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1. INTRODUCTION

Overview

- 1.1 This Transport Appeal Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Abbeymill Homes to respond to the Wokingham Borough Council (WBC) refusal for the full planning application (reference 251486) for a residential development comprising of 16 dwellings ('the proposed development') at Land west of Edney's Hill, Barkham Road, Barkham, Wokingham ('the site').
- 1.2 The site is located at the land south of Barkham Road and west of Edney's Hill, covering approximately 0.69 hectares. Existing access to the site is via a gated entrance on Edney's Hill. The site was formerly used for equestrian usage and has a gated field access. The site location is identified in **Figure 1**, and the proposed development layout is attached as **Appendix A**.



Figure 1: Site Location

- 1.3 The Decision Notice for the application was published on 16th October 2025, notifying the refusal of planning permission, citing the following two reasons associated with transport and highways, which will be addressed as part of this TN. The Delegated Officer Report is provided within **Appendix B** of this Transport Appeal TN.

3 'The location of the proposed development is unsustainable in transport terms as the proposed development is not within suitable distances of day-to-day local facilities and amenities, including areas of public open space, by non-motorised transport modes, and will result in a high level of car dependency contrary to the sustainable goals in Section 8 and 9 of the NPPF, as well as policies CP1, CP2, CP3 and CP6 of the Core Strategy and TB08 of the MDD Local Plan'.

4 'In the absence of adequate information regarding satisfactory access arrangements, visibility splays and turning area for vehicles entering/exiting the site, it has not been demonstrated that the proposal will not lead to a detrimental impact on both highways and pedestrian safety, and that the development can be adequately serviced in terms of waste provision. The proposal is contrary to policies CP1, CP3 and CP6 of the Core Strategy, policy CC04 of the MDD and the NPPF'.

- 1.4 It is noted that comments from the Highway Authority were not shared prior to refusal of the application, therefore the concerns raised by the Highway Authority are addressed as part of the appeal process and within this TN.

Structure

- 1.5 It is noted that relevant policy is outlined in Chapter 2 of the Transport Appeal TN that is discussed in the Delegated Officer Report relating to transport, specifically reasons for refusal 3 and 4, but also any additional specific matters raised within the Delegated Officers report relating to transport.
- 1.6 Within the accompanying Delegated Officer Report, WBC Highway Authority have provided relevant comments on the application under the headings of 'Highways, Access and Parking Provision' and 'Walking, cycling and proximity to local facilities'. Therefore, the following sub-categories are identified within this TN to address the WBC Highway Authority comments which are set out in Chapter 3, following a review of the policy referred to in the Officer Report:
- Walking, cycling and proximity to local facilities
 - Access
 - Vehicle and Cycle Parking
 - EV Charging Points
 - Traffic Impact
 - Internal Access Road
 - Waste Provision
 - Other Highway Matters

2. POLICY REVIEW

Policy Review

2.1 The relevant planning policies and sections referred to within the WBC Highway Authority comments are listed and detailed below:

- National Planning Policy Framework (NPPF, 2024)
- Wokingham Core Strategy (2010)
- Managing Development Delivery Local Plan (MDD, 2014)

National Planning Policy Framework

2.2 The NPPF (December 2024) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. The following NPPF paragraphs are relevant to the WBC comments, taken from Sections 8 and 9 of the guidance:

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.	(NPPF Para.96)
Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.	(NPPF Para.103)
Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.	(NPPF Para.105)

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making

(NPPF Para.110)

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

(NPPF, Para. 115)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

(NPPF, Para. 116)

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

(NPPF, Para. 117)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF, Para. 118)

2.3 It should be noted that the NPPF had a minor update in February 2025. This did not constitute a change to the policy and the NPPF continues to be dated December 2024.

Wokingham Core Strategy

2.4 The Core strategy sets out the vision for how the borough will develop in the period to 2026 and how the council aims to protect and enhance the good quality of life enjoyed in the borough. The relevant policies referred to by WBC in the response (CP1, CP2, CP3 & CP6) are detailed below:

CP1 – Sustainable Development

‘Planning permission will be granted for development proposals that:

- 1) Maintain or enhance the high quality of the environment;*
- 2) Minimise the emission of pollutants into the wider environment;*
- 3) Limit any adverse effects on water quality (including ground water);*
- 4) Ensure the provision of adequate drainage;*
- 5) Minimise the consumption and use of resources and provide for recycling;*
- 6) Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;*
- 7) Avoid areas of best and most versatile agricultural land;*
- 8) Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;*
- 9) Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);*
- 10) Provide attractive, functional, accessible, safe, secure and adaptable schemes;*
- 11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and*
- 12) Contribute towards the goal of reaching zero-carbon developments as soon as possible by:*
 - a) Including appropriate on-site renewable energy features; and*
 - b) Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form’.*

CP2 - Inclusive Communities

‘To ensure that new development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) to meet long term needs, planning permission will be granted for proposals that address the requirements of:

- a) An ageing population, particularly in terms of housing, health and wellbeing;*
- b) Children, young people and families, including the co-ordination of services to meet their needs;*
- c) People with special needs, including those with a physical, sensory or learning disability or problems accessing services; and*
- d) The specific identified needs of minority groups in the borough, including Gypsies, Travellers and Travelling Showpeople and black and minority ethnic groups. Proposals for gypsies, travellers and travelling showpeople (including allocations in other Development Plan Documents) will demonstrate that:*
 - i) The site is located either within or close to the development limits of a settlement in policy CP9 in order to maximise the possibilities for social inclusion and sustainable patterns of living; and*
 - ii) The proposed site is not disproportionate to the scale of the existing settlement whether singly or cumulatively with any existing sites in the area’.*

CP3 - General Principles for Development

‘Planning permission will be granted for proposals that:

- a) Are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life;*

- b) Provide a functional, accessible, safe, secure and adaptable scheme;*
- c) Have no detrimental impact upon important ecological, heritage, landscape (including river valleys) or geological features or water courses.*
- d) Maintain or enhance the ability of the site to support fauna and flora including protected species;*
- e) Use the full potential of the site and contribute to the support for suitable complementary facilities and uses;*
- f) Contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings) including the use of appropriate landscaping;*
- g) Provide for a framework of open space in secure community use achieving at least 4.65 ha/1,000 population provision together with recreational/sporting facilities in addition to private amenity space;*
- h) Contribute towards the provision of an appropriate sustainable network of community facilities;*
- i) Do not lead to a net loss of dwellings and other residential accommodation or land; and*
- j) Do not lead to a loss of community or recreational facilities/land or infrastructure unless suitable alternative provision is available’.*

‘Development proposals will be required to demonstrate how they have responded to the above criteria through the submission of Design and Access Statements, clear and informative plans, elevations and streetscenes and where required Masterplans, Development Briefs, Concept Statements and Design Codes’.

