

## DELEGATED OFFICER REPORT



**WOKINGHAM  
BOROUGH COUNCIL**

<b>Application Number:</b>	250286
<b>Site Address:</b>	4 Brompton Close, Earley, Wokingham, RG6 3XF
<b>Expiry Date:</b>	15 April 2025
<b>Site Visit Date:</b>	18 February 2025
<b>Proposal:</b> Householder application for the proposed erection of a single storey side extension to form a garage, a first-floor rear extension and a detached single storey outbuilding, plus installation of additional hardstanding.	

### **PLANNING CONSTRAINTS/STATUS**

Scale and Location of Development Proposals – Major Development Location – Earley

<b>PLANNING POLICY</b>	
<b>National Policy</b>	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
<b>Core Strategy (CS)</b>	CP1 – Sustainable Development CP3 – General Principles for Development
<b>MDD Local Plan (MDD)</b>	CC01 – Presumption in Favour of Sustainable Development CC04 – Sustainable Design and Construction CC07 – Parking
<b>Other</b>	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

### **PLANNING HISTORY**

Application No.	Description	Decision & Date
12521	Residential development for dwellings and garages in Lower Earley  Condition 5: No garage shall be converted into living accommodation without the prior written permission of the District Planning Authority.	Approve 1980
032403	Proposed single storey rear extension to dwelling plus single storey front extension to create porch	Approve 11 <sup>th</sup> November 2003

CONSULTATION RESPONSES	
<b>Internal</b>	
WBC Drainage	– No objection raised subject to conditions.
WBC Highways	– No objection raised.
WBC Landscape and Trees	– No objection raised subject to conditions.
WBC CIL	
<b>External</b>	
N/A	

REPRESENTATIONS	
Parish/Town Council	No objections raised.
Ward Member(s)	No comments received.
Neighbours	<p>Four comments received:</p> <ol style="list-style-type: none"> <li>1. Can the parking space proposed at the side of the garage be accommodated if the garage dimensions are 3m by 6m?  <i>Officer comment: Although the proposed garage does not meet the council's requirement for car parking, two off road parking spaces are proposed which is considered sufficient for a dwelling of this size.</i></li> <li>2. The removal of part of the gravel path and replacing with block paving is part of a shared drive, jointly owned by residents' number 1 to 4. It is already difficult to access, park and manoeuvre a vehicle.  <i>Officer comment: The gravel area to the west of the proposed garage is within the red line of the application site and does not appear to encroach onto the vehicular access route.</i></li> <li>3. Accessing, parking, and manoeuvring is already challenging. The driveway is jointly owned by all four properties (house numbers 1 to 4, including myself). The proposed garage will further restrict manoeuvrability, and its design is out of character with the surrounding area.  <i>Officer comment: The proposed garage would be approximately 9m from the front elevation of the nearest garage at no. 3 Brompton Way. The proposed parking space would be approximately 6 metres away which is the recommended minimal manoeuvring distance as stated in the Council highways guidelines.</i></li> <li>4. This part of the Brompton Close narrow entry is dangerous.</li> </ol>

*Officer comment: Existing and proposed dimensions of Brompton Close would be approximately 6m at the entrance to the cul de sac and 5.5m at its narrowest point adjacent to the application site. The width of the shared street space would not be affected by the proposal and would continue to be wide enough to accommodate low volume traffic in this shared street space. Furthermore, screenshot below is taken from the Governments 'Manual for Streets' and shows what carriageways can accommodate.*



Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

## APPRAISAL

### Site Description:

The site is a 1980's 4 bedroomed detached house located at the entrance to a small cul de sac comprising 4 houses of similar design and age. The property previously benefitted from a detached garage that has since been converted into habitable space. A detached rear single storey extension was added to the property in 2003. The rear aspect of the house faces onto amenity land adjacent to Kilnsea Drive, but the view is screened by trees at the far end of the garden. Vehicle access to 4 Brompton Way is via a shared 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 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:**

Householder application for the proposed erection of a single storey side extension to form a garage, a first-floor rear extension and a detached single storey outbuilding, plus installation of additional hardstanding. The proposal for a first-floor rear extension to extend the two rear bedrooms, will measure 3m in length, 5.7m in width and 6.9m at its highest point from ground level. It will be built above the existing single storey rear extension and be set back from the ground floor by 0.5m. The proposed detached outbuilding in the rear garden will be used for storage and measure 4m in depth, 6m in width and 2.5m in height. It will be located adjacent to the rear boundary and screened from the adjacent amenity land by tall trees. The proposed side single storey extension to create a garage will measure 2.6m in width, 6m in length, 2.5m in height and will be set back from the building line by 0.5m.

**Character of the Area:**

CP1 of the Core Strategy states that planning permission will be granted for development proposals that maintain or enhance the high quality of the environment. 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.

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

- Side extensions should be set back by 1m, preferably with a lower roof line and should be at least 1m from the plot boundary.
- The rhythm of buildings and gaps between them along the street frontages is often important to the character of the area.
- The eaves and/or ridge height should not be raised in height unless buildings in the local context are significantly taller.

Brompton Way is a residential cul de sac and accessed via Easby Way in Lower Earley. It comprises detached and semi-detached houses of a similar age, design and size. The application site is within a small cul de sac comprising 4 properties with open plan front gardens and vehicular access via a shared driveway.

