

Kendall
Kingscott

WOKINGHAM
BOROUGH COUNCIL

Wellington Road, Wokingham

Design & Access Statement

April 2026



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Document Control			
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Introduction

This Design & Access statement has been prepared to support the Full planning application for 21 new homes on land adjacent Wellington Road and Station Road. This report should be read in conjunction with the submitted drawings and other reports. The development description is as follows:

“A full planning application to provide 21no. Class C3 units, including related ancillary functions, amenity space, landscaping, car and cycle parking and refuse storage.”

The site is owned by Wokingham Borough Council (WBC) and is located on the corner of Wellington Road and Station Road. This site has been vacant for a number of years and has been earmarked for development in the Wokingham Town Centre Masterplan adopted in 2010.

The site is within the ‘Station Gateway’ character zone in the masterplan (2010) with the site allocated for development. The masterplan states that the design for built form is limited to 3 storeys; is animated at ground floor; uses local materials and ensure corners (massing) are well designed; and due to the sites proximity to public transport, it should provide cycle parking.

WBC has identified the site as suitable for affordable housing and previously had passed it to Wokingham Housing Ltd (WHL) to develop. WHL submitted a planning application to the Local Planning Authority for 18 apartments and a commercial units in Summer 2019, however, it was subsequently withdrawn due to lack of support for the scheme. Since the dissolution of WHL, the site has been passed to the Development Team within WBC’s Commercial Property department who have appointed a new design team to develop a scheme that is sympathetic to its location within the town centre.

There is a desperate need for affordable housing within the Wokingham borough and the town itself. Recent figures indicate well over 1,000 households are waiting for a 1 or 2 bedroom social rented property in Wokingham. Shared-ownership properties are also in huge demand, with local Registered Providers reporting that demand continues to rise. This proposal therefore aims to provide some needed affordable housing within Wokingham within a sustainable location, close to amenity and transport links.

Proposal Summary

The proposal seeks to redevelop an unused site in the centre of Wokingham for a high quality scheme providing 100% social housing whilst acting as a key gateway for Wokingham. The site has excellent transport links, being located opposite Wokingham Train Station, whilst the scheme is approximately 500m from Wokingham market square and therefore is closely located to amenity and shops.

The scheme has been designed to provide frontage on 3 sides, facing Station Road to the north; Wellington Road and the railway to the west; and Park Road to the south. The main entrance is located off from the corner of Station Road and Wellington Road, and is set back from the street, which provides a landscaped communal space. A secondary entrance is located off the quieter Park Road with access to integrated internal cycle spaces. The building massing responds to the key views and streets, providing strong gable frontages typical of the local vernacular, whilst massing steps down and relates to the detached houses on Park Road.

The homes have been designed to maximise daylight and sunlight, typically facing south-west and have recessed balconies providing needed amenity but with privacy required of the location. The development is looking to achieve sustainable targets and will incorporate a fabric first design to limit energy demands whilst utilising air source heat pumps as a green source of heating and hot water. PVs will be incorporated into the scheme whilst water usage will be limited and rain water harvested.

A high-quality landscaping scheme has been developed to ensure a green outlook to the homes and a high quality environment for the station gateway location. Trees will line Wellington Road, whilst a key focal tree will be situated centrally on the corner of Wellington Road and Station Road. This tree is in the new communal space to the front of the site, allowing the tree to fully mature whilst providing a unique green focal point for the development.

Affordable Housing

Under Core Strategy Policy CP5, a development of 21 dwellings in this Major Development Location would be expected to provide a minimum of 30% affordable housing. In this instance the Council are proposing to utilise subsidy in the form of developer contributions as well as potential funding from Homes England to deliver all 21 of the flats as affordable housing – 100%.

At ground floor, 6 x 1 bed flats are proposed for Wokingham Council's Adult Social Care clients which will aim to support vulnerable residents in living independently. A Housing Needs Assessment for Vulnerable Adults carried out by Campbell Tickell in 2023 demonstrated a requirement for 203 properties over the next 10-year period for learning disabled, mental health and physical disabled residents. The flats, together with the support accommodation, will therefore help to fulfil a Wokingham Borough Council identified need for specialist accommodation.

Across the upper floors, 13 x 1 bed flats and 2 x 2 bed flats are proposed. This accommodation will be targeted at Care Leavers (6 x 1 bed units) and general needs social housing (7 x 1 bed and 2 x 2 bed units) with a potential priority for key workers. Should there be no care leavers or key workers identified for this scheme at the point of allocation, then the homes would be offered to those waiting on the Housing Register, with prioritisation going to those in the most urgent bands first.

All apartments meet national space standards and will need to conform to building regulations M4(2) or M4(3) in relation to dwellings intended for wheelchair use.



Wider Context - Historic Context



1875

Public right of Way



1911

Park Road, private road



1933



1969

Housing fronting Wellington Road



2003



2013

Planning App: 101480: 124 Dwellings



2020

Planning App: 130178: 32 Retirement Living Apartments



2023

Planning App. 153125: Mixed Used Development

Wider Context
Heritage Policy & Listed Buildings

WOKINGHAM TRAIN
STATION



SITE

LISTED BUILDINGS
(POLICY TB24)

ARCHAEOLOGICAL
SITES
(POLICY TB25)

CONSERVATION
AREA
(POLICY TB24)

ASTON
MARTIN



Wider Context
Local Plan

A329

SITE OF URBAN LANDSCAPE VALUE
(POLICY TB22)

N

W

E

A329

TOWN CENTRE
(POLICY TB15)

PRIMARY SHOPPING
AREA
(POLICY TB15)

SITE

WELLINGTON
ROAD

A321

CORE EMPLOYMENT
AREA
(POLICY TB11)

Wider Context
Local Plan

A329

SITE OF URBAN
LANDSCAPE VALUE
(POLICY TB22)

N

W

WELLINGTON
ROAD

SITE

TOWN CENTRE
(POLICY TB15)

