

JPPC ref: AG/8205
6th February 2025

Planning Services
Wokingham Borough Council

Planning Portal Ref: 13753863

Dear Sirs

HOUSEHOLDER PLANNING APPLICATION

LODDON ACRES, LODDON DRIVE, WARGRAVE, BERKS, RG10 8HD

**PROPOSED CLOSURE OF EXISTING VEHICULAR ACCESS WITH
CLOSE BOARD FENCING AND CREATION OF A NEW CENTRALISED
VEHICULAR ACCESS WITH IMPROVED VISIBILITY SPLAYS AND
CONSTRUCTION OF NEW GATES, WALLS AND PIERS.**

PLANNING STATEMENT

INTRODUCTION

Please find attached a Householder Planning Application in respect of the above-referenced proposed development at Loddon Acres, Loddon Drive, Wargrave. The application comprises the following documents and plans:

- This Planning Statement prepared by JPPC;
- Application Form;
- CIL Form 1;
- Location Plan at 1:1250 scale – drawing 3288-CB-A-DR-00001 rev A;
- Existing Site Plan at 1:125 scale – drawing 3288-CB-A-DR-1001A rev A;
- Proposed Site Plan at 1:125 scale – drawing 3288-CB-A-DR-1002B rev A;
- Existing and Proposed Street Elevations at 1:125 scale – drawing 3288-CB-A-DR-2001A rev A; and
- Swept Path Analysis drawings at 1:200 scale – drawings CP-2024-94/S1-50, 50.1, 51 and 51.1

SITE AND SURROUNDINGS AND PLANNING HISTORY

Loddon Drive is located close to the confluence of the River Loddon and the River Thames - to the west of the main built-up part of Wargrave - and forms a low-density area of generally high quality riparian residential development. The area has a tranquil, rural appearance that is characterised principally by detached dwellings sitting within comfortably-sized and maturely landscaped riverside plots.

Loddon Acres lies towards the northern end of Loddon Drive and on the eastern bank of the River Loddon. It does not lie within a Conservation Area, a National Landscape Area or the Metropolitan Green Belt. In common with the majority of the properties on Loddon Drive it does lie within Flood Zone 3.

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An aerial photograph showing Loddon Acres in its wider context is attached below.



Loddon Acres

The existing dwelling dates from the very early part of the 20th Century and comprises a large and attractive two storey dwellinghouse that features brick and through colour rendered walls under a plain clay tile roof.

The dwelling sits centrally within an extensive residential curtilage of around 0.44 ha. Within the curtilage there are two existing ancillary structures, namely a boathouse and a double garage (with mezzanine games area above).

The property has been subject of three previous applications for extensions/alterations and outbuildings, as per applications **23921** (permission granted July 1985), **31206** (permission granted September 1988) and, most recently, **230445** (permission granted April 2023).

The most recent application granted permission for the upwards and outwards extension of the existing garage structure - that is located directly to the north of the house - but, as yet, this scheme has not been implemented. A CGI representation of the scheme approved by application 230445 is attached overleaf. This also shows the lawned/manicured nature of the land directly in front of the dwelling across which the new internal driveway is intended to run.

Loddon Acres benefits from significant separation distances to the existing houses to either side. In this regard, the separation distance between Loddon Acres and Loddon Court (to the north-east) is around 80m, whereas its separation distance with Riverside House (to the south-west) is around 69m.

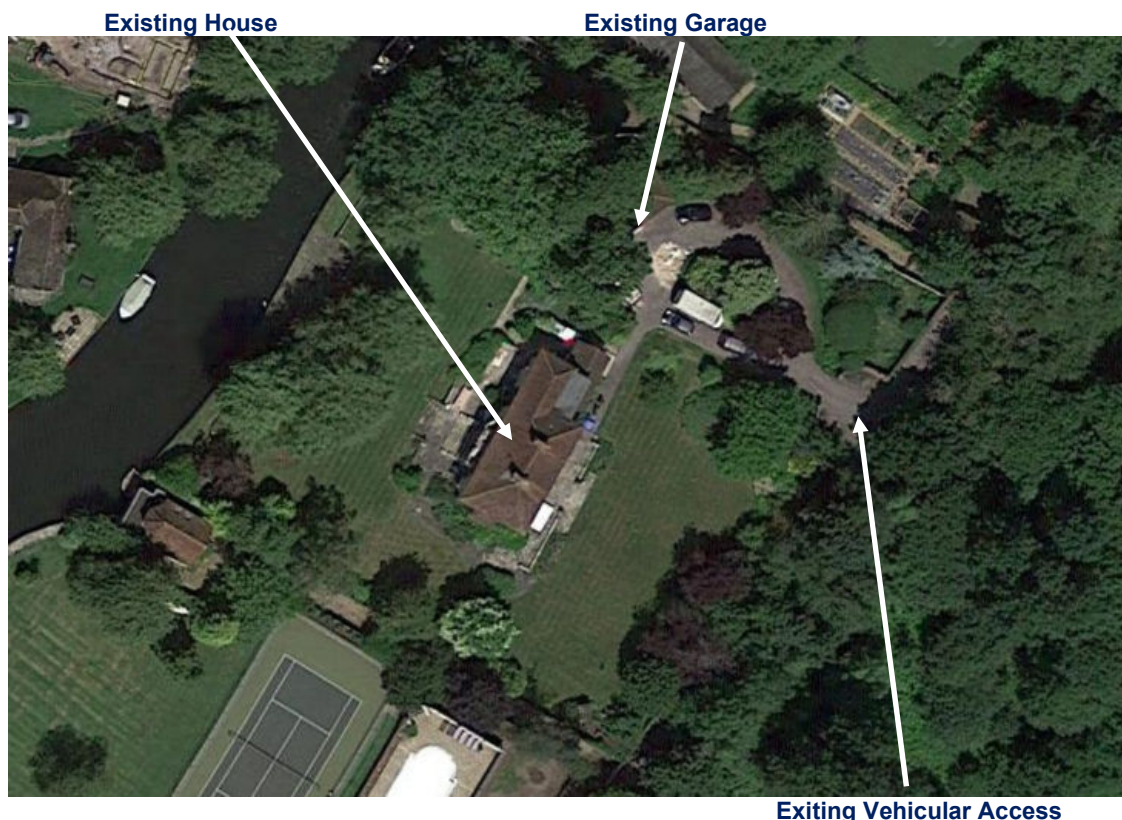
Vehicular access to the property is via a semi-circular entrance, with fairly poor visibility splays, that is located towards the north-east corner of the plot and from a section of Loddon Drive – which is a private road - that is single track only and contains few passing places for larger vehicles (see photo overleaf).