CP6 - Managing Travel Demand

‘Planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;*
- b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*
- d) Provide appropriate vehicular parking, having regard to car ownership;*
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
- f) Enhance road safety; and*
- g) Do not cause highway problems or lead to traffic related environmental problems’.*

Managing Development Delivery Local Plan (MDD, 2014)

- 2.5 The Managing Development Delivery Local Plan (MDD) expands on the Core Strategy detailed above, adding supplementary detail. CC04 and TB08 are the policies referred to by WBC in the response, in regard to providing adequate waste servicing, and is detailed below:

CC04 – Sustainable Design and Construction

‘Planning permission will only be granted for proposals that seek to deliver high quality sustainably designed and constructed developments by:

1. *In respect of all new homes:*
 - a) *Seeking to achieve the requirements of the full Code for Sustainable Homes Level 4;*
 - b) *Meet internal potable water consumption targets of 105 litres or less per person per day (as part of the requirement to meet full Code for Sustainable Homes Level 4)’.*

TB08 – Open Space, sport and recreational facilities standards for residential development

1. *‘Proposals for development that could lead to the loss of open space, sport or recreational facilities will need to be consistent with paragraph 74 of the National Planning Policy Framework.*
2. *Open space; indoor or outdoor play; sport and recreational facilities should be provided on-site.*
3. *Proposals for residential development will need to demonstrate how they meet the standards set out below’.*

Type~	Standards (ha per 1,000 population)
Parks and public gardens	1.1
Natural/semi natural green space (excluding Country Parks*)	2.84
Amenity greenspace	0.98
Provision for children young people (Neighbourhood Equipped Areas of Play; Local Equipped Areas of Play; Local Areas of Play)	0.25
Civic Space	0.01
Outdoor sports facilities	1.66
Cemeteries/Burial Grounds#	14.4 plots per 1,000 population
Type (indoor sports)	Standards (sq m per 1,000 population)
Sports halls (4-bad court) including indoor bowls (2 rinks) and Health & Fitness gym (20 stations)	65.43
Swimming pool	8.26
Activity halls	41.31

3. RESPONSE AND HIGHWAYS EVIDENCE

Walking, Cycling and Proximity to Local Facilities

- 3.1 WBC provide commentary within a subheading 'Walking, cycling and proximity to local facilities' which discusses the proximity of the site to local facilities and amenities in terms of day-to-day facilities.
- 3.2 A summary of the local amenities and facilities located within the vicinity of the site (i.e. within a reasonable walking or cycling distance) was provided within the TS. However, there are concerns from WBC that these distances were provided from the pedestrian access on Barkham Road instead from the centre of the site.
- 3.3 Therefore, an updated table taking distances from the centre of the site which has been identified as an additional 50m walking distance, is shown in **Table 1**.

Amenity / Facility	Distance from the Centre of the Site	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stop Westbound (Bearwood Road)	50m	<1	<1
Bus Stop Eastbound (Bearwood Road)	180m	<1	<1
Bus Stops (Lower Doles Hill)	270m	3	1
Post Office (Barkham Village Store and Post Office)	400m	5	2
The Bull Public House (Barkham Road)	560m	7	3
Nursery (Toad Hall Nursery)	910m	11	4
Recreation Ground (Barkham Recreation Ground)	1010m	13	4
Barkham Village Hall (Church Lane)	1200m	15	5
Barkham Pre-School (Church Lane)	1200m	15	5
St James Church (Church Lane)	1200m	15	5
Public House (Ye Olde Leathern Bottel)	1450m	18	6
Railway Station (Wokingham Railway Station)	2770m	35	11

Table 1: Nearby Facilities and Amenities

- 3.4 It is possible, due to the very close proximity of the site to the Bearwood Road bus stops which providing regular half-hourly services, to combine a short journey via the Leopard bus service 3 alongside a short walking distance from the destination bus stops on the route to Wokingham to provide access to further amenities.
- 3.5 The eastbound (towards Wokingham) Bearwood Road bus stop is 180m walking distance from the centre of the site making use of the existing crossing island on Barkham Lane. According to the CIHT Planning for Walking document (2000 & 2015), a 400m 'desirable' walking distance would allow for a further 220m walking distance from the bus stop to

amenities and facilities after the bus journey. The timetable for Leopard bus service 3 between the site and Wokingham is provided within **Appendix C** and can be found on Reading Buses website¹.

- 3.6 A summary of the further facilities and amenities within an accessible travel distance utilising the Leopard bus service 3 into Wokingham are identified within **Table 2**. It is noted that the eastbound bus stops have been utilised in identifying the travel distance and times, noting the westbound bus stop on Barkham Road requires a shorter walking distance into the proposed development.

Amenity / Facility	Bus Stop	Bus Journey Time	Walking Distance from the Bus Stop	
		(Minutes)	(m)	Time (minutes)
Playground	Ye Olde Leathern Bottel	4 minutes	80m	Circa 1 minute
Lidl	Molly Millars Lane	6 minutes	300m	Circa 4 minutes
Playing Field and Playground (Latimer Road)	Wokingham Hospital	7 minutes	90m	Circa 1 minute
Convenience Store (Londis)	Wokingham Hospital	7 minutes	150m	Circa 2 minutes
Wokingham Hospital	Wokingham Hospital	7 minutes	200m	Circa 2 minutes
Wokingham Leisure Centre	Wokingham Hospital	7 minutes	640m	Circa 8 minutes
Wokingham Station	Wokingham Station Interchange	8 minutes	40m	<1 minute

Table 2: Further Facilities and Amenities Accessible by Bus

- 3.7 In addition, the Wokingham Broad Street bus stop terminus provides access to a wide range of shops, supermarkets, restaurants and leisure facilities such as Waitrose, Boots, Rose Street Pharmacy, Pizza Express, Zizzi, Caffè Nero, Nando's, Gail's Bakery and The Rose Inn, accessible within circa 80m-240m (1-3 minutes' walk) from the Bearwood Road bus stop following an 11-minute bus journey. Wokingham Town Centre also provides a range of employment opportunities which are accessible from the site via the Leopard bus service 3.

- 3.8 It is also noted that each of these destinations are also accessible via bicycle, where Barkham Road is subject to a 30mph speed limit throughout, which is conducive for cycling

¹ <https://www.reading-buses.co.uk/services/RBUS/3?date=2026-01-26&direction=outbound&all=on>
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on-street.