PRIMARY SHOPPING
AREA
(POLICY TB15)

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A321

CORE EMPLOYMENT
AREA
(POLICY TB11)

Wider Context
Local Plan

A329

SITE OF URBAN
LANDSCAPE VALUE
(POLICY TB22)

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TOWN CENTRE
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PRIMARY SHOPPING
AREA
(POLICY TB15)

WELLINGTON
ROAD

SITE

CORE EMPLOYMENT
AREA
(POLICY TB11)

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Wider Context
Local Plan

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SITE OF URBAN
LANDSCAPE VALUE
(POLICY TB22)

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PRIMARY SHOPPING
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Wider Context
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(POLICY TB22)

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WELLINGTON
ROAD

SITE

TOWN CENTRE
(POLICY TB15)

PRIMARY SHOPPING
AREA
(POLICY TB15)

E

A329

A321

CORE EMPLOYMENT
AREA
(POLICY TB11)

Context Photos and Planning Applications



Elms Field
Planning Application: 153125



Elms Field
Planning Application: 153125



Former Wokingham Cricket Club
Planning Application: 101480 – RM/2010/1734



Former Cantley Lodge Hotel
Planning Application: 130178 – F/2013/2582



Wokingham Borough Council



Denmark Street



Peach Street



Station Road

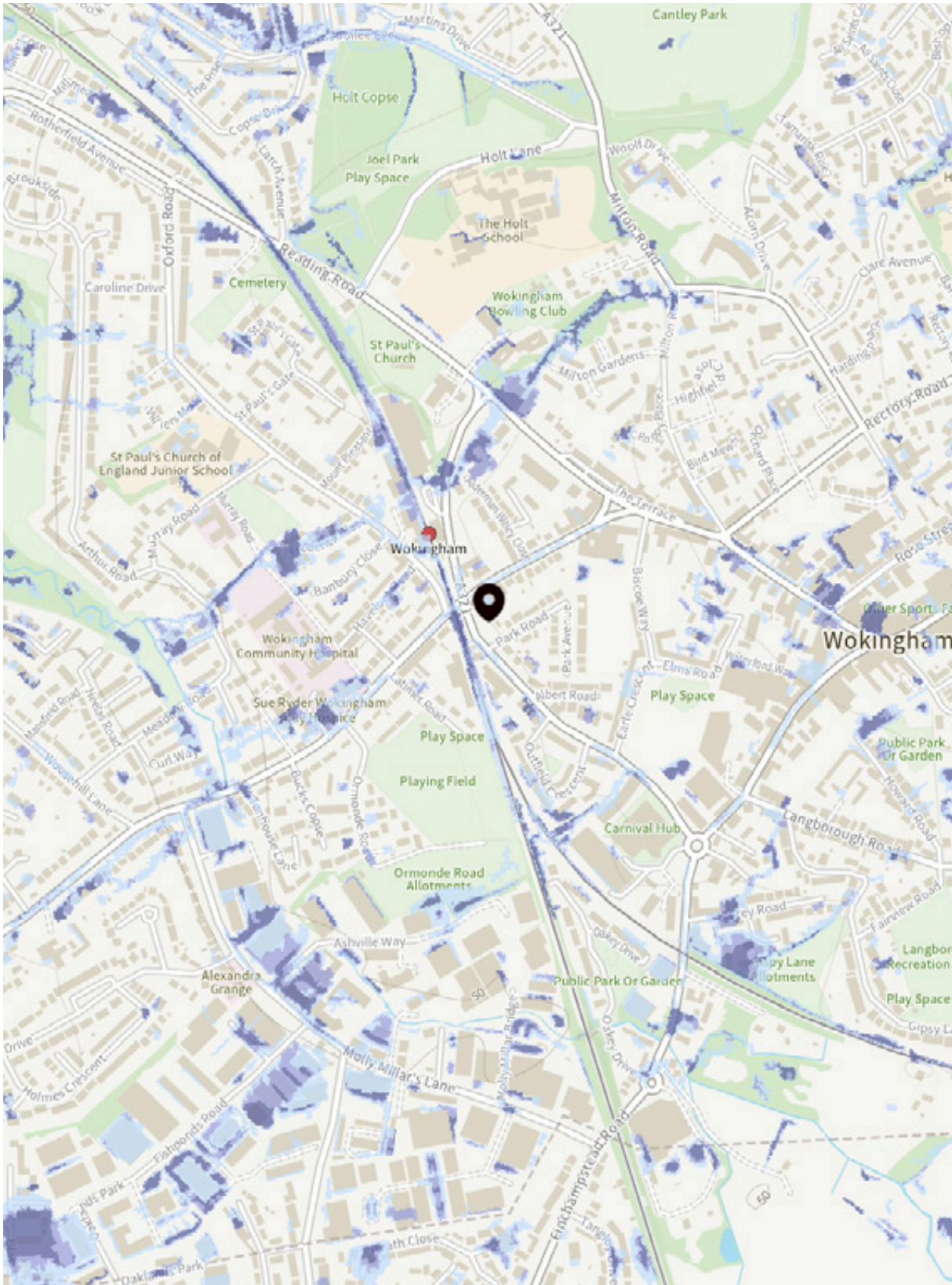


Wellington Road



Reading Road

Wider Context - Flood Zone & Surface Water



Wider Context Transport Routes

-  BUS ROUTES HOURLY OR BETTER
-  DISTANCE RADII
-  TRAIN ROUTE
-  PEDESTRIAN ROUTES
(MYJOURNEYWOKINGHAM)

