

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	252132
Site Address:	Broom House, Maidenhead Road, Binfield, Wokingham, RG40 5RH.
Expiry Date:	10/11/2025
Site Visit Date:	03/10/2025
Proposal: Householder application for the proposed erection of a car port to front of property.	

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 CP11 – Proposals Outside Development Limits
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC07 – Parking CC09 – Flooding TB21 – Landscape Character TB23 – Biodiversity and Development
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS2 – Spatial strategy and settlement hierarchy DH1 – Place making and quality design DH2 – Safeguarding amenity
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

PLANNING HISTORY

Application No.	Description	Decision & Date
132103	Prior approval submission for the conversion of existing office (use class B1(a)) to single residential dwelling (use class C3)	APP – 15/10/2013
132413	Application for a certificate of lawfulness for the proposed change of the existing office (use class	WIT – 24/9/2013

	B1(a)) to single residential dwelling (use class C3).	
132434	Proposed formation of new vehicular access with entrance gates.	APP 13/12/2013 –
950110	Proposed Change of Use of Redundant Agricultural Building to B1 (C) Light Industrial and Gas Cylinders storage area.	WIT – 18/7/1996
961030	Proposed Change Of Use Of Redundant Agricultural Building To Light Industrial (B1c) Construction Of gas cylinder storage area and re-location of oil tank	APP 17/2/1997 –
000146	Proposed single storey rear extension to dwelling. Detached double garage and 1800 mm high security fence.	REF – 8/9/2000
132434	Proposed formation of new vehicular access with entrance gates.	APP 13/12/2013 –
011170	Proposed single storey rear extension to dwelling. Removal of existing dormer extension. Erection of detached garage and 1.8m high fence comprising 1.5m high close boarded fence with 0.3m of trellis on top.	APP 13/12/2013 –
153130	Householder application for the proposed erection of a second storey dormer extension and first storey front porch extension to dwelling.	APP 14/1/2016 –
141283	Application for submission of details to comply with condition 3 of planning consent F/2013/2154. [3. Scheme of Landscaping.	REP 18/2/2014 –
230576	Householder application for the proposed erection of a single storey side extension, demolition of existing garage, demolition of existing step, changes to fenestration, addition of roof lights to existing roof, plus erection of outbuilding.	APP – 6/9/2023
250996	Application for submission of details to comply with the following condition of planning consent 230576 dated 06.09.2023. Condition 8 relates to external lighting.	APP 22/7/2025 –

CONSULTATION RESPONSES

Internal

WBC Landscape and Trees – No objection subject to condition.
WBC Drainage – No objection.
WBC Ecology – No objection.
WBC Highways – No objection.

External

None consulted.

REPRESENTATIONS

Parish/Town Council	St. Nicholas Hurst – No comments.
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL**Site Description:**

The application site is located in Binfield, Wokingham, which is a Countryside Development Location. It is on the Eastern side of Maidenhead Road, with Forest Road to the South and the Straight Mile to the North. The property is a wide, L-shape and detached bungalow. The nearby neighbour (east) is also a detached bungalow. The other dwellings on Maidenhead Road are all detached, with a mixture of both bungalow and two-storey types.

The host dwelling has a large front gate and gravel driveway. It has a tiled roof, and the exterior walls are painted cream/white. The area surrounding the dwelling is highly verdant and there are substantial vegetation and trees. There is no garage at this property. The property has a large rear garden.

Proposal:

The application is for the proposed erection of a car port (6m x 5.4m) to the front of the property/driveway as part of wider disability adaptation work.

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 outside settlement limits, as defined in policy CP9. As such, the site is within the countryside and is therefore to be considered under Policy CP11 of the adopted Core Strategy which states that development outside defined settlement boundaries will be strictly controlled. Where acceptable in principle the countryside can accommodate some forms of development without detriment provided that the development type, form and design are sensitive to the location.

Policy CP11 goes on to state 7 exceptions where development will normally be permissible in the countryside. These are:

1) It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside-based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and

2) It does not lead to excessive encroachment or expansion of development away from the original buildings; and

3) It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement; or

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

5) In the case of replacement dwellings, the proposal must:

i) Bring about environmental improvements; or

ii) Not result in inappropriate increases in the scale, form or footprint of the original building.

6) Essential community facilities cannot be accommodated within development limits or through the re-use/replacement of an existing building.

7) Affordable housing on rural exception sites in line with CP9.

As the proposal is for a detached car port, it is not classified as an extension under exception 4. However, ensuring the proposed car port is of an appropriate scale, form and footprint is still important to ensure that the development would be suitable within the countryside.

Whilst the development does not meet any of the exceptions, it is important to assess as to whether the development would align with the overarching aims of policy CP11. These aims are to prevent settlement coalescence and to maintain the quality of the environment. The development would not result in the coalescence of settlements due to its small scale. In terms of whether the development would accord with maintaining the quality of the environment, this will be discussed throughout this report, particularly in terms of design.