- 3.9 As part of the planning history on the site, the sustainability of the site was not previously raised as a concern by either the Local Planning Authority, Local Highway Authority or Planning Inspectors. The Delegated Officer Report from a previous application on site (reference 161412) for an eight-dwelling scheme in 2016 suggests no objection to the scheme, whilst the close proximity to the bus stop *'provides transport to nearby shops, schools and Wokingham train station. As such, no objection is raised in this respect'*, as outlined in Section 7 of the delegated report. The Delegated Officer Report is provided in **Appendix D** of this TN, for reference. The Delegated Officer Report for the proposed development has offered no further evidence to why the site is now located in an unsustainable location. As demonstrated in **Table 2**, a playground and playing field are accessible within the recommended walking distance when making use of the existing bus services on Barkham Road, which supplements the walking distance to access Barkham recreation ground.
- 3.10 In addition, a further development opposite the site on Barkham Road (reference 201475) was deemed *'suitably located in terms of access to public transport, facilities and services'* and the Delegated Officer Report stated that *'this stance is maintained in this application for four dwellings and the proposal is therefore acceptable on sustainability grounds'*. The Delegated Officer Report provided within **Appendix E** of this TN. Accessibility to public open space was not raised as an issue on this site nor has it been previously on the appeal site.
- 3.11 Therefore, based on the accessible facilities and amenities outlined above which are accessible within a short walk and bus journey, it is considered the proposed development is located within an accessible location which can promote active and sustainable travel, in line with Policies CP1 and CP6 of the Core Strategy and the NPPF. It has also been demonstrated that suitable access to public open space and recreational facilities in line with paragraphs 96 and 103 of the NPPF is achievable via cycling or public transport.

Access

- 3.12 Due to the location of the site access 45m south of the change in speed limit from 60mph to 30mph, WBC commented that they expect to see the visibility splays assessed based on the 85th percentile speeds to the nearside edge of the carriageway and the tangent to the

bend. Within the TS, visibility splays of 2.4m x 43m were demonstrated as achievable.

- 3.13 However, it was recommended by WBC that an Automatic Traffic Count (ATC) is to be commissioned to measure the 85th percentile speeds at the location of the access to more accurately determine visibility splays. A seven-day ATC survey was undertaken between 18-24 November 2025. The ATC survey results are summarised in **Table 3**, with the full survey outputs provided in **Appendix F**.

Direction	85th Percentile Speeds (mph)	AM Peak Hour (0800-0900) Weekday Flows	Two-Way AM Peak Hour Weekday Flows	PM Peak Hour (1700-1800) Weekday Flows	Two-Way PM Peak Hour Weekday Flows	12-Hour (0700-1900) Weekday Flows	Two-Way 12-Hour Flows
Northbound	26.8	115	198	77	160	595	1,155
Southbound	26.3	83		83		560	

Table 3: ATC Survey Results

- 3.14 As shown, the average 85th percentile speeds are 26.8mph measured in the northbound direction and 26.3mph in the southbound direction. As shown in **Appendix G**, visibility splays of 36.6m in the primary direction (Southbound) and 35.7m in the secondary direction (northbound) are demonstrated based on these recorded 85th percentile speeds. Therefore, the visibility splays identified within the TS were identified to be higher than the required visibility splays based on the recorded 85th percentile speeds. The visibility splays confirm that there will be no conflict with the existing trees located along Edney's Hill and wouldn't require their removal. Therefore, this is in line with NPPF paragraph 116 which states that a development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

- 3.15 WBC commented that Edney's Hill serves 23 existing dwellings and would serve 39 dwellings if the proposed development were granted planning, and states that '*is a significant intensification of existing access road*'. It is further commented by WBC that Edney's Hill between Barkham Road and the site access is circa 4.1m wide and would request Edney's Hill carriageway to be widened to 4.8m to accommodate two-way vehicle movements. Based on the results shown in **Table 3**, it is clear that 1,155 two-way vehicle flows across a 12-hour period does not correspond to the expected level of vehicles associated by 23 dwellings only, and therefore suggests additional journeys are made via Edney's Hill from the surrounding areas such as Finchampstead. This is also considered a reasonable conclusion when considered alongside the forecast vehicle trip rates outlined

for the proposed development within Table 6 of the Transport Statement (report reference 1052.0002/TS/5). Utilising the forecast vehicle trip rates outlined within Table 6 of the submitted Transport Statement, 23 dwellings is forecast to generate circa 118 daily (12 hours 07:00-19:00) vehicle movements.

- 3.16 Using topographical survey mapping, Edney's Hill between the site access and Barkham Road measures at 4.2m wide as a minimum with an average width of 4.4m-4.5m wide. As it is necessary to protect the roots of the existing trees along Edney's Hill, widening of the carriageway would likely impact the existing trees, which would be contrary with Policy CC03 of the MDD Local Plan. Manual for Streets provides a summary of various carriageway widths as outlined within Figure 7.1 which is shown below in **Figure 2**. Manual for Streets² states that '*in lightly-trafficked streets, carriageways may be narrowed over short lengths to a single lane as a traffic-calming feature*'. It is also noted that the Government's Active Travel England guidance 'Critical safety issues for walking, wheeling and cycling'³ defines very busy streets as carrying more than 8,000 vehicles per day, with the guidance also discussed further below.

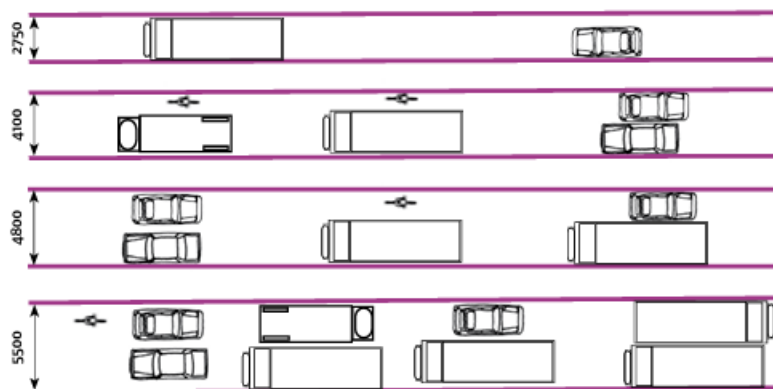


Figure 2: Manual for Streets Illustration of Various Carriageway Widths

- 3.17 As a comparison with the 12-hour two-way weekday flows as demonstrated in in **Table 3** of 1,155 vehicles, while the proposed development daily flows are 78 vehicles which results in a 6.8% increase in vehicles along Edney's Hill. During both the AM and PM peak hours, eight vehicle movements are forecast as a result of the proposed development, the two-way vehicle flows of 198 and 160 in the AM and PM peak hours respectively would result in a 4% and 5% increase, respectively.

