

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250472
Site Address:	7 Burnt Oak, Finchampstead, Wokingham, RG40 4UQ
Expiry Date:	28 April 2025
Site Visit Date:	11 March 2025
Proposal: Householder application for the proposed garage conversion into habitable accommodation. Plus, the installation of one sky light.	

PLANNING CONSTRAINTS/STATUS

Water Utility Consultation Zones
Contaminated Land Consultation Zone
Bat Roost Habitat Suitability
Scale and Location of Development Proposals – Modest Development Location
Farnborough Aerodrome Consultation Zone
Great Crested Newt Consultation Zone
Nuclear Consultation Zone
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
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 Finchampstead Neighbourhood Plan

PLANNING HISTORY

No relevant planning history.

CONSULTATION RESPONSES

Internal

WBC Highways – Requested further information
WBC CIL – Development is not CIL Liable

REPRESENTATIONS

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

APPRAISAL

Site Description:

The application site is a semi – detached property in a modest development location in Finchampstead. It is an east facing property towards the northern end of Burnt Oak. Most properties within the area are set back from the public highway which allow for linear parking provisions fitting potentially two cars and modest front gardens.

The existing host dwelling is comprised of light brown bricking, dark brown cladding and tiled roof with bright white and grey fenestration detailing.

Proposals:

Planning permission is being sought for the proposed garage conversion into habitable accommodation plus the installation of one sky light.

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.

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 talk about 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.

In terms of design, the proposal would see the removal of the garage door and replacement with front window. This is a simple modest alteration in design and appearance for the dwelling. It is acknowledged that a prominent feature of Burnt Oak are integral, front protruding garages with these being retained on other properties. However, this design feature is not considered to be of high architectural value and the loss of the garage door and replacement with a window not harmful to the street scene to an overwhelming degree, albeit it would be a contrast to surroundings.

Furthermore, there are some examples of garages that have varied setbacks from the street scene meaning this design feature is not totally uniform/ consistent in design terms in the road. As such, this reduces the sensitivity of the proposal on the wider area. It will also be conditioned that external materials used will match the host dwelling.

In terms of design and overall character of the area, the proposal is deemed acceptable.

Neighbouring Amenity:

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

Overlooking:

No side windows are shown to be installed as a part of the proposal. The only change in fenestration would be the removal of the garage door to be replaced by front facing window. The front window will be overlooking the road and garages of the No 14 Burnt Oak and so would not affect neighbouring windows

Loss of Light:

The proposed development would not result in loss of light as the proposal is not resulting in any increase of the footprint of the house. The conversion is internal and simple changes to fenestration, e.g window.

Overbearing:

There will be no overbearing of the neighbouring property as there is no new

development or increase in impermeable footprint. As the main works are internal and external works are only changes to fenestration.

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.

While the total numbers of habitable rooms cannot be identified from the submission, there will be one additional habitable room on the ground floor. As the existing garage does not fully meet the council's requirement for car parking (as confirmed by WBC Highways) there will be no loss of parking spaces. One existing driveway parking is retained within the red line.

According to the WBC Car Parking Standards, the demand of parking for residential dwelling is subject to the numbers of habitable rooms. Each parking space shall have minimum dimensions of 5.0m x 2.5m.

As the conversion of the garage is not considered to be a loss of parking space, there is only one viable parking space on the property, although acknowledged that a property of this size should have 2 spaces. However, demanding additional parking at the loss of soft landscaping present on the property is not a justifiable reason in light of this modest proposal and therefore on balance the available parking space (1 space) is considered acceptable.

In terms of cycle parking, the loss of the garage will result in potential space for the storing of cycles. However, as this is a single residential dwelling, alternative cycle provision could be provided at the discretion of the homeowner. As this is for a modest proposal, it does warrant a condition for alternative cycle storage details.

Ecology:

Policy CP7 of the Core Strategy and TB23 of the MDD seek to protect biodiversity.

The site was identified was to be in a potential bat roosting zone. The proposal includes no demolition or modifications to the main roof of the property therefore it is not considered that conversion of the garage and installation of a rooflight on the flat roof of the garage would have any ecological adverse implications, as a flat roof is not ideal roosting locations for any potential bats.

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 3. Materials
Date:	31 March 2025
Earliest date for decision:	24 March 2025

Recommendation agreed by: (Authorised Officer)	
Date:	01/04/25