As such, a full judgement on whether the proposal would be acceptable in relation to policy CP11 cannot be made at this stage but rather will be returned to at the end of this report.

Design/ Character of the Area:

The proposed car port would be detached, positioned to the front of the property. The Council's Borough Design Guide (BDG) states that garages should be built either to the side or rear of a dwelling. However, each application should be assessed upon its own merits and the context of the site. As there is a varied pattern of development in the local vicinity, the proposal would not appear visually incongruous, nor would it harm the character of the local area. It is noted that NW of Broom House, on the opposite side of Maidenhead Road, there is another dwelling (Warrenside) with a detached garage toward the front of the property facing Maidenhead Road. This application was

approved 12.03.200, indicating that a neighbouring dwelling has had a comparable application approved previously.

There is also a dense covering of trees and vegetation to the front of the dwelling onto Maidenhead Road. Therefore, views of the car port from the public domain would be more limited. Although the car port will be to the front of the property, there will be no obstruction to the visual permeance to the host dwelling and will not be a dominant feature of the street scene.

Furthermore, as the car port will be constructed using Oak support posts, headers, bracing, and red double roof tiles materials, it is considered an acceptable and more natural design solution in relation to its surroundings. Given the car port would be an open structure, it would have a degree of permanence rather than being an enclosed and harsh addition to the surrounding area.

The BDG states that parking spaces (including car ports) should be safe and convenient for users and close to the dwelling. This car port meets this requirement as it is positioned on the front drive, nearby the front door and the car port will be positioned on a wide private driveway behind high gates (and dense trees and vegetation) meaning there would be no impact on the public realm or safety of the area.

The eaves height of the car port is 2.45m, which is the same eaves height as the dwelling. The ridge height is 4.40m and the ridge height of the dwelling is 5.10m. The dimensions and overall design are considered acceptable in the surrounding context and would maintain the quality of the environment.

Disability Considerations:

The applicant has advised that the carport development provides sheltered, safe access between the disabled occupant's main entrance and vehicles. This is confirmed as being adequate reasoning and indicates improved disabled-compliant facilities. This benefit is a material consideration in determining this application.

Neighbouring Amenity:

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

There are two nearby neighbouring properties. To the east of the site there is a dwelling approximately 105 metres away from the car port. This dwelling will not be impacted as the development will occur to the front of the host dwelling. There is also a dwelling to the south, which is 40 metres away. There will be no impact to this property due to dense trees, vegetation and a high garden fence, making the development not visible. Owing to these substantial separation distances and the modest scale of the proposal, the proposal would not have an adverse impact on neighbouring amenity.

Highway Access and Parking Provision:

Policy CC07 of the MDD states that planning permission will only be granted where a proposed parking provision meets standards and that the development retains an appropriate overall level of off-street parking.

The car port was initially noted as narrower than the recommended 6m x 3m standard. The amended plans for the car port were 6m x 5.4m and have been rotated 90 degrees. These changes were deemed acceptable by WBC Highways. Also, the 16 metres driveway clearance comfortably exceeds the 6 metres minimum required.

Amenity Space:

The front of the site is a driveway and there is a large rear garden, 47 metres in length, which is larger than most on Maidenhead Road. Whilst the proposal would consume a portion of the site's front amenity space, this is not considered detrimental owing to the large rear garden and the front of the site being for more functional purposes as opposed to recreation. Therefore, it is considered acceptable in this respect.

Flooding and Drainage:

Policy CC09 of the MDD states that planning permission will only be granted where all sources of flood risk are considered and not increased by the development.

The site lies in Flood Zone 1. The car port would be situated on an existing gravelled area, which was confirmed to be permeable by the applicant. As such, WBC Drainage Officers raised no objection to the proposal.

Landscape and Trees:

Policy CC03/2d requires that trees, hedges, and other landscape features are protected during development.

The site lies within the countryside and Billingbear Valued Landscape, with TPO-protected trees (0544/1992) to the front. The car port would be set away from these, but near to others that contribute to the vegetated edge along Maidenhead Road.

The WBC Tree & Landscaping officer noted that work has already started on extending the gravel drive into this area to create a hard standing for the car port. Therefore, any tree

protection is now not appropriate as the existing trees adjacent this area will have already been impacted by the works. However, they have commented that it will be important to retain and strengthen the well treed character of the area adjacent to the road and to further reduce the visual impact of the additional development within the site by supplementary tree planting in this area to be secured via condition.

However, given the proposal does not affect the existing landscaping adjacent to the road, Officers do not consider a condition securing additional landscaping on this boundary for this reason to be directly related to the development proposed, as no existing landscaping on this front boundary would be removed to facilitate the car port. Whilst the justification for the additional landscaping was also to help reduce the visual impact of the development, the design and presence of the car port is considered acceptable on design grounds, with the screening being noted as positive but not the sole basis for acceptability. As such, Officers do not consider the requested landscaping condition reasonable or necessary in this instance.

