



**PLANNING BY DESIGN**

FROM CONCEPT TO COMPLETION

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**Planning Design and Access Statement**

**Erection of Four-Bay Single-Storey Garage/Car Port**

**2 East Lodge, Ludgrove, Wokingham, RG40 3AD**

**On Behalf of Alexander Folefac**

**Prepared by Planning By Design**

## Application

Planning by Design (Agent) have been instructed on behalf of Alexander Folefac (Applicant) to prepare and submit a planning application to Wokingham Borough Council (Local Planning Authority) for the Erection of Four-Bay Single-Storey Garage/Car Port at 2 East Lodge, Ludgrove, Wokingham, RG40 3AD (the site).

The following Planning, Design and Access Statement has been produced to support this application and demonstrate how the proposal complies with the relevant national and local planning policies.

## Site Location

The application site comprises the residential property known as 2 East Lodge, Ludgrove, Wokingham, RG40 3AD, located on the western side of Easthempstead Road within a semi-rural area characterised by a mix of detached dwellings, agricultural land and small commercial units. The property occupies a substantial plot of approximately 3,700m<sup>2</sup>, as shown on the submitted Site Location Plan.

The existing dwelling is a detached residential house positioned centrally within the site, served by a long driveway extending along the western boundary towards the rear. The Existing Block Plan confirms a generous curtilage with mature boundary vegetation providing natural screening from neighbouring properties.

The surrounding context includes scattered residential development to the east and south, with agricultural and open land to the west and north. Small commercial uses are present nearby, including units at Wood's Farm. The plot benefits from substantial separation distances to adjoining properties, and the dwelling sits comfortably within its landscaped setting.

The site falls within:

- the South Wokingham Strategic Development Location,
- the Special Protection Area Linear Mitigation Zone,
- Aerodrome Safeguarding Zones for both Farnborough and Heathrow,
- A Major Nuclear Site Consultation Zone,
- An SSSI Impact Risk Zone,
- Areas covered by Protected Trees, and
- A defined Landscape Character Assessment Area.

The site is not within the Green Belt, a conservation area, or a heritage asset designation. There are no listed buildings within or immediately adjoining the site.

