

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	260538
Site Address:	48 Franklin Drive, Wokingham, Wokingham, RG40 5SP
Expiry Date:	29 April 2026
Site Visit Date:	03.02.2026
Proposal: Retrospective application for the retention of a secure timber cycle shed.	

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 CP12 – Green Belt CP13 – Town Centres and Shopping CP14 – Growth and Renaissance of Wokingham Town Centre CP15 – Employment Development CP17 – Housing Delivery
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC07 – Parking
Joint Minerals and Waste Plan (JMWP)	DM1 - Sustainable Development DM2 - Climate Change – Mitigation and Adaptation
Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS3 – Development within or adjacent to major and modest settlements SS5 – Development in the countryside C1 – Active and sustainable transport and accessibility C2 – Mitigation of transport impacts and highway safety and design C3 – Active travel 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
201515	Full application for the erection of 153 dwellings comprising a mix of 1,2,3 & 4 beds with associated landscaping, parking, open space, drainage; construction of a new access onto Warren House Road and Bell Foundry Lane; provision of an area of Suitable Alternative Natural Greenspace (SANG) and all other associated development works (including demolition of existing buildings and provision of temporary site sales). Update: The above is a revised description of development following revisions being made to the layout of the scheme. Updated plans are available to view on the Council's website.	Approved, 25/06/2021

PLANNING ENFORCEMENT HISTORY

RFS/2026/0910 92	Building of a large shed in driveway.	Case closed on 06/03/2026 – Planning application submitted.
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CONSULTATION RESPONSES**Internal**

WBC Enforcement – No comments received.

WBC Highways – Objects to the proposed development.

External

None consulted.

REPRESENTATIONS

Parish/Town Council	No comments received
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL**Site Description:**

The application site relates to a two storey, detached property located in an established residential area. The surrounding area is characterised by detached, properties that are similar in design and appearance.

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 of settlement limits and in designated countryside. However, it is located within a permitted residential development that is part of the settlement under the emerging local plan update.

The cycle shed is sited to the north side of the main dwelling, within the driveway area. Owing to its modest scale, footprint, and close siting to the host dwelling, it would remain subservient and be read as a secondary structure within the overall site context. It does not represent a disproportionate encroachment into the plot or expansion of development away from the original dwelling house.

Character of the Area:

The proposed cycle shed is modest in scale, being limited in height, depth and overall footprint, and represents a typical form of ancillary development associated with residential properties. Whilst such structures are more commonly located within garden areas, the proposed siting within the driveway is not, in itself, considered unacceptable in this context.

The structure would remain clearly subservient to the host dwelling and would be constructed from lightweight materials, including timber cladding, which would help to reduce its visual presence. As a result, it would appear as a small-scale, functional outbuilding rather than a dominant addition within the site.

In this context, the proposal would not result in any adverse impact on the character and appearance of the area or the surrounding countryside setting.

Neighbouring Amenity:

Due to the modest nature of the proposals and the separation distance from neighbouring properties, there are no loss of light, overlooking or overbearing concerns.

Highway Access and Parking Provision:

The dwelling has five habitable rooms. According to the WBC Car Parking Standards, the development of such scale in Urban location requires two parking within the red line boundary.

The Council's Highways Officer has reviewed the application and notes that the cycle shed is proposed within the approved tandem parking arrangement, resulting in a reduction in the usable driveway length to approximately 8.2 metres. This would be insufficient to accommodate two parking spaces of appropriate dimensions, effectively leaving only one usable space. Unless the cycle shed can be set back to

retain two parking spaces of suitable dimensions, the Highways Officer cannot support the proposal.

However, the Case Officer notes that the application site forms part of a wider residential estate which benefits from a number of nearby visitor parking bays and is not subject to on-street parking restrictions. Furthermore, the site is located within a cul-de-sac, where traffic movements and parking demand are generally lower.

In addition, the proposal includes the provision of a dedicated cycle shed and to an extent, would encourage sustainable travel and reduce reliance on private vehicle use at the site.

Taking these factors into account, the remaining level of on-site parking provision is considered acceptable in this instance and is unlikely to result in an increase in on-street parking to an unacceptable degree.

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 reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. 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:	Approval
Date:	30 March 2026
Earliest date for decision:	27 March 2026

Recommendation agreed by: (Authorised Officer)	<i>MC</i>
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Date:	21.04.2026
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