WOKINGHAM TRAIN
STATION

SITE

WOKINGHAM
MARKET SQUARE

EMPLOYMENT:
BUSINESS, RETAIL AND
INDUSTRIAL PARK

800m

400m

200m



Site Context - Site Photos



Shops adjacent the site along Station Road



Cycle path and Green banking along wellington Road



Existing use elevated from the street



View into Park Road



Wellington Road houses adjacent to the site



View down Park Road



View down Park Road towards Wellington Road



View into the site, existing access, from Park Road



Existing site with garage and parking



Station Car Wash building in the middle of the redline boundary

Site Context

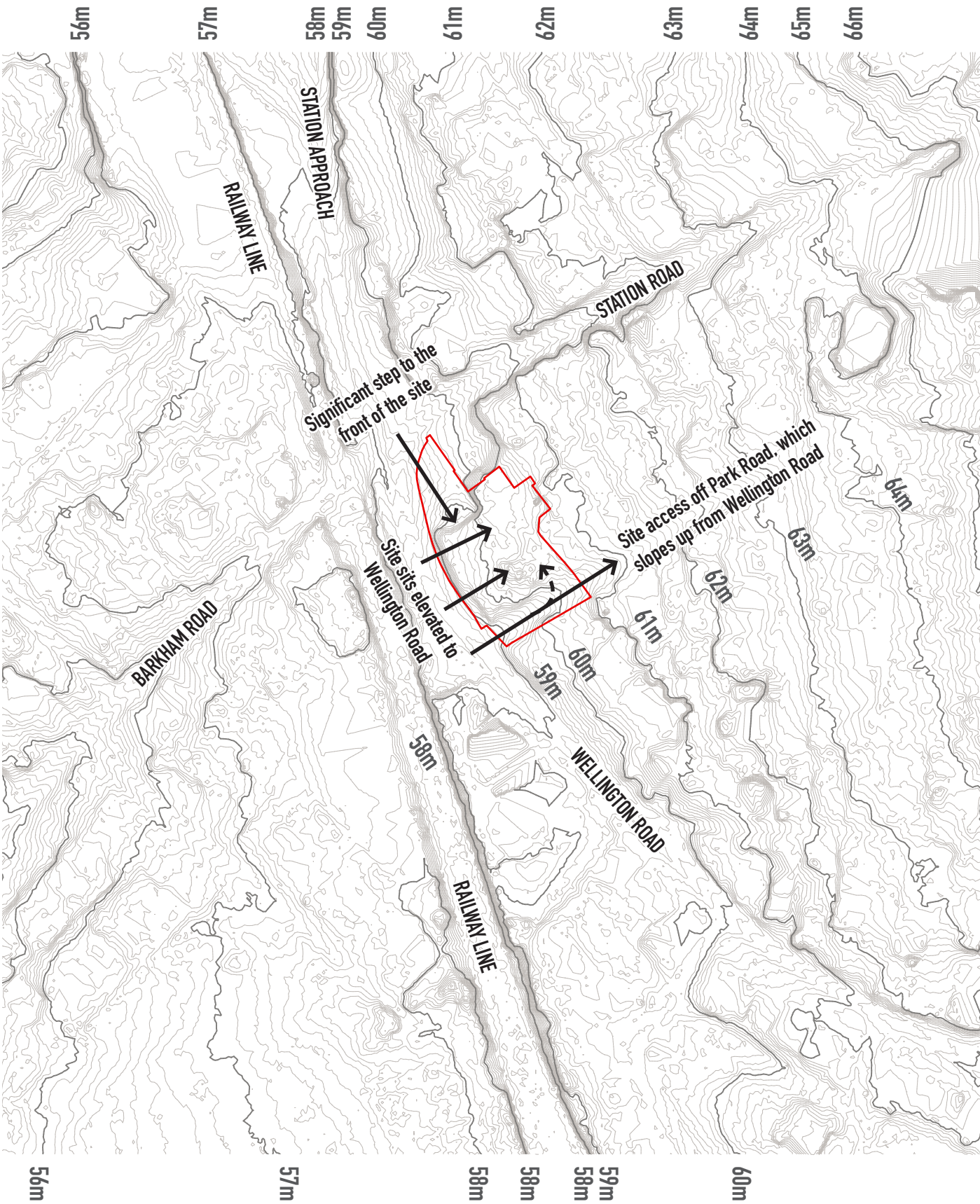


Site Context - Topographical Analysis

LIDAR DTM data overlaid a satellite map

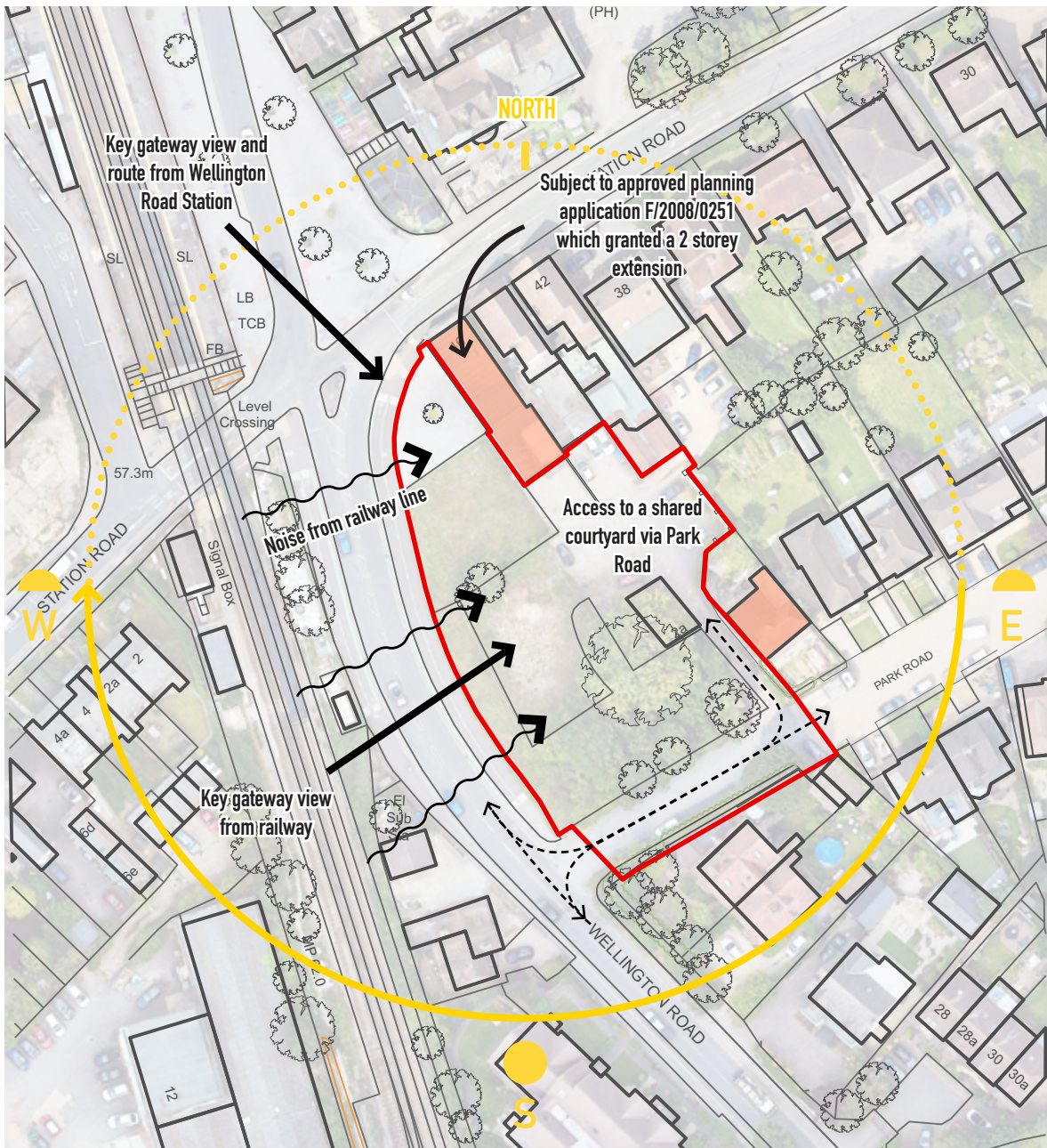


LIDAR DTM data and Redline



Site Context - Site Analysis

Site Analysis



The proposed site is located in a prime location off from Wellington Road. This means the site benefits from excellent transport links, but equally requires careful consideration as constraints therefore include the noise and proximity of Wellington road and the station, whilst the development has the opportunity to provide a gateway development for Wokingham. Access is off from Park Road, and the site backs onto residential houses to the north-east.

Privacy Analysis



The proposed development faces proposed homes outwards towards Wellington Road and Park Road, with the majority of the flats facing South-East and South-West. This not only ensures good daylight and sunlight levels, but equally ensures the scheme prevents overlooking to neighbouring properties. Staircores are located to the rear of the development and are over 18m from neighbouring gardens, and although the properties to the south, facing Park Road, are close to 18m from the neighbouring property, this faces an end gable limiting privacy issues.

Development

The scheme has developed considerably since the original application was submitted in 2019. Much consultation has occurred for the proposal, including public consultations, discussions with Wokingham Borough Council planning department and a pre-application was submitted in May 2022.