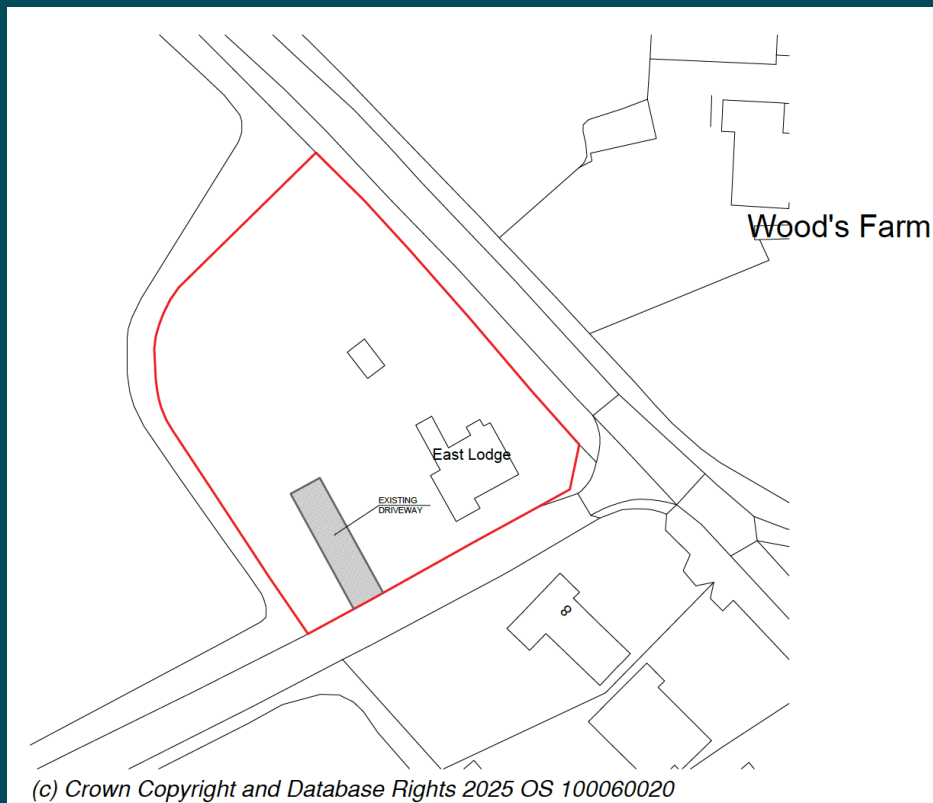


Figure 1: Site Location Plan

## Planning History

The following planning history is recorded for the application site or relates to works within its curtilage:

- 251374 – Application for works to protected trees (TPO 1434/2012, Area 3). Works included felling of two dead Pine trees (T1 and T2). Approved August 2025.
- 190405 – Householder application for a part two-storey/part first-floor rear extension with dormer extension to the east side of the new roof, and loft conversion to create habitable accommodation by extending the roof to connect two existing main roofs. Refused April 2019.
- 162178 – Tree Works Application (TPO 1434/2012). Works included felling and replacement of T1 Chestnut; raising the canopy of T2 Pine to 1.5m; removal of the lowest eight branches back to main stem; and removal of a broken branch from T3 Pine over the driveway. Approved January 2017.
- 193169 – Householder application for a two-storey rear extension with dormer, and loft conversion to create habitable accommodation extending the roof to connect two larger existing main roofs, including six rooflights and changes to fenestration. Approved January 2020.
- 180806 – Application for a Lawful Development Certificate for the proposed erection of a log cabin. Approved May 2018.

## Proposed Development

The proposal seeks the erection of a four-bay single-storey garage/car port positioned to the west of the dwelling, located at the end of the existing driveway. The structure is aligned on a north–south axis and is situated entirely within the residential curtilage, as illustrated on the submitted Proposed Block Plan. The building provides four open-fronted parking bays arranged in a linear formation and is intended to enhance on-site parking provision for the property.

The proposed development is detailed on the accompanying architectural drawings, which include the Proposed Block Plan (1:500 at A3), the Proposed Plans and Elevations (1:100 at A3), the Existing Block Plan, and the Site Location Plan (1:1250 at A3). These drawings collectively depict the siting, layout, footprint and external appearance of the structure, along with its relationship to the existing dwelling and driveway.

The submitted Proposed Plans and Elevations confirm that the car port measures 12.4 m in length and 6.2 m in depth, with a single-storey form and a pitched roof set at 33°. The footprint of the structure is 72 m<sup>2</sup>, and the design incorporates an open-fronted arrangement to accommodate four vehicles. The elevational drawings show the intended roof and wall treatments, as well as the proportion and height of the building.

The intended use of the structure is as an ancillary domestic garage/car port serving the existing dwelling at 2 East Lodge. The building will function as part of the residential planning unit (Use Class C3) and does not include any habitable accommodation or commercial use.

External works associated with the proposal comprise the installation of matching block paving connecting the existing driveway to the new car port. The development does not alter the established access point from Easthempstead Road, and no new boundary treatments, retaining structures or changes to levels are proposed. The layout confirms that the siting avoids existing trees and does not require their removal.