Ecology:

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

The site is located within a potential bat roosting area.

However, owing to the proposal not being for demolition or alterations to an existing roof, no bat survey is required. A survey was submitted; however, it does not relate to this proposal. The WBC Ecologist has confirmed that no bat survey is required.

Conclusion

The proposal would not conflict with the overarching aims of policy CP11. While not directly compliant with the Council's BDG in terms of its siting forward of the host dwellinghouse, due to the relatively modest scale of the development in the comparison to the dwellinghouse and its 'lightweight' open-sided design, it would maintain the quality of the surrounding environment. The proposal would also benefit the disabled occupant by providing sheltered and safe access to vehicles. As such, the recommendation is to grant planning permission.

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 the following conditions: 1. Time Limit 2. Approved Plans 3. Materials and specified
Date:	31 October 2025
Earliest date for decision:	2 October 2025

Recommendation agreed by: (Authorised Officer)	
Date:	03/11/25

PLANNING CONSTRAINTS/STATUS

Near Me Report

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No legend

Affordable Housing Thresholds | Total count: 1

#	NAME
1	Outside Development Locations

Scale and Location of Development Proposals | Total count: 1

#	FEATURE_TYPE	NAME
1	Countryside	Countryside

Thames Basin Heath SPA Mitigation Zones | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME
1	Special Protection Area Linear Mitigation Zone	7km Linear Mitigation Zone

Major Nuclear Sites Consultation Zone | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	PLANNING_NOTE
1	Consultation Zone - Major Nuclear Site	AWE: Special Case Zone	ONR also requests to be consulted on planning applications, irrespective of distance from nuclear sites, for special cases. Developments that either introduce a new hazard or change the existing external hazards posed to nuclear sites.

Aerodrome Safeguarding: Gatwick Consultation Zone | Total count: 1

#	Description
1	Please consult London Gatwick on the following: All buildings, structures & works exceeding 300 m AGL.

Aerodrome Safeguarding: Heathrow Consultation Zone | Total count: 1

#	Height Band	Wind Turbine	Aviation
1	All works exceeding 150 metres (492.1 feet)	YES	YES

EA Groundwater Zones | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Groundwater Consultation Zones	Groundwater Consultation Zone 3	Environment Agency (only if application involves contaminated land) – see separate sheet: When to consult the Environment Agency

Risk of Flooding from Surface Water | Total count: 3

#	FEATURE_TYPE	FEATURE_NAME
1	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent
2	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent
3	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent

Bat Roost Habitat Suitability | Total count: 4

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Bat survey required for planning applications that involve roof modification or demolition.	[D729	Ecology Officer, Green Infrastructure Team
2	Bat survey required for planning applications that involve roof modification or demolition.	[D731	Ecology Officer, Green Infrastructure Team
3	Bat survey required for planning applications that involve roof modification or demolition.	[G730	Ecology Officer, Green Infrastructure Team
4	Bat survey required for planning applications that involve roof modification or demolition.	[G731	Ecology Officer, Green Infrastructure Team

Great Crested Newt Impact Risk Zones | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Great Crested Newt Impact Risk Zone	Red	For Householder applications check HH Layer. Consult NatureSpace for all other types of development

Great Crested Newt Impact Risk Zones - Minor | Total count: 1 SSSI Impact Risk Zones | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Great Crested Newt Impact Risk Zone	Red	Consult NatureSpace for any minor development that intersects a red or amber zone in this layer
#	IRZURL		
1	https://irz.geodata.org.uk/IRZ/step2.html?irzcode=0300000530000-es=11404&location=475984,168857%20(IRZ%20polygon%20centre)		

Water Utility Consultation Zones | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	CONSULT_WHEN
1	Water Utility Consultation Zone	South East Water Supply Area	New dwellings

Ancient Woodland Natural England Consultation Zone | Total count: 1

#	THEMNAME	F15M	F100M
1	Ancient & Semi-Natural Woodland	Ecology Officer for all applications including householder	Ecology Officer for all applications except householder

Landscape Character Assessment 2019 | Total count: 1

#	FEATURE_TYPE	Name
1	Landscape Character Assessment 2019	Ashridge Farmed Clay Lowland

Tree Preservation Orders Served or Confirmed | Total count: 1

#	TPO_REFERENCE	TPO_TYPE	RECORD_STATUS
1	TPO-0544-1992	Group	Confirmed

Wards | Total count: 1

#	NAME	Closest Approximate Distance
1	Twyford, Ruscombe & Hurst Ward	0 m

Parishes | Total count: 1

#	NAME	Closest Approximate Distance
1	St. Nicholas, Hurst CP	0 m