The design and the brief has evolved in this time, with the pre-application submission being for 18 flats and a commercial unit. The proposal is now for 21 homes as 100% social housing, with the commercial unit not deemed to be commercially and economically viable in the location. However this has resulted in a larger communal space to the front of the site and allows for a key tree to be central to this space and given space to reach full maturity.

The design principles of the pre-application submitted scheme was well received and the design has simply been refined to accommodate suggestions and requirements for the proposals.

The following pages therefore documents key planning applications and development stages, highlighting the key concerns and subsequently the changes to the design that have emerged as a response. This includes the original application; design responses to the approved application on 46 Station Road; the pre-application formal response; and finally an overview of design development.

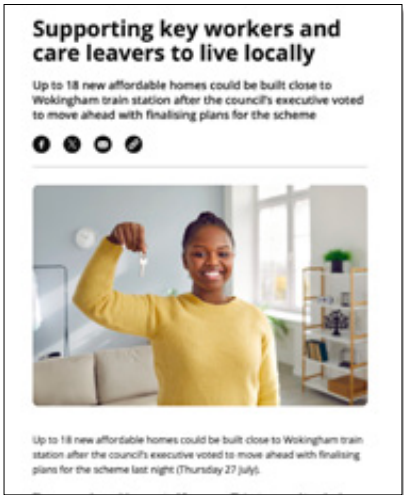
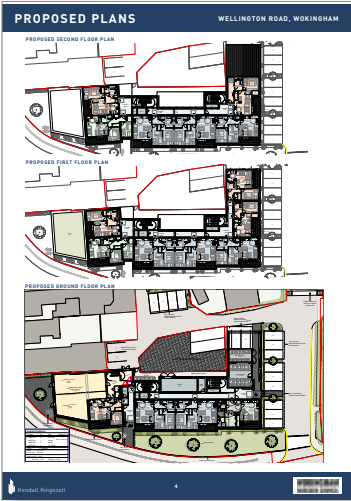
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Statement of Community Involvement

Numerous consultation events have taken place across the duration of the project and have been illustrated in the time-line below. The original application (no. 190370) submitted back in February 2019 not only generated numerous comments and objections, but equally this application was also supplemented with consultation events with local residents and the town council.

Following the withdrawal of the application and redesign of the scheme, additional consultation events have taken place. In May 2022 the scheme was presented to local residents and feedback gathered. This included queries around pedestrian movement and parking and a suggestion for the removal of the commercial unit.

Equally a separate 'Residents Association' meeting was held in July 2022 and following discussions the designs were amended to exclude residents parking and the commercial unit was removed and replaced with additional social housing.



Town Council Presentation

Public Consultation

Wokingham Borough Council Online Article

DEC 2018

MAY 2022

JULY 2023

- Feedback
- Resident parking.
 - Commercial unit and noise.
 - Vehicular access.
 - Pedestrian movement across the site and junction improvements.