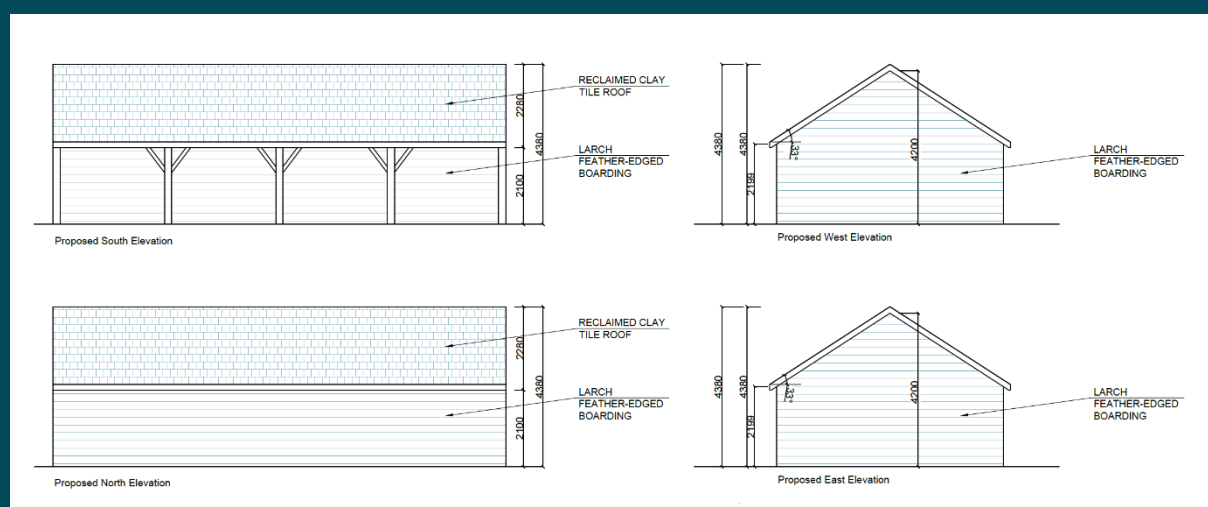


Figure 2 Proposed Elevations

## Planning Policy

The following planning policy and guidance documents are recognised as material considerations for the assessment of this application.

### National Planning Policy Framework (2024 – NPPF)

- Section 2: Achieving Sustainable Development
- Section 4: Decision-Making
- Section 11: Making Effective Use of Land
- Section 12: Achieving Well-Designed Places
- Section 15: Conserving and Enhancing the Natural Environment
- Section 12: Achieving Well-Designed Places

### Wokingham Core Strategy (2010)

- CP1: Sustainable Development
- CP3: General Principles for Development
- CP4: Infrastructure Requirements
- CP7: Biodiversity
- CP9: Scale and Location of Development Proposals

### Wokingham Managing Development Delivery Local Plan (2014)

- CC01: Presumption in Favour of Sustainable Development
- CC03: Green Infrastructure, Trees and Landscaping
- CC04: Sustainable Design and Construction
- CC06: Noise
- CC07: Parking
- CC09: Development and Flood Risk (from all sources)
- TB21: Landscape Character
- TB23: Biodiversity and Development

### Relevant Supplementary Planning Documents (SPDs)

- Sustainable Design and Construction SPD (2010)
- Borough Design Guide SPD (2012)

## Planning Assessment

### Principle of Development

The proposal comprises the erection of a four-bay single-storey garage/car port within the established residential curtilage of 2 East Lodge. Development of ancillary structures associated with an existing dwelling is acceptable in principle, subject to compliance with relevant design, amenity and environmental policies.

At the national level, NPPF Section 2 sets out the presumption in favour of sustainable development, requiring decision-makers to approve development proposals that accord with the development plan (para 11). The proposed car port represents a modest form of domestic development that makes effective use of an existing, already-hardened part of the site in accordance with NPPF Section 11.

At the local level, Core Strategy Policies CP1 and CP3 support development that is appropriately located, proportionate to its context, and does not harm the character of the area or the amenities of neighbouring properties. The proposal remains subordinate to the main dwelling and is sited sensitively within the plot, consistent with these principles.

The site is located within several consultation and environmental constraint zones (including Protected Trees, SSSI Impact Risk Zone, and Special Protection Area Linear Mitigation Zone). However, the structure is domestic in nature, does not generate additional residential units, and is positioned away from protected trees and ecological features. Accordingly, there is no conflict with strategic designations and the principle of development is acceptable.

#### Residential Amenity

Core Strategy Policy CP3 and MDD Policy CC06 require new development to ensure no harmful impact on the amenity of neighbouring occupiers, including considerations of privacy, light, noise, and overbearing effects.

