

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	243029
Site Address:	2 Elliotts Green Cottages, Broadcommon Road, Hurst, Wokingham, RG10 0RG
Expiry Date:	28 February 2025
Site Visit Date:	2 January 2025
Proposal: Householder application for a proposed carport.	

PLANNING CONSTRAINTS/STATUS

Scale and Location of Development Proposals – Countryside
Tree Preservation Orders
Listed Building Buffer Zone
Great Crested Newt Consultation Zone Householder

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 CP11 – Proposals Outside Development Limits
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC03 – Green Infrastructure, Trees and Landscaping CC07 – Parking TB23 – Biodiversity and Development TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List A Design for Hurst

PLANNING HISTORY

Application No.	Description	Decision & Date
182150	Householder application for the proposed erection of a two storey side/rear extension to dwelling and single storey front extension to form front entrance porch.	Approved 24/09/2018
180672	Householder application for the proposed erection of a two storey side/rear extension to dwelling and single storey front extension to form front entrance porch.	Refused 14/06/2018

020485	Application for a certificate of existing lawful use of dwelling for occupation by non agricultural worker.	Approved 19/03/2003
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CONSULTATION RESPONSES

Internal

WBC Highways – Request further information before determination.
WBC Landscape and Trees – No objection subject to conditions.
WBC Built Heritage Officer – No comment received.
WBC Ecology Newts – No objection raised.

External

N/A

REPRESENTATIONS

Parish/Town Council	St Nicholas Hurst Parish Council has no adverse comments relating to application 243029.
Ward Member(s)	No comments received.
Neighbours	No comments received.

APPRAISAL

Site Description: The site is in the village of Hurst. It consists of a semi-detached cottage that benefits from a two-storey side extension and large front garden comprising a gravel driveway and grassed area. To the rear of the property there is a private garden that abuts open countryside and contains two large sycamore trees protected by TPO 1827/2021.

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: The proposal is for a car port to accommodate one car and a separate storage area. The car port would measure 5.6 metres by 5.5 metres and be 2.3 metres in height. It would include an enclosed storage area measuring 2 metres by 5.65 metres, and internal space for one car measuring 3.2 metres by 5.6 metres. The car port would be open at the front.

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.

The site is located outside of development limits, where Core Strategy Policy CP11 applies. Policy CP11 states that to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted except where it does not lead to excessive encroachment or expansion of development away from the original buildings.

The application site is one half of a pair of semi-detached cottages. It is located south of Broadcommon Road which is a single-track country lane consisting of mainly large, detached properties that are separated by considerable space and extensive mature hedging and trees. Residential plots along Broadcommon Road are typically wide fronted with built form set back from the front boundary. The site is adjacent to the buffer zone for the Grade II* Listed Hurst Lodge and the Hurst Village Centre Area of Special Character. The Hurst Lodge estate is also a designated Local Historic Park and Garden. The northeastern tip of the application site falls within the Local Historic Park and Gardens consultation zone. Beyond the rear garden is un-developed, open countryside.

The proposed car port would be visible from the street and reduce the openness of the site when viewed from the street. Furthermore, it would protrude approximately 0.5 metres above the existing fence adjacent to the highway and be located approximately 6 metres in front of the principal elevation of the dwelling house. However, it would be set back 3.5 metres away from the front boundary, be single storey with a flat roof form. Moreover, there are other examples of large, detached garages located within the local area. Examples include 2 Old Police Cottage, The Old Cottage and most notably, the detached carport of New Cottage (adjoining neighbour), which is located parallel to the proposed carport but set further to the rear.

The Wokingham Borough Council Design Guide (BDG) states that 'Where new development follows principles of the settlement pattern of a particular place, it will help to fit into that place'. With regards to Broadcommon Road, there is no prevailing character to the style of properties, or a regular pattern to the built form. Furthermore, dwellings are typically widely spaced with mature hedging and trees a dominant feature. Therefore, the location of the car port would not undermine the coherence of the street scene or have an undesirable impact on the established pattern development and character of the local area.

The BCG also states that parking in residential development should aim to accommodate car ownership in a manner that is compatible with local character. The BCG also recommends that:

- Parking may be provided to the front of dwellings.
- When parking is proposed in front of buildings, space will be required for pedestrian access and planting.

- Car ports should generally be set back from the building line and not dominate the street scene.

This proposal would be sited forward of the principal building line. However, the remaining front garden will have space for pedestrian access, parking for a further two cars and a grassed area in front of the dwelling.

Overall, the proposal complies with policies CP3 and CP1 of the Core strategy.

Heritage

Policy TB24 states that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings by: requiring works that affect heritage assets or their setting to demonstrate that the proposals would at least conserve, and where possible enhance the important character and special architectural or historic interest of the building, Conservation Area, or park and garden including its setting and views. One corner of the application site is adjacent to a Listed Building Buffer Zone and the front faces onto the boundary of Hurst Lodge which is a Grade 2 Listed Building. The boundary treatment of the Lodge is a wooden fence and trellis approximately 2.5m in height and the property is further screened by tall vegetation. The Listed Building is not visible from the application site and the proposal will not impact the Listed Building Buffer Zone, the views, or the setting of the Listed Building.