NOVEMBER 2018

- Feedback
- Inadequate Parking.
 - Overlooking from a Roof Terrace.
 - Refuse bins and access.
 - Modern design unfavourable.
 - Overlooking

FEBRUARY 2019

- Objections:
- Design not in-keeping with the area.
 - Parking
 - Road layout and safety
 - Loss of privacy
 - Noise and a commercial unit.

JULY 2022

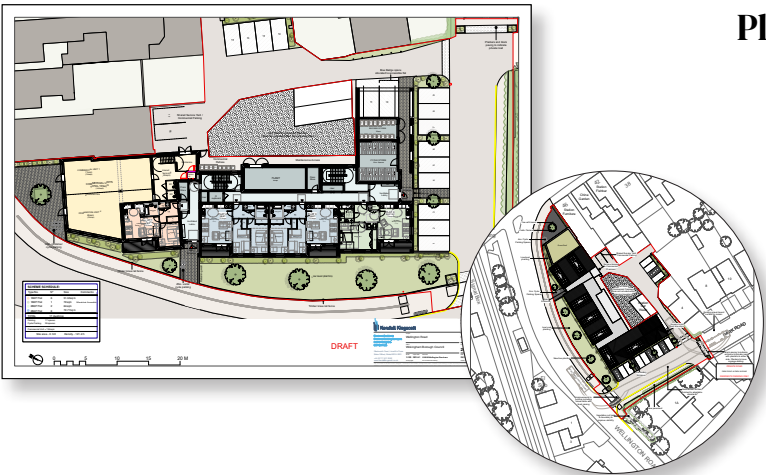
JULY 2025

Local Residents Consultation



Planning Application
Submission
Withdrawn (no. 190370)
see page 16

Residents Association Meeting



Planning Application
Submitted

Withdrawn Application - no. 190370

On February 2019, Wokingham Housing Ltd, a previous arm of Wokingham Borough Council submitted an application for the redevelopment of the proposed site. The development was for:

“Full planning application for the proposed mixed use development of three storey building comprising 18 self contained flats, commercial unit and on-site car parking.”

The application was withdrawn in July 2019, as it was felt the proposals needed to be amended to reflect concerns from local residents. Key concerns are as follows and text (blue) has been provided to highlight how the updated submission scheme responds to these concerns:

Gateway Development and Design not In keeping with Area

See pages 20–21. The design has evolved to reflect local characteristics and recent local developments. This includes distinct gable forms fronting the key elevations, a vertical emphasis within the design and includes red brick façades characteristic of the area.

Parking Provision

Concern revolved around parking numbers for the proposed mix of flats. The development will now be managed by Wokingham Borough Council and will be a car free development. The site benefits from excellent transport links and 22 cycle spaces have been provided to promote sustainable modes of transports.

Road Layout and Safety

Alongside parking no longer being located off from the Wellington Road/ Park road junction, road layouts have been redesigned with pedestrian paths and adequate visibility splays. Please see the Transport Statement for more information.

Noise and a Commercial Unit

The commercial unit has been removed from the scheme.

Loss of Privacy

See page 13 highlighting distances between key façades. Homes have been designed to look outwards towards Station Road, Wellington Road and Park Road, limiting overlooking to neighbouring properties.



Proposed Roof Plan and Site Plan

46 Station Road - F/2008/0251

On March 2008, planning was approved for the development of 46 Station Road, adjacent the site for the scheme shown to the right. The project description is as follows:

"Proposed erection of 3 no flats over existing shop, plus changes to shop front."

Commentary from Withdrawn Application, Jan 2019

"It is our understanding that part of this permission has been carried out and therefore the approval remains deliverable without further permissions."

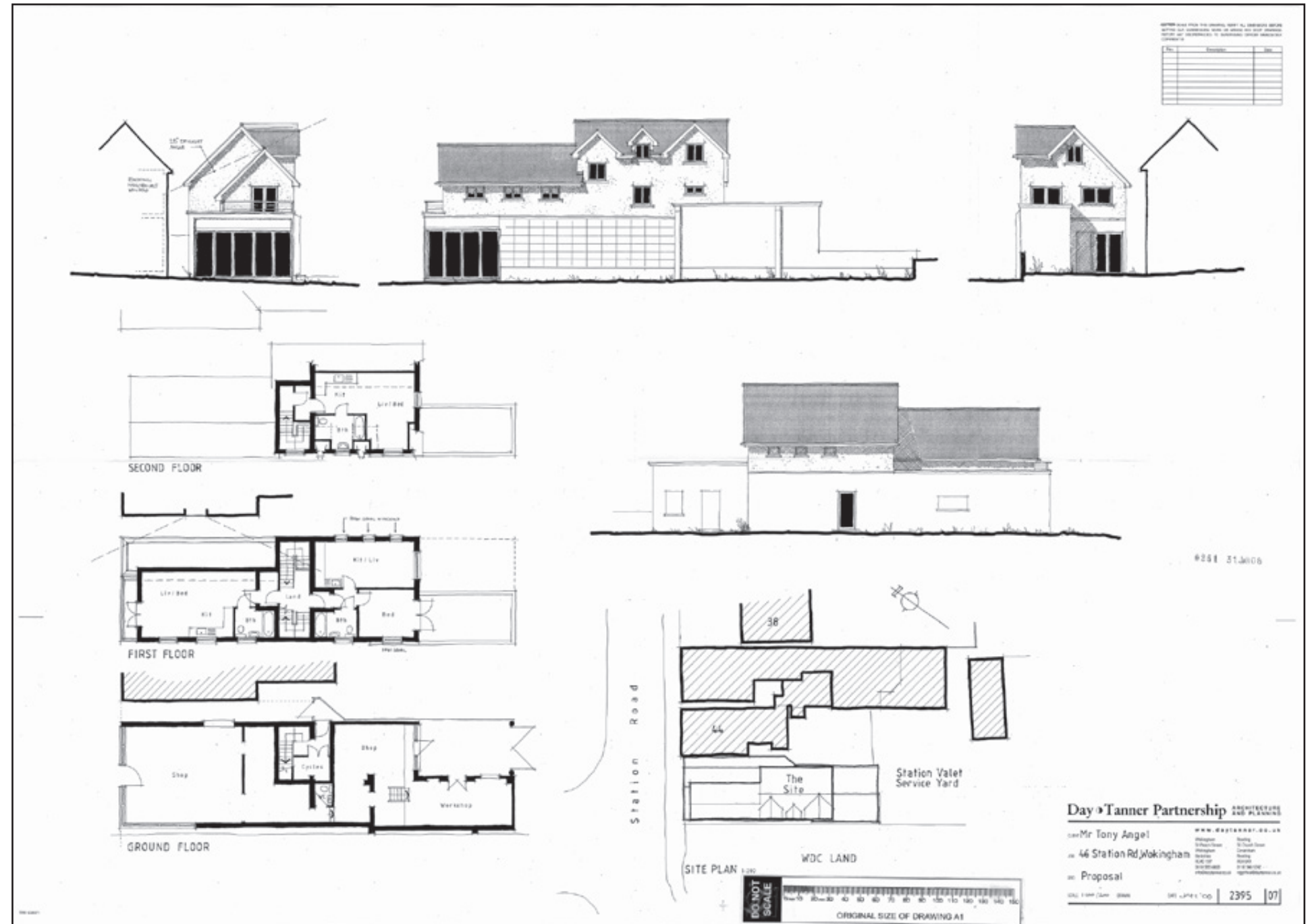
Commentary from Pre-Application Response, May 2022

