highways: No objection subject to conditions
WBC Landscape and Trees: No objection

External

None consulted

REPRESENTATIONS

Parish/Town Council	Woodley Town Council object on the following grounds: the proposed new dropped kerb would be too close to the junction and could create highway safety issues.
Ward Member(s)	No comments received
Neighbours	Two comments received objecting on the following grounds: - Impact on on-street parking provision and highway safety. - The proposed use of the garage conversion is unclear. - Size and height of roof resulting in over development of garden.

APPRAISAL

Site Description:

The application site is a semi-detached dwelling on a 1960s residential development in Woodley. The site is a prominent corner plot which addresses both Malone Road and Quentin Road and benefits from a detached double garage adjacent to the site's eastern boundary fronting Malone Road.

The site's main frontage comprises a low boundary wall and planting fronting an amenity strip adjacent to the highways, while the boundary treatment adjacent to the dwelling's private amenity space comprises a 1.8m high boundary fence. The site's existing off-road parking provision is sited to the front of the detached garage.

Proposal:

This application proposes the erection of a single storey front porch extension, the conversion of the detached garage into habitable accommodation facilitated by the raising of the existing roof, changes to the existing fenestration and the creation of an additional dropped kerb to provide secondary vehicular access off Malone Road.

The proposed front porch extension is relatively modest in terms of its size and scale, with a width of approximately 2.75m and ridge height of 3.55m it would project beyond the principal (north) elevation fronting Malone Road by approximately 1.5m. The proposed dropped kerb would be located approximately 14m to the east of the junction and involve the creation of a vehicular crossover on part of the grass verge fronting the dwelling.

The proposed conversion of the existing garage would create storage space, and additional habitable accommodation incidental to the enjoyment of the dwellinghouse

(a gym/games room and wet room). The conversion would be partly facilitated by the raising of the roof above the garage to a total height of approximately 4.25m, 1.65m above the existing flat roof.

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.

Character of the Area:

The area is characterised by semi-detached dwellings although these vary considerably in form and design with various examples of later additions visible from the street scene. Due to its siting, the existing dwelling has two frontages addressing Malone Road and Quentin Road although its principal elevation fronts Malone Road. The site uniquely benefits from a detached double garage positioned at the rear of the private amenity space, away from the main dwelling, whereas most neighbouring dwellings comprise garages immediately adjacent to or attached to the main dwelling.

While the proposed raising of the garage roof would increase its prominence within the immediate street scene (Malone Road), its hipped roof form would complement the predominant roof form within the street and would be in keeping with other examples of garages, and other additions, with pitched roof forms. Moreover, its additional bulk would be mitigated by the existing eaves height, width and depth being retained. The fenestration changes proposed are limited and following the development the proposal would still appear as a domestic garage.

While the existing footprint of the garage appears to be larger than other examples of garage conversions within the immediate street scene, due to its position at the rear of the site and no change to the existing garden depth, the proposal is not synonymous with overdevelopment of the residential plot. The proposed use would be additional habitable accommodation incidental to the enjoyment of the dwellinghouse which is acceptable in principle. For the avoidance of doubt, and to ensure that the use of the converted garage is retained as proposed, a condition restricting the use of the outbuilding to incidental accommodation only is recommended.

The proposed single storey front extension would appear as a modest addition to the host dwelling due to its appropriate width and projection forward of the existing building line. Moreover, its pitched roof form would complement the main roof form and is in keeping with other examples on the immediate street scene while the proposed external materials would match the existing. The proposed dropped kerb

and associated vehicular crossover would have a neutral impact on the visual amenity of the street scene, while the applicant has confirmed that the existing gravelled drive to the side of the dwelling would not be resurfaced.

Overall, the proposal would have an acceptable impact on the visual amenity of the street scene and local character in accordance with Core Strategy policies CP1 and CP3.

Neighbouring Amenity:

Due to the siting of the proposed single storey front extension away from the site's boundaries, and the modest scale of the proposal, there are no concerns in respect of loss of light, overbearing or overlooking impact on the amenity of neighbouring occupiers.

The existing garage is sited in very close proximity to the shared boundary with No.81 Malone Road and sits forward of the adjacent neighbour's principal (front) building line. While the proposed raising of the roof would increase the bulk and height of the garage, due to the existing eaves height being retained and hipped roof form the proposal would not represent a significant change in relationship with the adjacent property with any additional overbearing impact sufficiently mitigated.

Measurements taken from the principal elevation of No.81 Malone Road indicate that the proposal complies with the 45 degree test (horizontal) under BRE guidance, meaning that the development would not conflict with the level of light received by the front facing fenestration. Due to the single storey nature of the proposal there are no overlooking concerns.

Overall, the proposal would not introduce any adverse harm on the amenity of neighbouring properties in accordance with Core Strategy policy CP3.

Highway Access and Parking Provision:

Core Strategy policy CP6 concerns issues relating to highway safety and access. MDD Local Plan policy CC07 requires developments to deliver an appropriate level of off-street parking. Objections have been received concerning the location of the proposed dropped kerb and access and potential impact on highway safety.

The Council's Highways Officer have reviewed the proposal and raised no objection to the location of the proposed dropped kerb from a highway safety perspective, subject to the existing gates being removed and no gates being installed in the future to ensure no obstruction to traffic flow and to achieve a 2m x 2m pedestrian visibility splay. This is secured via the recommended conditions.

While concerns regarding the impact of the proposal on on-street parking are duly noted, relevant local policy seeks to enhance off-street parking and discourages on-street parking due to highway safety concerns. As the dropped kerb and grassed verge falls outside of the applicant's ownership, separate highways consent will be required for these works and an informative is recommended relating to this requirement.

No adverse impact on highway safety following the proposed development has been

identified. As such, the proposal complies with Core Strategy policy CP6.

Subject to conditions, the application is acceptable and is therefore recommended for **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:	Yes
Recommendation:	Approve
Date:	1 October 2024
Earliest date for decision:	26 August 2024

Recommendation agreed by: (Authorised Officer)	
Date:	01/10/24