Photo looking down Loddon Drive showing single track nature of carriageway



CGI - showing the existing house and a representation of the extended garage as approved by application 230445 .



THE PROPOSAL AND RELEVANT POLICY CONSIDERATIONS

This application seeks permission to create a new vehicular entrance that would line up directly with the front entrance to the house and, as such, enhance the sense of arrival to the property.

The new internal driveway would lead towards the house and then spur off to the north towards the existing garage (which, as noted above, has an extant permission to be extended both forwards and upwards as per application 230445). It is relevant to note that the new driveway would be porous surfaced and, as such, would not require an express grant of planning permission on the basis that such works would reasonably fall within Permitted Development (PD) parameters as per Schedule 2, Part 1, Class F of The Town and Country Planning (General Permitted Development) (England) Order 2015.

This application, therefore, principally focuses upon the changes to the entrance boundary from Loddon Drive and, specifically, to: 1) the proposed closure of the existing entrance (and the removal of the recessed semi-circular entrance walls) by means of the provision of new, matching, close-boarded fencing running parallel with the road; and 2) the creation of a new vehicular entrance in a centralised position.

The new access would have a broader and more effective visibility splay than is presently the case and, in turn, would be wide enough to act as an additional passing place for cars and commercial vehicles (see swept path drawings), thereby providing a benefit to all users of Loddon Drive in terms of highway safety and convenience.

The proposed new entrance would feature new metal gates that would be framed by new brick walls and piers that would provide an attractive and compatible addition to complement the Edwardian character and appearance of the main house.

Turning to policy considerations, it is noted that the Development Plan for the Borough comprises the Wokingham Borough Core Strategy (adopted 2010) as well as the Managing Development Delivery Local Plan (MDDLDP) (adopted 2014).

Although there are no individual policies that specifically relate to vehicular access related developments, it is considered that the most relevant Development Plan policies in this regard Core Strategy policies CP3 and CP6.

Policy CP3 'General Principles for Development' in the Borough and, inter alia, requires that all new build proposals:

- Are of an appropriate scale, mass, layout, built form, height and materials having regard to the character to the area;
- Provide a functional, accessible, safe, secure and adaptable scheme;
- Are of a high quality of design and do not result in harm to the amenities of adjoining occupiers;
- Have no detrimental impact upon important ecological, heritage, landscape, geological features or water courses;
- Maintain or enhance the ability of the site to support flora or fauna; and
- Contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings including the use of appropriate landscaping.

Policy CP6 'Managing Travel Demand' in turn, identifies that the Council will support proposals which improve the existing transport network and enhance road safety.

CONCLUSION

The relocation of the vehicular entrance as proposed would accord with policies CP3 and CP6 on the basis that it would bring about tangible enhancements in highway as well as in visual amenity/character terms.

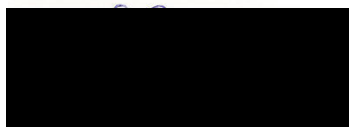
Additionally, although the internal trackway does not specifically require the benefit of planning permission, it would not result in the removal of significant trees or other vegetation and would be porous-surfaced such that the landscape, biodiversity and drainage impact of these particular works would not be harmful.

On the question of biodiversity please note, however, that if considered necessary or desirable to do so that the applicant would be willing to undertake new hedge/shrub/tree planting within the site by way of mitigation for the removal of the existing lawned area in front of the house.

It is hoped, and reasonably anticipated, that Officers will be supportive of the proposal but trust that the allocated Case Officer will not hesitate to contact me should there be any queries regarding the proposal.

In the first instance, I look forward to receiving the Council's acknowledgement letter in the near future.

Yours faithfully



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