"46 Station Road is a single storey building in commercial use which is located north- east to the site. In 2008 planning permission was granted (F/2008/0251) for first and second-floor extensions to provide three flats, although this was not implemented and has since lapsed."

Approved applications have 3 years to be enacted otherwise permissions lapse, however, due to the uncertainty of the status of the works, the proposal has aimed to accommodate the proposal as shown in massing on pages 39-43. The proposed scheme is set back from Station Road, aligning to the approved scheme whilst accommodating a communal courtyard to the front of the development.



46 Station Road, Aug 2023



Pre-Application Responses

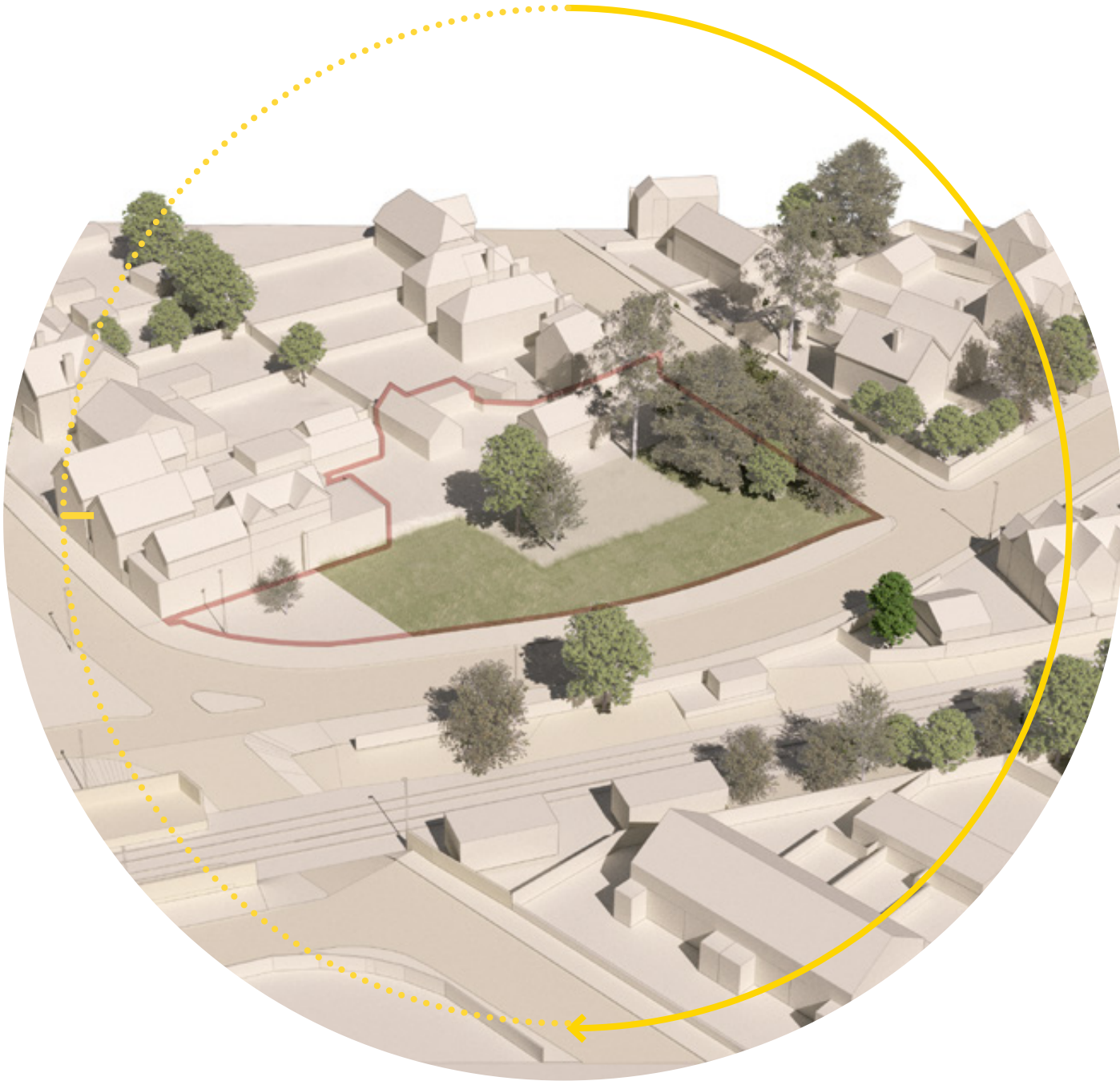
No.	Consideration	Comment	Response
1.	Principle of Development	<i>A mixed-use development that would deliver housing in a highly sustainable location, incorporate commercial uses with active frontages and improve/enhance high quality public realm would be encouraged. Given the relatively small area of the site and the anticipated nature of uses in this location, smaller units (reduced depth) would not be inappropriate and would offer additional space to deliver high quality public realm between the frontage of commercial units and Station Road.</i>	Commercial units have been removed from the proposal in part due to viability issues and equally allows for a high quality public realm to the front of the scheme adjacent to Station Road. See pages 28–31 for the landscape proposals. The scheme seeks to maximise landscaping on the site provide a tree lined edge to Wellington Road and includes a statement tree to be included within the proposed communal space to the front of the site.
2.	Sustainability	<i>The application site lies some 100m south-east of Wokingham train station which offers rail connections to Reading, London and Guildford. The nearest bus stops are located along Station Road and Barkham Road (west of railway line). Moreover, the town centre location offers a wide range of facilities and services, together with a variety of modes of transport to access them from the application site. As such, it is considered that the site is located within a sustainable location.</i>	
3.	Character of the Area	<i>the three storey element would be set back from the front elevation of 46 Station Road by approximately 19.5m, which would significantly limit the perceivable difference in height. As such, it is considered that the proposal would not have a detrimental impact on the street scene and would not result in an overbearing impact on 46 Station Road.</i>	As mentioned, setting back the proposal also allows for a high quality communal/public space to the front of the development, and equally provides additional green landscaping and biodiversity.
4.		<i>The proposal would incorporate design features that would help achieve vertical emphasis and appropriate rhythm within the street scene.</i>	
5.		<i>Overall, it is considered that the proposal would represent a high-quality contemporary design that would be appropriate in this location. The proposal would respect the existing built form surrounding the site and takes its design components from the Elms Field mixed-use development which is considered to be successful in its design approach.</i>	See Pages 44–45 highlighting materiality and precedents for the proposed scheme. This seeks to emphasis the design rationale and connections back to local developments to ensure the design is of high quality and relates to the local character.
