

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250216
Site Address:	8 Hayward Crescent, Wokingham, RG40 1LS
Expiry Date:	18 April 2025
Site Visit Date:	11 March 2025
Proposal: Householder application for proposed part garage conversion to create kitchen and utility space.	

PLANNING CONSTRAINTS/STATUS

Water Utility Consultation Zones
Scale and Location of Development Proposals – Countryside
Great Crested Newt Consultation Zone
Nuclear Consultation Zone
Strategic Development Location
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 CP11 – Proposals Outside Development Limits
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits 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

REPRESENTATIONS

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

APPRAISAL

Site Description:

The application site is two storey detached property with setback attached side garage in the countryside of Wokingham. The surrounding area is a wide mix of detached two storey properties varying in design and characteristics. The dwelling is set back from the public highway allowing for small flora and fauna to be planted on the front elevation of the property. There is also a small side driveway fitting one car.

The host dwelling is comprised of light brown bricking for the external walls and light brown clay tiled roof with bright white and black fenestration detailing.

Proposal:

The proposal is seeking planning permission for the proposed part garage conversion to create kitchen and utility space.

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.

Principle of development within the countryside:

The site is located outside settlement limits in the countryside and therefore policy CP11 of the Core Strategy applies. The purpose of policy CP11 is to protect the separate identity of settlements and maintain the quality of the environment.

The policy goes on to state seven exemptions where development will normally be permissible. Exemption 4 of CP11 focuses on residential extensions and states:

In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building.

Whilst this proposal is not for a residential extension per se, it is the exception that most closely relates to householder scale development. Given the proposal does not result in an increase in built form footprint, it would not result in an inappropriate form and

scale of development in the countryside. Furthermore, it would not conflict with the overarching aims of the policy, as discussed above.

Design/Character of the Area:

Policy CP3 General Principles for Development in the core strategy plan states in point (a) that planning permission will be granted for proposals that are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design.

The Borough Design Guide does not specifically refer to part garage conversions. However, it does talk about 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 proposal would not see any external changes in fenestration or appearances from the proposed part garage conversion. The application site is within a new development estate and all the properties within the vicinity are new builds with most having a garage. A large proportion of properties within Hayward Crescent have attached set back garages and it is considered in this location that the attached garages and appearances are considered to be a prominent feature in the location. However, these are examples of garage conversions being undertaken on nearby properties such as No 9 Hayward Crescent (WBC Ref. 242084). As the main works proposed are focused on internal alterations, there would not be an impact on the surrounding area/ street scene in visual terms and therefore it will not be necessary to condition use of external materials.

The proposal is therefore considered acceptable in terms of design and character of the area in accordance with policy CP3.

Neighbouring Amenity:

Policy CP3 states that development should not have a detrimental effect on the amenities of adjoining land users.

Overlooking:

There will be minimal overlooking implications as there are no external changes to the garage as all works will be focused internally.

Loss of Light:

The proposed development would not result in loss of light to neighbours above and beyond the pre-existing layout as the proposal is not resulting in an increase in the footprint above and beyond the existing built form.

Overbearing:

There will be no additional overbearing implications above and beyond the pre-existing layout. As there is no increase in footprint of the development this will have no additional overbearing impacts to neighbours.

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. The proposal will convert the existing garage of dimensions 7.2m x 3m to extend the existing habitable space, resulting in no increase in total numbers of habitable rooms and a loss of 0.5 parking space. One existing driveway parking of dimensions 5m x 2.5m will be retained within the red line.

According to the WBC Car Parking Standards, the development of such scale in Urban location will require two parking within the red line boundary. Each parking space shall have minimum dimensions of 5.0m x 2.5m. The existing driveway of 7m will not have sufficient spaces for two parking spaces. As such, Highways undertook a review of the feasibility of on-street parking looking at the approved site layout for parking distribution across the estate. It was concluded that there are three unallocated spaces adjacent to the site which can be used to substitute for the shortage of one parking space on site.

However, Officers do not consider that reliance should be made on parking spaces outside the red line boundary or those not in the applicant's ownership or control. As such, it was not appropriate to claim this unallocated space for the purposes of this application. Officers are therefore required to assess as to whether the amount of remaining on site parking, within the applicant's control, would be suitable or not.

Whilst it is acknowledged there would be a shortfall of one space as a result of the conversion, it is not considered that this would result in substantial highways issues (as a result of on street parking) to a level that would warrant refusal of the application. WBC Highways did not discuss or seek to convince officers that there would be substantial adverse effects that would occur on the highway network. As such, there is not consider sufficient grounds to warrant refusal of the application in this instance.

As the proposal will see part of the garage retained for storage, this is suitable provision for cycle storage. With regards to electric vehicle charging, WBC Highways stated that the charging point needed to be relocated from inside to outside the garage to be in line with latest building regulations. This is not considered proportionate to the application, and it will be down to the homeowner to relocate this as necessary. However, given part of the garage is to remain as storage, the location of the charging point may still be appropriate for charging cars on the driveway.

Conclusion:

In consideration of the assessment made above, the proposal is deemed acceptable and 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:	Not required
Recommendation:	Approve subject to conditions: 1. Full Planning Permission – 3 Years 2. Approved Details
Date:	17 March 2025
Earliest date for decision:	14 March 2025

Recommendation agreed by: (Authorised Officer)	
Date:	18/03/25