Overall, the proposal complies with policies TB24 of the MDD Local Plan.

Neighbouring Amenity:

Overlooking: There are no concerns related to overlooking because there are no windows to the car port or storage area, and the open access would not face onto a neighbouring habitable window.

Loss of Light: There are no concerns related to loss of light because the proposal is separated from the neighbouring properties by a considerable distance.

Overbearing: The height of the proposed car port would be approximately 2.3 metres and only 0.5m of the flat roofed structure would be visible above the existing fence. Moreover, it would be set back from the highway by 3.4 metres and be enclosed within a large front garden. Therefore, there would be no significant harm related to overbearing.

Highway Access and Parking Provision:

Highways Officer comments: Request further information before determination.

According to the WBC Car Parking Standards, the development of such scale in Village location will generally require three parking within the red line boundary. Each parking space shall have minimum dimensions of 5.0m x 2.5m. One carport space and two driveway parking space are proposed within the red line. As the exact position of the site access cannot be identified from the submission, the Highways have tried to overlay the proposed site plan with the approved site plan, but those plans do not align. If the applicant may wish to relocate the dropped crossing to facilitate vehicles manoeuvring, separate consent will be required for the proposed

width and location of the new dropped crossing.

Conclusion: As requested, a revised site plan and location plan has been submitted. Figure 1 below shows the proposed carport space and two driveway parking spaces in relation to the access from the highway that is approximately 4m in width.

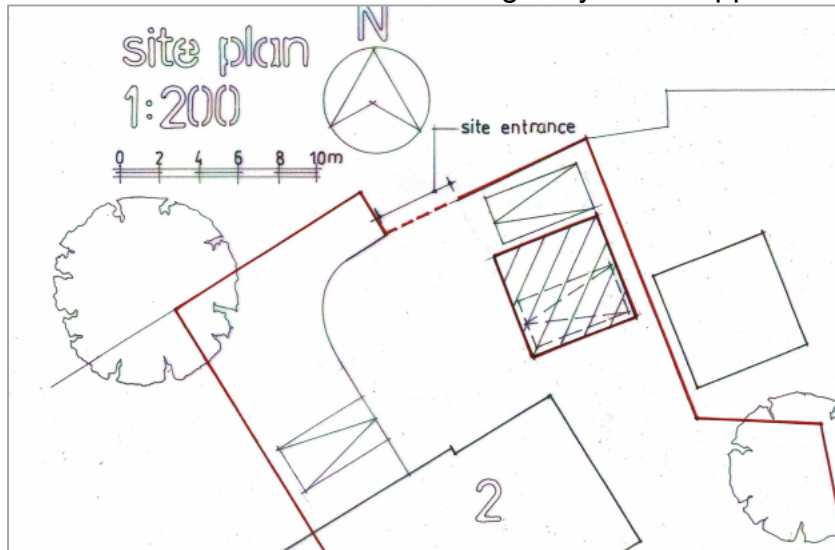


Figure 1 Screenshot from revised site plan showing access in relation to proposed car port

Landscape and Trees:

Landscape and Tree Officer comments: No objection subject to conditions.

The rear of the plot includes 2 trees subject to Tree Preservation Order (TPO) 1827/2021, T1 and T2, both sycamores. The roadside boundary is particularly open to views to and from the Hurst Village Centre Area of Special Character. Being at the front of the plot and in front of the building line, the garage does not adhere to policies such as R23 of the Design Guide. However, it is set back from the boundary and will be screened to some extent by third party trees. The structure is slightly smaller to the garage/carport of neighbouring New Cottage, so will have a comparable impact. Visually the effect upon the Hurst Village Centre Area of Special Character and the countryside will be similar. In this way, the structure could comply with relevant policies. As the proposal is located at the front of the site, the TPO trees will not be affected. The building appears to be near to a third party tree and hedge – contrary to the application form. These offer public amenity and must be protected in accordance with various policies including CC03 and CP3. It is possible that this can be achieved and a BS5837:2012 report will demonstrate this and how matters such as mitigating foundation solutions might be found. Condition CL7 is recommended to ensure the trees are protected.

Ecology:

Ecology Officer comments: If this development was to be approved, it is unlikely to cause an impact on great crested newts and/or their habitats. It is considered unreasonable to require the applicant to submit a survey because this could be considered disproportionate to the scale and the likely impacts of the development. However, the site falls within a red Impact Risk Zone for great crested newts (indicating a highly suitable area for great crested newts) and in 2024 this species was confirmed to be present within 50m of the application site (see neighbouring application 242067).

The following informative is recommended if the application were to be approved: Informative “*The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning approval for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stages of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence.*”

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:	5 February 2025
Earliest date for decision:	12 January 2025

Recommendation agreed by: (Authorised Officer)	<i>MC</i>
Date:	19.02.2025