² <https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreets.pdf>

³ Gov.uk, Active Travel England: <https://www.gov.uk/government/publications/critical-safety-issues-for-walking-wheeling-and-cycling/critical-safety-issues-for-walking-wheeling-and-cycling#conflict-at-side-roads-and-priority-junctions>

- 3.18 The proposed development is noted to forecast to generate an additional vehicle movement on Edney's Hill every circa eight minutes during the AM and PM peak hour and circa every nine minutes between 0700-1900. Therefore, it is considered the proposed development would not have a significant impact on vehicle movements along Edney's Hill and these increases are not a 'significant intensification' as suggested by WBC as a result of the proposed development. The proposed development is considered to have a negligible increase in vehicle movements over a short length of carriageway, with only 60m between the site access and Barkham Road. This is in line with NPPF paragraph 116 as the proposed development would not result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network.
- 3.19 A vehicle distribution assessment has been undertaken to assess the likely vehicle distribution to/from the site, to forecast the likely impact on Edney's Hill in each direction. The 2011 Census 'travel to work' data (WU03EW) has been utilised for residents within the 'Wokingham 015' Middle Super Output Area (MSOA) area in which the proposed site is located. Route planning software (e.g. Google Maps) has been reviewed to assess the likely vehicle distribution to/from the site to all locations.
- 3.20 Based on this vehicle distribution analysis, it is forecast that 98.2% of vehicle movements would route to the north of the site access towards Barkham Road and 1.8% of vehicle movements would route to the south along Edney's Hill. Based on the daily 12-hour (0700-1900) the vehicle trip generation of the proposed development calculated within the TS, of 78 two-way trips, the equivalent of one additional daily trip is expected to travel southbound along Edney's Hill per day. It is suggested that there will be a negligible increase in vehicle flows to south of the site and a negligible increase in vehicle flows to the north, where there is circa 60m of carriageway before reaching Barkham Road. Therefore, it is considered justification has been provided to identify that the proposed development would not result in significant intensification of Edney's Hill and the carriageway does not require widening, in line with Policy CP6 of the Core Strategy and the NPPF.
- 3.21 The Government's Active Travel England guidance 'Critical safety issues for walking, wheeling and cycling'⁴ assesses parameters for traffic flow thresholds where traffic volumes

⁴Gov.uk, Active Travel England: <https://www.gov.uk/government/publications/critical-safety-issues-for-walking-wheeling-and-cycling/critical-safety-issues-for-walking-wheeling-and-cycling#conflict-at-side-roads-and-priority-junctions>

would cause a risk to vulnerable road users (pedestrians and cyclists). These thresholds are set at more than 2,500 vehicles per day crossing a walking, wheeling or cycling stream or more than 1,000 vehicles during the busiest hour where cyclists are not protected or pedestrians cross uncontrolled. Neither of these thresholds are exceeded on Edney's Hill with or without the proposed development, which would suggest a low risk to pedestrians and cyclists both crossing and walking along the road.

- 3.22 In addition, a review of the most recently available Personal Injury Collision (PIC) data of the local area was undertaken within the TS, which highlighted no incidents occurring on Edney's Hill. It is therefore considered that the forecast vehicle trip generation associated with the proposed development would not result in any further concerns in terms of the safety for vulnerable road users or vehicles as a result of the existing width of Edney's Hill, in line with Policies CP1, CP2, CP3 and CP6 of the Core Strategy and the NPPF.
- 3.23 The proposed development includes the provision of a connection for pedestrians to access the existing footway along Barkham Road which provides access to the local bus stops, which is considered to be safe and convenient for residents of the proposed development.

Vehicle and Cycle Parking

- 3.24 Within the Delegated Officer Report, WBC commented that five unallocated parking spaces are required instead of three visitor parking spaces outlined in the Transport Statement (TS). The amended proposed development layout is attached as **Appendix A**, with the additional two visitor parking spaces accommodated within the proposed development layout. Therefore, it is considered this comment has been responded to appropriately and no further actions are considered to be required.
- 3.25 WBC commented that it is recommended that the driveway length for Plot 5-7 is reduced to 13m from the edge of the carriageway. As shown in **Appendix A**, the amended site layout plan has reduced the driveway length for these plots. Therefore, it is considered this comment has been responded to appropriately and no further actions are considered to be required.
- 3.26 WBC commented that there is no information on how the 36 proposed cycle parking spaces are provided. It is proposed that sheds would be provided within the curtilage of each dwelling to store bicycles. As outlined in WBC comments, this can be dealt with through a planning condition. Therefore, it is considered this comment has been responded

to appropriately, in line with Policy CC07 and Appendix 2 of the MDD Local Plan and Policy CP6, and no further actions are considered to be required.

EV Charging Points

- 3.27 WBC have proposed that each new dwelling will be expected to provide a minimum of one EV Charging Point (EVCP) under the Building Regulations (Approved Document S), which can be secured by condition.
- 3.28 10 EVCPs were previously proposed to accommodate the houses, with no EVCPs proposed for the proposed flats. However, this has been amended to accommodate one EVCP for each flat, for a total of 16 EVCPs proposed across the site, with one provided per dwelling. Therefore, the proposed EVCPs are in line with Building Regulation Approved Document S. As a result, it is considered this comment has been responded to appropriately and no further actions are considered to be required.

Traffic Impact

- 3.29 The proposed trip generation of eight two-way movements in both the AM and PM peak hours submitted in the TS is deemed comparable by WBC to the approved trip generation calculated from the trip rates from the WBC transport model (WSTM4) and is therefore acceptable to WBC. Therefore, the forecast vehicle trip generation is considered appropriate and is forecast not to have a significant impact on the local highway network, in line with Policy CP6 of the Core Strategy and the NPPF.

Internal Access Road

- 3.30 WBC commented that the minimum internal carriageway width should be 4.1m rather than the current minimum width of 3.7m within the north-western corner of the proposed development, providing access to four dwellings. As shown in **Appendix A**, the amended proposed development layout plan has increased the minimum width to 4.1m to serve dwellings 1-4. It is noted that the internal carriageway is proposed to be built to adoptable standards, but it is not proposed to be offered for adoption and will be maintained as a private road. Therefore, it is considered this comment has been responded to appropriately and no further actions are considered to be required.
- 3.31 WBC commented on the fire tender swept path analysis and have requested further swept path analysis for plots 1-7. All buildings are able to be accessible within the required 40m distance of a fire tender stated by WBC. Swept path analysis (vehicle tracking) of a fire

tender for plots 1-7 has been undertaken and is shown in **Appendix H**. It is also noted that swept path analysis (vehicle tracking) is also provided for a standard size car also shown in **Appendix I**. The drawing demonstrates a fire tender can turn around suitably. Therefore, it is considered this comment has been responded to appropriately, in line with Policy CP6 of the Core Strategy and the NPPF and no further actions are considered to be required.

- 3.32 WBC commented on the pedestrian access and routes onto Barkham Road, with concerns towards no direct internal pedestrian/cycling route for the future occupiers for plots 14-16 to access to the pedestrian connection and recommend providing a 3m wide shared footpath/cycle path connection between Plots 4 and 5. It is noted that the proposed development includes the provision of a 2m wide footway alongside the 4.8m carriageway. The proposed 2m wide footway provides a pedestrian route for plots 14-16 to access the pedestrian connection onto Barkham Road. Given the size of the proposed development and forecast low vehicle trip generation, it is considered conducive for cycles to utilise the carriageway within the proposed development and a 3m wide footway/cycleway is not considered in keeping with the scale of the proposed development. Therefore, it is considered not necessary to provide a 3m wide shared footway/cycleway between plot 4 and 5 as this would result in the loss of parking for plot 4, while pedestrian connectivity is achievable for all dwellings to access the proposed pedestrian connection onto Barkham Road. Therefore, it is considered this comment has been responded to appropriately, is not contrary with Policy CP6 of the Core Strategy and the NPPF and no further actions are considered to be required.