6.		<i>white render proposed in the northern elevation opposite the car wash, should be avoided due to the long-term maintenance requirements.</i>	White render has been removed from the proposed scheme and replaced with a high quality, low maintenance brick which will patina and appropriately age with the rest of the development.
7.	Density	<i>The distance between 44 Station Road and apartments proposed in the eastern part of the scheme, along the access road, would be separated by distance of over 40m. Therefore, the proposal would be unlikely to result in a detrimental impact on amenity of neighbouring residential properties. In any event, the BDG SPD acknowledges that development in urban settings may require a tighter, more compact layout.</i>	A Daylight and Sunlight Assessment has been undertaken and submitted with the application to ensure the development limits impacts on neighbouring properties.
8.	Heritage and Conservation	<i>Given the proximity to this heritage asset, any future proposals would need to be accompanied by a heritage assessment.</i>	A Heritage Assessment has been submitted with the application.
9.	Archaeology	<i>Policy TB25 of the MDD Local Plan requires the retention of archaeological sites in situ. Due to the proximity to the town centre any application would need to be accompanied by a desk based archaeological assessment.</i>	An Archaeological Assessment has been submitted with the application.
10.	Dwelling Mix	<i>Because of the location of the site within the town centre and close to public transport, there is merit in delivering smaller units and no objection is raised. The justification for the proposed dwelling mix should be included in a Planning Statement accompanying any future application.</i>	See planning statement submitted with the application.
11.	Accessibility	<i>Given that all of the units proposed would come forward as affordable housing, all apartments will need to meet the national space standards and conform to building regulation M4(2) or M4(3) (in relation to dwellings intended for use by wheelchair users).</i>	All flats meet NDSS Standards.
12.	Internal Amenity	<i>Any future application will need to include a schedule/document demonstrating compliance with the Technical Housing Standards – Nationally Described Space Standard.</i>	See Pages 32–37 highlighting the proposed developments compliance to NDSS.
13.		<i>A daylight and sunlight analysis will be required to be submitted as part of any future planning application in order to demonstrate that the proposed units would receive appropriate levels of daylight.</i>	A Daylight and Sunlight Assessment has been produced to assess the impact of the development on neighbouring properties, whilst an Internal Daylight Analysis has been produced and submitted to ensure all flats receiving good levels of daylight and sunlight inline with BRE guidelines.
14.	External Amenity	<i>Borough Design Guide SPD stipulates that each unit should have amenity space and it should retain and protect privacy, benefit from sunlight and be able to accommodate 2–4 chairs and a small table. The design of balconies should achieve appropriate balance between good level of privacy, protection from elements and allowing views outside.</i>	All flats include recessed balconies to ensure increased privacy whilst proportions allow for appropriate uses. This also provides a greater protection and set back for habitable rooms, which also benefit from the massing being set back behind additional landscaping to maximise privacy on the otherwise primary location.
15.	Acoustic Amenity	<i>An application will need to be accompanied by a noise and air quality assessments that will need to demonstrate that any potential issues can be adequately mitigated.</i>	Noise and Air Quality Assessments have been submitted with the application.

