

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	250343
Site Address:	52 Wargrave Road, Twyford, Wokingham, RG10 9PH
Expiry Date:	14 April 2025
Site Visit Date:	21 February 2025
Proposal: Householder application for a dropped kerb and formation of gravel driveway with access from Greenfinch Drive by removing the existing fence; construction of a new fence to block the existing access from Wargrave Road, and conversion of the existing driveway into garden space.	

PLANNING CONSTRAINTS/STATUS

Contaminated Land Consultation Zone
Local Authorities
Affordable Housing Thresholds
Bat Roost Habitat Suitability
Borough Parishes
Scale and Location of Development Proposals
Great Crested Newt Consultation Zone
Ground Water Zones
Nuclear Consultation Zone
Public Open Space
Borough Wards
Radon Affected Area
Landfill Gas Consultation Zone
Landscape Character Assessment Area
SSSI Impact Risk Zones
JCEB Mineral Safeguarding Areas
Contaminated Land Consultation Zone
Local Authorities
Affordable Housing Thresholds
Bat Roost Habitat Suitability
Borough Parishes
Scale and Location of Development Proposals
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Landscape Character Assessment Area

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 CP9 – Scale and Location of Development Proposals
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC04 – Sustainable Design and Construction CC07 – Parking
Other	Borough Design Guide Supplementary Planning Document

PLANNING HISTORY

Application No.	Description	Decision & Date
08236	Extension	Approved 11/05/78
13583	Single storey extension of living room at front	Approved 03/07/80

CONSULTATION RESPONSES

Internal

WBC Highways: No objection subject to conditions

WBC Drainage: No objection

External

None consulted

REPRESENTATIONS

Parish/Town Council	Twyford Parish Council: Strongly object to this application due to the unacceptable impact on Greenfinch Drive and the cumulative impact of additional traffic.
Ward Member(s)	No comments received
Neighbours	15 objections summarised as follows: Background of the applicant Future development Parking, highway safety and traffic impact Increased disturbance/nuisance and noise Negative impact on the landscape, the locality and the character of our local area. Loss of green space and trees.

	Officer response: Background of the applicant and future development are not material planning considerations. WBC Highways have no objections subject to conditions Construction noise/disturbance during development is not a material planning consideration. Cars will pass through the access for a very short period of time and considered not to result in unacceptable noise/disturbance. Impact upon character addressed in report.
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APPRAISAL

Site Description: The application site is a two-storey detached dwelling.

The front elevation set back approximately 110m from the Wargrave Road. The application site is not directly accessible from the public highway. Vehicle and pedestrian access is from the Wargrave Road using a dropped kerb shared with 50 Wargrave Road. The application site is to the rear of 50 Wargrave Road so access to the public highway is via an easement on the driveway of 50 Wargrave Road.

To the South of the application site is Greenfinch Drive which terminates at the boundary of the application site. There is currently no dropped kerb and a fence prevents an alternative access to the site. Greenfinch Drive is a quiet residential cul de-sac, characterised with recently built detached and semi-detached properties with private driveway parking.

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.

Character of the Area: The single new access and dropped kerb will not harm the character of the area. Greenfinch Drive is characterised by driveways with block paving accommodating access to a mixture of detached, link-detached, semi-detached and townhouse properties along the road. Matching block paving to that used on Greenfinch Drive shall be installed for any new hardstanding linking the new vehicle crossover and the existing driveway of 52 Wargrave Road. Where possible, all new materials shall be designed to match and be in-keeping with those used on Greenfinch Drive.

A fence panel will be removed to make way for proposed dropped kerb and gravel driveway to access from Greenfinch Drive. Whilst there will be a physical alteration to the arrangement within the cul-de-sac, the proposal is considered not to harm the street scene given a single fence panel's removal is a relatively minor alteration and the overall character of the residential street would remain unchanged. Therefore, its considered the removal of fence and replacement with a dropped kerb and gravel driveway would not harm the character of the area.

The existing driveway is to be converted into garden space and such space would be screened by the existing fencing and would not harm the character of the area.

The construction of a new fence to stop up the existing access from Wargrave Road would not harm the character of the area given the fence panel would be set back from the Wargrave Road by over 30m. When blocking access between 50 Wargrave Road and 52 Wargrave Road. This will only impact access to 52 Wargrave Road and will not affect the right of way of any other properties.

Neighbouring Amenity: The proposal will not have any impact upon neighbouring amenities.

Highway Access and Parking Provision:

General

The site is currently accessed via the easement on private drive of 50 Wargrave Road. The applicant proposes to fence off the existing access from Wargrave Road and create a new access from Greenfinch Drive.

The existing parking spaces will be rearranged, but the numbers of parking will be retained, which is acceptable.

No significant traffic impacts are expected from the diverted traffic of a single dwelling.

Given the site is a single dwelling, the proposed new access is not gated, will have sufficient visibility, parking and turning within the site.

The driveway will match the existing and it will unlikely block the independent access of parking spaces at 12 Greenfinch Drive. This section of the road is originally served as a turning head, where no on-street parking is expected.

Access: New Access from Greenfinch Drive

Greenfinch Drive is a public highway. Greenfinch Drive is currently providing access for 11 dwellings. For carriageway with a minimum of 4.5m wide is sufficiently wide to accommodate up to 25 dwellings and the existing road width is 4.8m wide, which is acceptable to accommodate one additional dwelling.

Drawings M14-003-A and 005-A have been revised to include visibility splays. One visibility splay is of the correct length of 43m with an uninterrupted view down the length of Greenfinch Drive while the other is length 34m since the road terminates at this point and further visibility is not possible. The proposed visibility splays are

acceptable.

Notwithstanding any planning permission, the applicant will be required to gain separate Highways consent for the access. An access in this location might be subject to an appropriate engineering solution.

It is recommended that the applicant liaises with the council's Highway Agreements team, if a minor works agreement may be necessary. Meanwhile, the recommended maximum width by the Traffic Management team is 3.6m. Separate consent will be required from the Traffic Management team for the proposed width and location of the new dropped crossing.

The council's Drainage team was consulted to ensure any alterations to the existing drainage in this location are managed and no concerns were raised.

Existing Access from Wargrave Road

This application shall impact access to 52 Wargrave Road only and will not affect any other property's right of way as stated in document 'M14-DA01-B Design and Access Statement'.

Following the submission of M14-003-A – Proposed Block Plan, M14-005-A – Proposed Site Plan and M14-DA01-A – Design and Access Statement the highways officer has no objections subject to conditions.

Drainage: The site is within flood zone 1 and we would have no objection to the principle of the development, as represented by proposed site plan plus parking provisions drawing M14-005-A dated February 2025.

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:	31 March 2025
Earliest date for decision:	10 March 2025

Recommendation agreed by: (Authorised Officer)	<i>JMM</i>
Date:	31 March 2025