Waste Provision

- 3.33 WBC requested further vehicle tracking of the refuse vehicle egressing the site and travelling northbound along Edney's Hill. Swept path analysis of the refuse vehicle has been undertaken to exit the site and head northbound along Edney's Hill and is shown in **Appendix J**. Therefore, it is considered this comment has been responded to appropriately, is not contrary to Policy CC04 of the MDD Local Plan and no further actions are considered to be required.

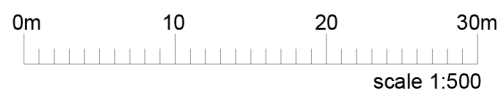
Other Highway Matters

- 3.34 A framework Construction Management Plan (CMP) is requested by WBC. It is noted as acceptable by WBC for a CMP to be secured via condition. Therefore, a CMP is proposed to be secured by planning condition.

4. SUMMARY

- 4.1 This Transport Appeal Technical Note has been prepared by Paul Basham Associates on behalf of Abbeymill Homes to respond to the Wokingham Borough Council refusal for the full planning application (ref. 251486) for a residential development comprising of 16 dwellings at Coppid Hill House, Wokingham.
- 4.2 An ATC survey was instructed to measure vehicle speeds and flows at the site access location. The visibility splays measured to average 85th percentile speeds confirm that there will be no conflict with the existing trees on Edney's Hill causing for their removal.
- 4.3 A review of the existing flows on Edney's Hill and the proposed flows from the site would suggest that there are no concerns with safety in regard to Government thresholds for traffic flows, no existing concerns with regards to road accidents on the road and no significant increase in vehicle flows as a result of the proposed development.
- 4.4 The proposed development impact is therefore minor on an already lowly trafficked road and will therefore not lead to any further safety concerns.
- 4.5 Due to the very close proximity of the site to the Bearwood Road bus stops which provide regular half-hourly services, it is possible to combine a short bus journey via the Leopard bus service 3 alongside a short walk from the destination bus stops to key facilities and amenities within Wokingham town centre.
- 4.6 It is also noted that each of these destinations are also accessible via bicycle, where Barkham Road is subject to a 30mph speed limit throughout, which is conducive for cycling.
- 4.7 This Transport Appeal Technical Note has demonstrated that the proposed development will not have a significant impact on the local highway network and has addressed the concerns of Wokingham Borough Council highway and planning authority and is well placed to be approved following appeal.

Appendix A



REVISIONS / AUTHOR		DATE
PURPOSE OF ISSUE PLANNING		
DRAWN MW	SCALE 1:500@A3	
CHECKED TN	SIGNED OFF TN	DATE APR 2025
PROJECT LAND OFF EDNEYS HILL BARKHAM		
TITLE SITE LAYOUT		
DRAWING NUMBER WOK-PL101		REV C
<u>ABBEYMILL HOMES LTD.</u>		
Market House Silver End Olney Bucks MK46 4AL		
T: 01234 714 844 W: abbeymillhomes.co.uk E: enquiries@abbeymillhomes.co.uk		

Appendix B

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	251486
Site Address:	Land west of Edney's Hill, Barkham Road, Barkham
Expiry Date:	21 October 2025
Site Visit Date:	20 August 2025
Proposal: Full application for the proposed erection of 16 no. dwellings with new access off Edney's Hill, plus footpaths, car ports, parking, landscaping and associated works.	

PLANNING POLICY	
National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	CP1 – Sustainable Development CP2 – Inclusive Communities CP3 – General Principles for Development CP5 – Housing Mix, Density and Affordability CP6 – Managing Travel Demand CP7 – Biodiversity CP8 – Thames Basin Heaths Special Protection Area CP9 – Scale and Location of Development Proposals CP11 – Proposals Outside Development Limits CP17 – Housing Delivery
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC05 – Renewable Energy and Decentralised Energy Networks CC06 – Noise CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage TB05 – Housing Mix TB07 – Internal Space Standards TB08 – Open Space, Sport and Recreational Facilities Standards TB12 – Employment Skills Plan TB21 – Landscape Character TB23 – Biodiversity and Development TB25 – Archaeology
Joint Minerals and Waste Plan (JMWP)	The JMWP is not applicable to this application site.

Wokingham Borough Local Plan Update (LPU)	SS1 – Sustainable development principles SS2 – Spatial strategy and settlement hierarchy SS4 – Development within or adjacent to minor settlements SS5 – Development in the countryside SS10 – Meeting our housing needs CE1 – Design principles for efficient buildings CE3 – Environmental standards for residential development C1 – Active and sustainable transport and accessibility C2 – Mitigation of transport impacts and highway safety and design C3 – Active travel C4 – Green and blue infrastructure and public rights of way C5 – Parking and electric vehicle charging ER4 – Employment and skills plans H1 – Housing mix, density and standards H3 – Affordable housing FD1 – Development and flood risk (from all sources) FD2 – Sustainable drainage NE1 – Biodiversity and geodiversity NE2 – Biodiversity net gain NE3 – Thames Basin Heaths Special Protection Area NE4 – Trees, woodland, hedges and hedgerows NE5 – Landscape and design DH1 – Place making and quality design DH2 – Safeguarding amenity DH6 – Archaeology HC4 – Open spaces, sports, recreation and play facilities HC5 – Environmental protection HC6 – Air pollution and air quality HC7 – Light pollution HC8 – Noise pollution HC9 – Contaminated land and water HC10 – Odor, fumes and dust
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List Affordable Housing Supplementary Planning Document Sustainable Design and Construction Supplementary Planning Document Barkham Village Design Statement Arborfield and Barkham Neighbourhood Plan WBC Play Space Design Guide

RELEVANT PLANNING HISTORY

Application No.	Description	Decision & Date
171276	Application for outline consent for an access road to serve 5 serviced custom build plots (Access to be considered)	Refused 23/08/17 and dismissed at appeal (APP/X0360/W/ 17/3184847)

162084	Outline application for the proposed erection of 5no custom-build dwellings with associated access off Edneys Hill (access and layout to be considered).	Refused 07/10/16 and dismissed at appeal (APP/X0360/W/16/3161362) Linked appeal with app. 161412
161412	Outline application for the proposed erection of 8no custom-build dwellings with associated garages and access off Edneys Hill (access and layout to be considered).	Refused 19/07/16 and dismissed at appeal (APP/X0360/W/16/3154856) .Linked appeal with app. 162084
080141	Proposed change of use of land from agricultural to residential garden. Retrospective.	Refused 18/04/08 and dismissed at appeal