The proposed car port is positioned at the far end of the existing driveway, well away from the main dwelling and neighbouring residential properties. The Proposed Block Plan confirms that the structure is surrounded by extensive garden area and mature boundary vegetation, ensuring substantial separation distance and screening. There are no windows or enclosed spaces that would give rise to overlooking. The open-fronted, single-storey form ensures no material impact on daylight or sunlight to any neighbouring dwelling.

Noise associated with the development will be limited to normal domestic vehicle movements, which are already established at the site and are not intensified by the proposal. The development therefore complies fully with Policy CC06 and the amenity requirements of Policy CP3.

#### Design and Character

National policy in NPPF Section 12 requires development to be visually attractive, sympathetic to local character, and appropriate in scale, form and materials. These principles are reinforced by Core Strategy Policy CP3, MDD Policies CC03 and TB21, and the Borough Design Guide SPD.

The architectural drawings confirm a simple, rural-vernacular design using reclaimed clay tile roofing and larch feather-edged cladding, materials that complement the semi-rural context and existing built form on site. The structure is single-storey, open-fronted and subservient to the main house in height and scale.

Its siting at the far western side of the large plot ensures it does not visually dominate the dwelling or street scene, and is largely screened by existing boundary vegetation. The orientation, massing and roof pitch are proportionate and consistent with guidance for outbuildings in the Borough Design Guide SPD (2012).

The proposal therefore maintains and enhances the character of the area and complies with CP3, CC03 and TB21.

#### Environment (Biodiversity, Trees, Flood Risk, Sustainability)

##### Biodiversity:

The site lies within several ecological constraint zones, including the SSSI Impact Risk Zone, Special Protection Area Linear Mitigation Zone, and areas identified under TB23 (Biodiversity and Development). The proposed structure is located on existing hardstanding, does not remove vegetation, and does not affect any ecological features. No additional recreational pressure or ecological disturbance arises from the works. The proposal therefore aligns with CP7 and TB23.

##### Trees:

The site contains protected trees under adopted designations. However, the submitted block plans confirm that the car port is positioned away from tree root protection areas, with no tree removal or pruning required to facilitate development. The proposal therefore complies with Policy CC03.

##### Flood Risk:

The site is not located within a flood zone, and the modest increase in built footprint does not materially affect drainage. The use of permeable or matching block paving assists in surface water management, consistent with MDD Policy CC09.

##### Sustainability:

The use of timber and clay materials is consistent with guidance in the Sustainable Design and Construction SPD (2010), and the structure's low massing and rural aesthetic align with local sustainability and character considerations.

#### Highways and Access

The proposal maintains the existing vehicular access from Easthempstead Road, with no alterations to visibility, geometry or turning arrangements. As shown on the Proposed Block Plan, the car port is accessed directly from the established driveway and does not require new points of ingress or egress.

MDD Policy CC07 requires parking provision to be safe, accessible and appropriately designed. The proposal enhances on-site parking capacity by providing four covered spaces, reducing reliance on on-street parking and improving the efficiency of vehicle storage within the large curtilage. No transport statement is necessary for a householder proposal of this scale and nature.

The development does not encroach onto the highway, introduce additional traffic, or compromise highway safety. It therefore accords with Policy CC07 and NPPF Section 4 (Decision-Making).

## **Conclusion**

The proposed four-bay single-storey car port represents a modest and appropriately designed form of ancillary domestic development within a large and well-screened residential plot. The structure is sensitively positioned at the end of the existing driveway, remains wholly within the curtilage, and does not require the removal of any trees or vegetation. The design, scale and materials complement the character of the site and wider area.

The proposal gives rise to no adverse impacts on residential amenity, highways or access, biodiversity, landscape character or flood risk. It accords with the relevant provisions of the NPPF (2024), the Wokingham Core Strategy (2010) and the Managing Development Delivery Local Plan (2014), including policies relating to sustainable development, design quality, amenity, parking, landscape and biodiversity.

Given the absence of harm and clear compliance with adopted policy, the development represents a sustainable, proportionate and acceptable enhancement to the property. Accordingly, planning permission should be granted.