Pre-Application Responses Continued

No.	Consideration	Comment	Response
16.	Overlooking	46 Station Road is a single storey building in commercial use which is located north- east to the site. In 2008 planning permission was granted (F/2008/Q251) for first and second-floor extensions to provide three flats, although this was not implemented and has since lapsed.	See page 17.
17.		the three storey element would be set back from the front elevation of 46 Station Road by approximately 19.7m, which exceeds the guidance of front-to-front separation distance. The appropriate setback of the three-storey section would likely help avoid overbearing impact.	
18.	Sunlight and Daylight	Any future application will need to be accompanied by a light assessment that would need to demonstrate that the proposal would not result in an unacceptable impact on levels of sunlight and daylight in the habitable rooms of neighbouring properties.	A Daylight and Sunlight Assessment has been submitted with the application.
19.	Car Parking	At present insufficient information has been supplied to assess the parking requirements, although it is understood that a potential for car-free flats is being considered by the applicant. In terms of disable car parking, the space should be of dimensions that enable wheelchair access. The inclusion of a car club space on site or access to a local car club would be beneficial occupiers and could help justify a reduction in parking	The scheme has proposed a car-free development, making use of the excellent transport links and a location within walking distance of amenities and Wokingham town centre. The proposal is for 100% social housing and will be managed by Wokingham Borough Council. 2 disabled parking spaces been provided to Park Road, whilst 4 visitor parking spaces have been provided to the rear of the development.
20.		The Wokingham Town Centre SPD seeks the desire to reduce the level of parking below borough standards. In addition, due to the site being in a sustainable location, highways would recommend inclusion of car free flats. Precedent for this has been set by applications within the town centre and at West Forest Gate further along Wellington Road.	
21.	Cycle Parking	One/two cycle storage space (measuring 2m x 0.9m) is required for each unit. The proposal would include space for 22 cycles, which should be located at ground level. Door to cycle stores should open outwards.	An integrated internal secure cycle store has been included in the development providing 22 cycle spaces for the 21 proposed flats. Doors open outwards. 2 short stay cycle spaces have been provided to the front of the development off from Station Road.
22.	Access	The application would need to be accompanied by a drawing setting out any areas proposed for adoption, which would need to be construed to adoptable standards.	
23.	Traffic Generation	It is unlikely that the proposal would have an adverse impact on the highway network. However, due to the scale of the development, a Transport Statement will be required with any future planning application. Due to the location of the site, a framework Travel Plan would also need to be submitted with any future application. A contribution of £520 per unit towards MyJourney (in lieu of a full travel plan) would need to be secured through a legal agreement.	A Transport Statement has been submitted with the application.
24.	Servicing	It should be noted that inclusion of a gate on Park Road is not considered appropriate.	
25.	Construction Management	A framework construction plan should also be submitted with the planning application given the location of the application site.	A Construction Management Plan has been submitted with the application.
26.	Landscaping and Trees	The south-eastern part of the site is protected by a tree protection order 514/1989, which includes a poplar tree (Category B tree). The proposed removal of this tree would result in a loss of a visually dominant landscape feature, however, provided that suitable tree replacement is provided within the application site (and that appropriate space is ensured to allow the tree to reach maturity), the loss of this TPO tree may be appropriately mitigated.	A suitable alternative has been provided to the front of the site within the communal public space fronting Station Road. The tree has been located centrally to this open space to provide a suitable area for the tree to reach maturity and to replicate the loss of the category B Poplar Tree.
27.		Any future application will need to provide a strong landscape frontage and appropriate space for tree planting.	See landscape strategy on pages 28-31 including the provision of a tree lined frontage to Wellington Road.
28.	Ecology	The future proposal will need to include a biodiversity impact assessment calculator using the latest available DEFRA metric. The proposal will need to demonstrate how the minimum of 10% biodiversity net gain is proposed to be secured on-site (and off- site if necessary).	A BNG assessment has been conducted and included with the application.
29.	Building Sustainability	Policy CCO5 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions against the current standards prescribed in Building Regulations for developments of 10+ dwellings.	The proposal follows a fabric first approach to limit energy usage within the buildings, whilst then providing green energy through ASHPs and recycling heat with MVHRs. The inclusion of PVs then ensures energy used is mitigated through the provision of renewable energy sources. See the Energy Strategy submitted with the application.
30.	Waste Storage	The proposal incorporates a refuse store on ground floor level. The applicant is referred to the Council guidance on https://www.wokingham.gov.uk/rubbish-and- recycling/collections/waste-information-for-developers/ to ensure that the proposed refuse storage is of sufficient size.	A secure bin store has been located on ground floor and off from Park Road, providing easy and suitable access for refuse collection.
30.	Drainage	Council's Drainage Engineer has reviewed the proposal and noted that Flood Risk Assessment/ Surface Water Drainage Strategy will be required along with the proposed drainage plan.	A FRA and Drainage Strategy has been produced and submitted with the application.
31.	Air Quality	the future application would need to be supported by an air quality impact assessment.	An Air Quality Impact Assessment has been submitted with the application.

Development - Massing

Site Analysis



Original Withdrawn Application:
no. 190370



Massing didn't respond to context
with flat roofs contrasting to the
distinct local pitched roofs present in
new and old developments.

3 storeys wrapped round to Park Road
homes.

Limited communal space and blocks
approved scheme for 46 Station Road,
F/2008/025. This scheme however
may not have been enacted.

Proposed Materiality doesn't respond
to local context and white render
can age poorly without regular
maintenance.

Development - Elevations

Pre-Application Scheme



Design has a horizontal emphasis due to elongated balconies and details, and contrasts the vertical emphasis of pitched roofs and massing.

Entrance originally faced onto Wellington Road. This is now towards Station Road.

Commercial space has been removed providing better entrances to homes whilst allowing for an enhanced communal space.

Proposal



Application No. F/2008/025. Proposal set back from approved scheme.

Building height reduced along Park Road

Form and massing relates to surrounding context

Massing balanced, with balconies relating to roof pitches; balconies also facing communal space and Park Road; whilst a vertical emphasis has been introduced.

Communal space enhanced with the removal of commercial use. A prominent tree will replace the removed Poplar tree, with enough room to mature.

White render removed from the scheme