CONSULTATION RESPONSES

Internal

WBC Property Services – No comments received
WBC Environmental Health – No objection subject to conditions
WBC Drainage – No objection subject to condition
WBC Highways – Objection due to site's unsustainable location
WBC Growth & Delivery (Planning Policy) – Comments received relating to the site history and proposed allocation
WBC Economic Prosperity & Place (Community Infrastructure) – No objection subject to Affordable Housing being provided on site
WBC Green Infrastructure – Objection regarding site sustainability, size and location of the site with regards to public open space
WBC Landscape and Trees – Objection due to harm to landscape/ character of the area and poor site layout
WBC Health and Wellbeing – No comments received
WBC Public Rights Of Way – No objection
WBC Community Safety – No comments received
WBC CIL – Development would be CIL liable
WBC Education (School Place Planning) – No comments received
WBC Ecology Newts – No objection subject to condition
WBC Sustainability – No objection subject to conditions
WBC Ecology – Objection as BNG baseline not presently agreed and no mitigation towards Thames Basin Heath Special Protection Area secured
WBC Libraries – No comments received

WBC Sports Development (Places and Neighbourhoods) – No comments received

WBC Waste Services – No comments received

External

Natural England – No objection subject to appropriate mitigation

Southern Gas Networks – Maps of network provided

Thames Water Utilities Ltd – No objection

The Environment Agency – No comments received

Berkshire Archaeology – No objection subject to condition

Royal Berkshire Fire & Rescue – Generic advice received

BOB ICB NHS Buckinghamshire Oxfordshire and Berkshire West – No objection subject to s106 financial contribution of £14,499 towards the creation of additional clinical capacity

Berks, Bucks & Oxon Wildlife Trust – No comments received

Crime Prevention Design Advisor – Recommendations of potential design changes

REPRESENTATIONS

Parish/Town Council

Barkham Parish Council object based on the following summarised points:

- The site is located outside defined development limits
- It would have a harmful impact on the Green Wedge, rural character and settlement separation
- Would result in substandard highway access
- Failure to deliver a design that reflects local distinctiveness
- Concern over sewage and drainage constraints
- Concern over land contamination

Officer comment: *The above will be addressed within the report.*

Ward Member(s)

Cllr Adrian Betteridge objected on the following grounds:

- Already significant pressure in Barkham as a result of previous and underway development. This proposal will exacerbate problematic issues

Officer comment: *The proposal's cumulative impact will be taken into consideration only where necessary and appropriate. For example, WBC Highways will consider the proposal in light of the existing highway network which is utilised by other developments*

- Development of the site has been refused on multiple occasions

Officer comment: *This is noted and will be discussed in the report*

- Cycle links are not adequate

	Officer comment: See Highways section of the report - Proposed flats are out of keeping with the area Officer comment: See commentary on the proposed design/ site layout in the report - The proposed number of dwellings would make a negligible contribution to local housing need Officer comment: See planning balance section of this report. The number of dwellings that would be contributed to the borough's housing stock would not be considered insignificant in light of the borough's absent 5 year housing land supply. The tilted balance engaged and so benefits have to be balanced against shortfalls of the scheme - In the event the application is recommended for approval, it is requested it be heard by the Council's Planning Committee. Officer comment: This is noted. If recommending approval, the application would automatically be presented to the Planning Committee, as per the scheme of delegation
Neighbours	49 objections from individuals (excluding duplicates) and an objection from the Barkham Village Residents association, commenting on the following matters: <u>Highways</u> - Dangerous lack of visibility both exiting and approaching the site - Edney's Hill has no footpaths - Inappropriate walking and cycling provision nearby - Inadequate road capacity on Barkham Road - Would result in increased traffic - Nearby householder application refused on highway reasons - Construction access of Barkham Road near bus stop would be dangerous - Would result in congestion - Inadequate access for emergency vehicles - Inadequate parking and garage provision - Cumulative impact with nearby approved application at Blagrove Lane for residential Officer comment: See Highways section of the report. However, the comments regarding the householder application refused nearby this site on highways grounds is not a material consideration to this scheme, as it is a different site and all applications are required to be assessed on their individual merits

Impact on surrounding area

- Farming land would be lost
- Loss of green space – last green wedge of Barkham
- Rural gap would be lost which would impact the character and appearance of the countryside
- Proposal won't maintain or enhance the area/landscape
- Proposed flats not in keeping with surroundings or Village Design Statement
- Density, scale and design not in keeping
- Will result in the merging of the village with Wokingham town centre
- Carports and weatherboarding not found elsewhere in Barkham

Officer comment: *'Principle of development' and 'Design, Impact on Character and Appearance of the Area and Landscape' section of the report*

Neighbouring amenity

- Direct, intrusive views into Coppid Hill House and their swimming pool
- Will result in unacceptable increase in noise levels and the tranquil nature of Barkham
- Excessive height of buildings would overshadow neighbours

Officer comment: *See neighbouring amenity section of the report*

Housing provision

- Site is not identified in the local plan so this proposal undermines the Council's strategic approach to development
- 16 dwellings would have negligible impact on borough's housing stock
- Not enough evidence that housing development is needed in this specific location. May be more suitably accommodated in other settlements

Officer comment: *See 'principle of development' and 'planning balance' sections of the report. In response to their not being enough evidence that housing development is needed in this specific location; the borough as a whole does not have a 5 year housing land supply. As such there is evidence that as a whole, more housing is required. It is then*

down to Officer assessment as to whether individual schemes are acceptable in relation to material planning considerations.

Natural Environment

- Loss of biodiversity
- Ecology reports carried out in March which is outside of the season
- 10% BNG not provided on site
- Hedges will be lost

Officer comment: See the 'Trees' and 'Ecology' sections of the report

Flooding/ drainage

- The site is on a slope and so gardens at the bottom of Edney's Hill will experience more flooding
- Drains are already overflowing
- Unclear if the sewer network can accommodate the development

Officer comment: See the 'Flooding and Drainage' section of the report

Other

- Pressure on infrastructure

Officer comment: See 'Infrastructure' section of the report

- No consultation with local community

Officer comment: All adjoining neighbours were formally consulted by the Council via letter. A site notice was also displayed and the application advertised in the local newspaper. As such, the Council has fulfilled its obligations for publicising the application once received. Whether or not an applicant discusses their proposal with the community in advance of submitting an application is their choice. It is not a requirement of an applicant, but is strongly encouraged

- Previous applications for smaller developments dismissed at appeal

Officer comment: This is noted and will be discussed in the report

- Air Source Heat Pumps proposed but no further detail on these and they could impact neighbours and wildlife

Officer comment: See 'Building Sustainability' section of the report

- Will disrupt the sense of community and lead to a less cohesive environment

Officer comment: Officers are unclear as to the basis of this comment. Officers do not have reason to believe that future