The hardstanding to the east of the proposed garage would replace an existing gravelled area; it would measure approximately 27 m<sup>2</sup> and have one parking space measuring 2.5m by 5m. The proposed hard standing at the front and to the west of the property would measure approximately 35 m<sup>2</sup>; no.3 trees along the side boundary and no.2 shrubs at the front would be retained; and there would be no. 1 parking space measuring 2.5m by 5m. The proposed single storey garage would be set back 0.5m from the principal elevation of the dwelling house and one corner would extend up to the boundary of the shared driveway. Given that the application site is off set at an angle to other properties, the proposed garage would not have a significant impact on the building line of the street.

Therefore, the mass, layout, built form, and height of the garage and hardstanding would not cause significant harm to the character of the area.

Overall, the proposal would comply with CP1 and CP3 of the Core Strategy.

### **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.

The Wokingham Borough Council Design Guide (BDG) provides some guidance on extensions which relate to protecting residential amenity. It states the following:

- Rear extensions should not project more than 4 meters from the main rear wall where they are close to a boundary.
- The eaves height of single storey extensions should not exceed 3m within 2m of a side boundary.

*Overlooking:* The no. 2 first floor bedroom windows on the rear extension would face onto conifer trees on the rear boundary that obscure the view of the amenity land and highway beyond. Further east, the single storey side/front extension to form a garage that faces the western elevation of no. 3 Brompton Close would retain a 9m separation distance.

There are no windows in the proposed garage. There would be no. 2 windows and no. 2 doors in the rear outbuilding facing obliquely onto the rear elevation of the main dwelling. Therefore, no windows would face onto habitable rooms in neighbouring dwellings and there are no concerns related to overlooking.

*Loss of Light:* The first-floor rear extension, the outbuilding and the garage would not impact on loss of light to neighbouring habitable rooms.

*Overbearing:* The rear first floor extension would project 3m from the rear wall of the house; the height of the roof line would be the same as the existing roof and the extension would be set back from the ground floor extension. The single storey side/front garage extension would bring the built form closer to the front elevation of no.3 Brompton Close and it would be parallel to the west facing wall if no.1 opposite. Overall, there would not be a significant overbearing impact to warrant refusal.

### **Highway Access and Parking Provision:**

The Councils Highways Officer has advised that the proposed garage does not fully meet the council's requirement for car parking and will not provide an additional parking space. Furthermore, "*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. Two proposed parking spaces will be sufficient to meet the council's parking requirements. No negative impacts on abilities for cycle storage are expected, which is acceptable.*"

The Highways Officer has recommended that subject to compliance with the following condition, the proposal is acceptable in respect of the Council's parking standards:

*The proposed outbuilding shall remain ancillary to the main dwelling and shall not be sold, leased or disposed of separately.*

*This is in the interest of highway safety; to ensure acceptable access and parking. Relevant policies NPPF (2025) Section 9 (Promoting Sustainable Transport), Core Strategy Appendix 2 (Car Parking Standards), and Managing Development Delivery Local Plan policies CC07 (Parking).*

**Flooding and Drainage:**

The Council Drainage Officer has advised that the site is within flood zone 1 and has no objection to the principle of the development, as represented by proposed floor plans drawing AS03124-03 dated November 2024. As the footprint of the building increases and neither the existing nor the proposed drainage for the site has been provided, they have recommended the condition below:

*No construction shall take place until details of the existing drainage system have been provided, as well as details of how the proposed extension feeds into the existing drainage system, demonstrating that flood risk will not increase on or off site. This should be represented on a drainage strategy drawing and shall be approved in writing by the LPA. The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.*

*This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF (2023) Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.*

However, it should be noted that the proposed outbuilding in the rear garden and the proposed side extension to form a garage would be built on an existing hard surface. The proposed hard landscaping including the parking spaces would comprise semi permeable blocks.

Hence, as the proposal does not significantly increase the risk of surface water runoff, it would not be reasonable or necessary in planning terms to impose an approved drainage strategy should this application be approved.

**Landscape and Trees:**

The Council's Tree & Landscape Officer has advised that “*the driveway will be partly in the rooting area of small trees. The proposed outbuilding is located such that some boundary trees will have to be removed. This would be visually detrimental to the current green backdrop as seen from Kilnsea Drive. The outbuilding will be clearly visible from public areas, but as it is flat roofed, will be set back from the Drive and seen against taller houses. With additional planting, it would not be out of keeping in the street scene. The additions to the house will be of a scale and design such that they will integrate into the area*”. A condition was requested to secure a scheme of soft landscaping for the rear of the plot in addition to an informative relating to tree protection.

However, the application does not propose the removal of existing trees to facilitate the outbuilding. Furthermore, the site is not in a Conservation area and there are no trees protected by a TPO within the red line. Hence, it would not be reasonable or

necessary in planning terms to impose the requested Landscaping and Tree Protection Conditions. Therefore, none have been included in the draft decision notice provided with this recommendation 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**

<b>Conditions agreed:</b>	Yes
<b>Recommendation:</b>	Approve
<b>Date:</b>	31 March 2025
<b>Earliest date for decision:</b>	11 March 2025

<b>Recommendation agreed by:</b> <b>(Authorised Officer)</b>	
<b>Date:</b>	08/04/25