

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	261531
Site Address:	137 Loddon Bridge Road, Woodley, Wokingham, RG5 4AG
Expiry Date:	24 August 2026
Site Visit Date:	28 April 2026
Proposal: Householder application for proposed erection of 1no. detached outbuilding plus double rear gates (Retrospective).	

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
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC07 – Parking
Other	Borough Design Guide Supplementary Planning Document

PLANNING HISTORY		
Application No.	Description	Decision & Date
221256	Householder application for the proposed single storey rear and side extension following demolition of existing conservatory.	Approved: June 2022
221916	Application for a certificate of lawfulness for the proposed conversion of roof space to habitable accommodation with a hip to gable roof change and rear flat roof dormer.	Refused: August 2022

CONSULTATION RESPONSES
Internal
WBC CIL – No comments WBC Highways – Request further information
External
None

REPRESENTATIONS

Woodley Town Council	Raise concern that, whilst gates have been installed, there is no appropriate vehicular access across the amenity land to access these.
Ward Member(s)	No comments received.
Neighbours	One letter received in support of the proposal.

APPRAISAL

Context: The application site is located within an established residential area of Woodley. This application seeks retrospective planning permission for the erection of a detached outbuilding within the rear garden of 137 Loddon Bridge Road, together with the installation of new gates adjacent to The Close at the rear of the site.

Concerns have understandably been raised by both WBC Highways and Woodley Town Council regarding the installation of the gates and the potential for them to facilitate a separate vehicular access to the rear of the site. However, the application form confirms that there is no proposal to create a new access to or from the public highway.

The application relates solely to the operational development shown within the red line boundary. Whilst the gates may have the potential to facilitate future vehicular access, the prospect of a separate access being created and used for vehicle movements is speculative at this stage and does not form part of the development under consideration. It would therefore be unreasonable to determine the application on the basis of a hypothetical future use that has not been applied for.

Nevertheless, the applicant is reminded that creating a vehicular access from The Close in the future would require separate consent, including the provision of a dropped kerb and any associated highway works. The granting of planning permission in this instance would not authorise the use of the gates for vehicular access to the public highway.

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 application site forms part of a well established, built-up suburban area characterised by residential dwellings arranged along Loddon Bridge Road and the surrounding streets. The prevailing character is one of typical suburban

form, comprising modestly scaled dwellings set within defined plots, with associated front and rear garden areas. Within this context, there is a variety of domestic paraphernalia, including outbuildings and variations in boundary treatments. As such, the retrospective development, being the outbuilding and gates, does not appear as an incongruous addition within the established street scene or wider residential setting.

The detached outbuilding is sited towards the rear of the plot, consistent with the typical positioning of such structures. Owing to this location, there are negligible views of the outbuilding from Loddon Bridge Road. Whilst glimpsed views may be available from The Close, these are limited in scope. In any event, the scale, height and design of the structure, reflective of its function as a workshop and storage building, ensure that it does not appear visually dominant or unduly prominent within the surrounding area. The building is read clearly as a subordinate feature within the wider plot when viewed in context with the host dwelling.

In respect of the rear gates, these are of a form and appearance that align with the prevailing boundary treatments in the locality, which are predominantly characterised by close-boarded timber fencing. As such, the gates do not appear out of keeping with the character of the area and would integrate appropriately within the existing boundary treatment.

Overall, the development is considered to be visually acceptable and does not result in harm to the character or appearance of the area. The proposal is therefore considered to comply with Policies CP1 and CP3 of the Core Strategy.

Neighbouring Amenity: Due to the modest scale of the outbuilding, there are no concerns on neighbouring amenity grounds.

Highway Access and Parking Provision: As stated above, WBC Highways have raised concerns regarding the potential for the gates to facilitate a separate vehicular access to the rear of the site. They have advised that it is unlikely they would support or approve the upgrading of this rear access to provide a secondary vehicular access point serving the property. The implications of any future proposal to create a vehicular access from The Close would need to be considered separately through the appropriate consent process and assessed on its own merits.

Conclusion: For all the above, the development is acceptable and the application is therefore recommended for approval.

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:	Approve
Date:	17 August 2026
Earliest date for decision:	22 July 2026

Recommendation agreed by: (Authorised Officer)	
Date:	19 August 2026

PLANNING CONSTRAINTS/STATUS

- *Major Development Location of Woodley*