	<i>occupiers of this development would be unable to integrate suitably with the wider community</i> • Security issues – extra and easy access from the proposed estate on neighbouring gardens is a concern Officer comment: <i>There is not evidence to assume the new residents of the development would pose a security issue</i> • Benefits attributed to the proposal are overplayed in social, economic and environmental terms Officer comment: <i>This is subjective and one of judgement. See the 'Planning Balance' section of the report for the officer view</i> • Land contamination potential – concern for neighbours and workers Officer comment: <i>See 'Environmental Health' section of the report</i> • Policy compliant level of affordable housing is not proposed Officer comment: <i>The applicant is proposing a policy compliant level of affordable housing, with a mixture of on and off-site provision. See 'Housing Affordability' section of the report for more commentary.</i> • Pressure on water supply Officer comment: <i>See 'Flooding and Drainage' section of the report</i> • Would conflict with policies in Neighbourhood Plan and policies within the Local Plan Update Officer comment: <i>This report assesses the proposal in light of adopted policies both at borough and neighbourhood level. Due to the overall limited weight of the LPU, the application is only assessed against some LPU policies that are considered to hold moderate weight.</i> • Applicant not local to the area Officer comment: <i>This is not a material planning consideration</i>
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APPRAISAL

Site Description:

The application site comprises of an open field measuring 0.7 hectares. The site is currently free of built form. Upon the site visit there was also no indication of grazing animals on the land. The topography of the land, and surrounding roads, falls away in

broadly a south-easterly direction, with the lowest part of the site being the south-east corner. The maximum level difference is approximately 10m.

The site is located on the corner of Edneys Hill where it meets Barkham Road and has vegetation along the northern and eastern boundaries.

Proposal:

Full application for the proposed erection of 16 no. dwellings with new access off Edney's Hill, plus footpaths, car ports, parking, landscaping and associated works.

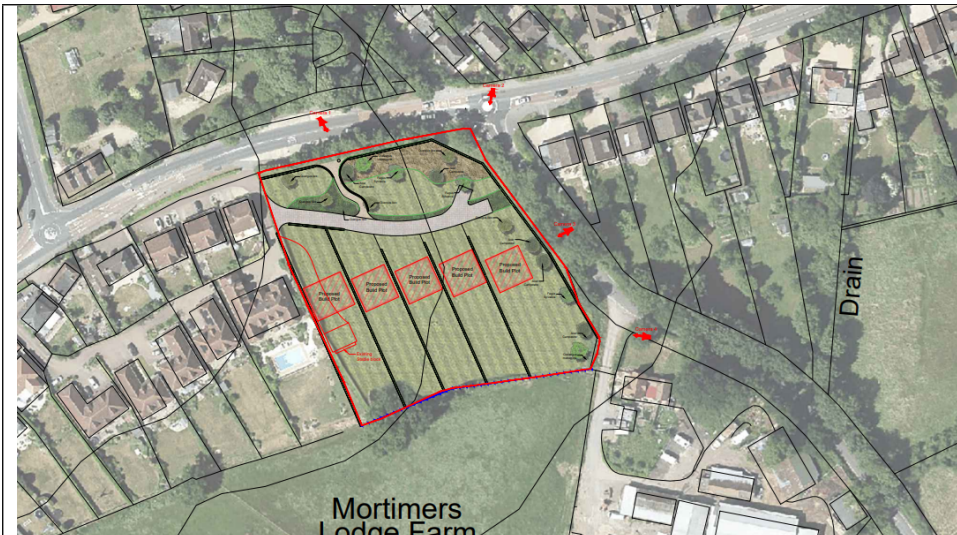
The dwellings would comprise of 10 dwellings (8 x semi-detached and 2 detached) along with a block of 6 flats.



Planning History

As can be seen from the planning site history, the site has been the subject of several planning applications for residential development that have all be dismissed by the Planning Inspectorate. Some of the recent previous applications and summary of reasons for refusal are below:

Application 171276 (5 dwelling scheme):



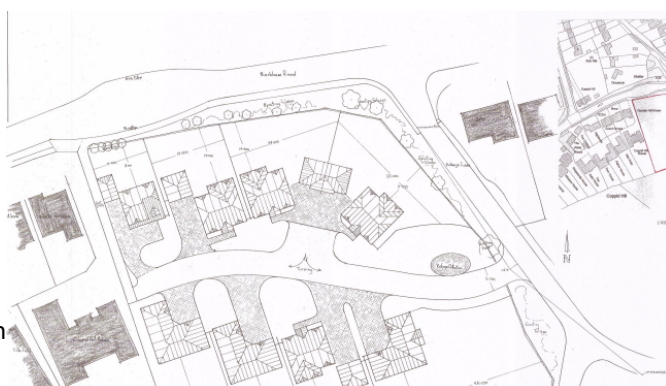
Refused based on urbanisation of the countryside/ impact on rural character, impact on a priority habitat and impact on the Thames Basin Heath Special Protection Area. Only the latter was overcome at the appeal.

Application 162084 (5 dwelling scheme)



Refused on impact on the countryside and rural character, lack of affordable housing, impact on the Thames Basin Heath Special Protection Area and impact on protected species. Appeal dismissed on all grounds.

Application 161412 (8 dwelling scheme):



Refused for same reasons as application above, with an additional reason of poor living conditions for future occupiers. Appeal dismissed on all grounds.

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.

a) Principle of development under the development plan

The site is situated within the designated countryside, outside of but adjacent to the Limited Development Location of Barkham Hill.

Core Strategy Policy CP9 (Scale and location of development proposals) directs development to locations within development limits and states that *“The scale of development proposals in Wokingham borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility”*.

Development proposals in the designated countryside should be assessed against Core Strategy Policy CP11 (Proposals outside Development Limits). Policy CP11 states that development proposals will not normally be permitted in the countryside except where one or more of the specified exceptions apply:

- 1) It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and*
- 2) It does not lead to excessive encroachment or expansion of development away from the original buildings; and*
- 3) It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement; or*
- 4) In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building;*

5) *In the case of replacement dwellings the proposal must:*

- i) Bring about environmental improvements; or*
- ii) Not result in inappropriate increases in the scale, form or footprint of the original building.*

6) *Essential community facilities cannot be accommodated within development limits or through the re-use/replacement of an existing building;*

7) *Affordable housing on rural exception sites in line with CP9. 3.6 The application proposal does not meet any of these specified exceptions and is therefore contrary to Policy CP11.*

The application proposal does not meet any of these specified exceptions and is therefore contrary to Policy CP11.

Turning to the overall aim of Policy CP11, this is to protect the separate identity of settlements and maintain the quality of the environment. Regarding the former, the application site is located within a gap of the Limited Development Location, as can be seen below:

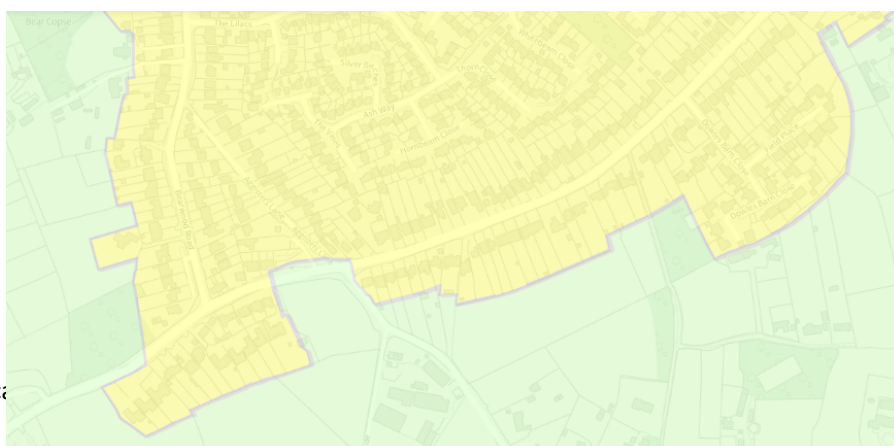


Figure 1: Extent of Barkham Hill Limited Development Location (yellow) and countryside (green)

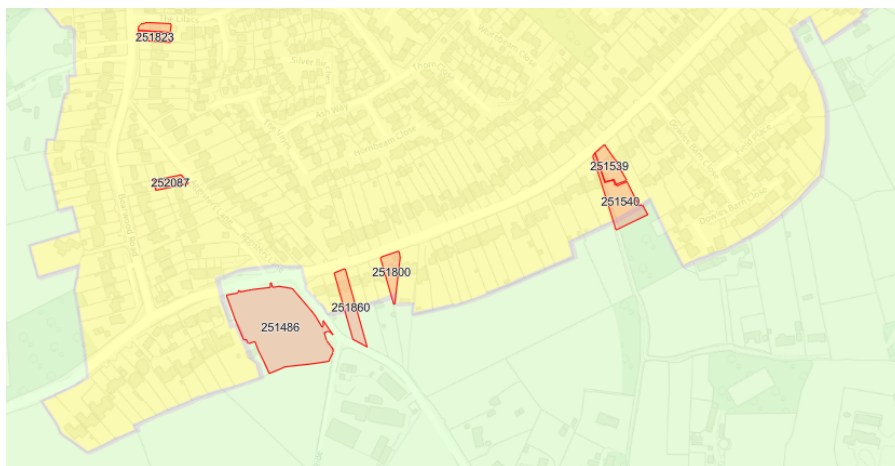


Figure 2: Application site shown in relation to Barkham Hill settlement limits/ countryside (application site indicated in red with ref. 251486)

The proposal would therefore essentially be infilling this portion of countryside between the established boundaries of settlement. However, when turning to settlement coalescence, this would not be the case due to the distance between this settlement and others. This can be seen below:



Figure 3: Application site indicated by a star. Yellow, blue and purple locations indicate settlement limits with green indicating countryside

It is appreciated that encroachments/ infilling of countryside can incrementally contribute towards settlement coalescence. However, this proposal in itself would not result in such an effect. As such, the proposal would not conflict with the overarching aim of policy CP11 in that it would result in settlement coalescence. It is acknowledged that the Parish Council raise concern over the development eroding the function of the 'Green Wedge'. From looking at historical decisions at the site (notably 080141), it appears the 'Green Wedge' was dictated under policy WCC2 of the Wokingham District Local Plan (2004). This plan was superseded by the currently local plan which does not refer to the term 'Green Wedge' within policy CP11 but rather seeks to protect the individual identity of settlements and prevent settlement coalescence. Officers have assessed the proposal in the context of settlement coalescence and consider the proposal would not result in this. Furthermore, the more recent residential appeals at the site did not raise use this specific term as part of a reason for refusal.

In terms of the second overarching aim of policy CP11 which is to maintain the quality of the environment, this is a multi-faceted assessment which encompasses a number of material considerations which will need to be further assessed in this report.

Policy CC02 (Development Limits) of the Managing Development Delivery (MDD) local plan (2014) supports development proposals on the edge of settlements, provided it can be demonstrated that the development is *"within development limits and respects the transition between the built-up area and the open countryside by taking account of the character of the adjacent countryside and landscape"*. This policy reinforces that development plan policy seeks to guide development to locations within defined development limits.

Site Sustainability

Paragraph 115 of the NPPF states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

Policy CP6 of the Core Strategy states that planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;*
- b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users.*

The appropriateness of the site for residential development in relation to key sustainable transport modes has been assessed by WBC Highways.

Walking, cycling and proximity to local facilities

The Borough Design Guide SPD states 'if places are to be sustainable then the aim should be to create: Walkable neighbourhoods, with a range of facilities within 10 minutes walking distance of residential areas, which encourage people to travel on foot or by bicycle.' Walkable neighbourhoods are defined in Manual for Streets (MfS) as those typically characterised by having a range of facilities within 10 minutes walking distance from residential areas.

The applicant has provided a sustainability assessment within the transport statement. However, WBC Highways require the actual walking distances to be measured from the mid-point of the site, instead of the site access. When travelling down Edney's Hill from Barkham Road, the pavement ends and therefore could actively discourage walkers as they would need to walk on the road.

It is relevant to note that the shortest walking route towards the village store and post office will be via PRow (BARK19), a byway opens to all traffic, which is unlit and therefore would not be an attractive walking environment for future residents.

There is a lack of day-to-day local facilities except of a village store, post office and nursery. Furthermore, the proposed walking route for the nursery (Toad Hall Nursery) will have to be accessed via Edney's Hill, which is subject to national speed limit. There is no proper pedestrian/cycling route and street lighting along Edney's Hill, which does not provide safe and attractive environment for considering sustainable travel modes.

Access to public open space

As well as a focus on accessibility to day-to-day physical facilities, access to other types of facilities, like public open space, also needs to be considered.

Policy TB08 of the MDD outlines the public open space standards required for new residential development. Whilst public open space is a factor in a landscape led scheme and design, public open space is required for designated recreation and other purposes.

To comply with the requirements of policy TB08, the following amount of open space per typology is required:

POS Typology	Standard (ha per 1,000 population)	Application Requirement (in ha)
Parks and public gardens	1.1	0.0422
Amenity greenspace	0.98	0.0376
Play areas (LLAP, LEAP, LAP)	0.25	0.0096
Civic space	0.01	0.0004
Allotments	0.52	0.02
Natural/semi natural green space	2.84	0.1091

Upon consultation with the WBC Green Infrastructure officer, there is concern that from a sustainability perspective, there is insufficient open spaces nearby to meet the needs of the new development. The site is not well-connected to public open spaces such as amenity greenspace and play areas, and there are currently no plans to build more of these spaces within a reasonable distance to the application site.

Whilst policy CP4 of the Core Strategy states that '*planning permission will not be granted unless appropriate arrangements for the improvement or provision of infrastructure, services, community and other facilities required*', and supporting text paragraph 4.27 lists public open space as a form of infrastructure.

However, securing financial contributions for off-site provision would not be appropriate as the Green Infrastructure Officer has confirmed there are no nearby facilities to improve or spaces to create them. The site is also too small to provide all of the required open space typologies; what has been provided on site are incidental open spaces.

The site is below, with the nearest amenity greenspace/playing fields/play area is Barkham Recreation Ground (red pin-point), which is half a mile walk from the application site. There are no other public open spaces that are within reasonable walking distance.

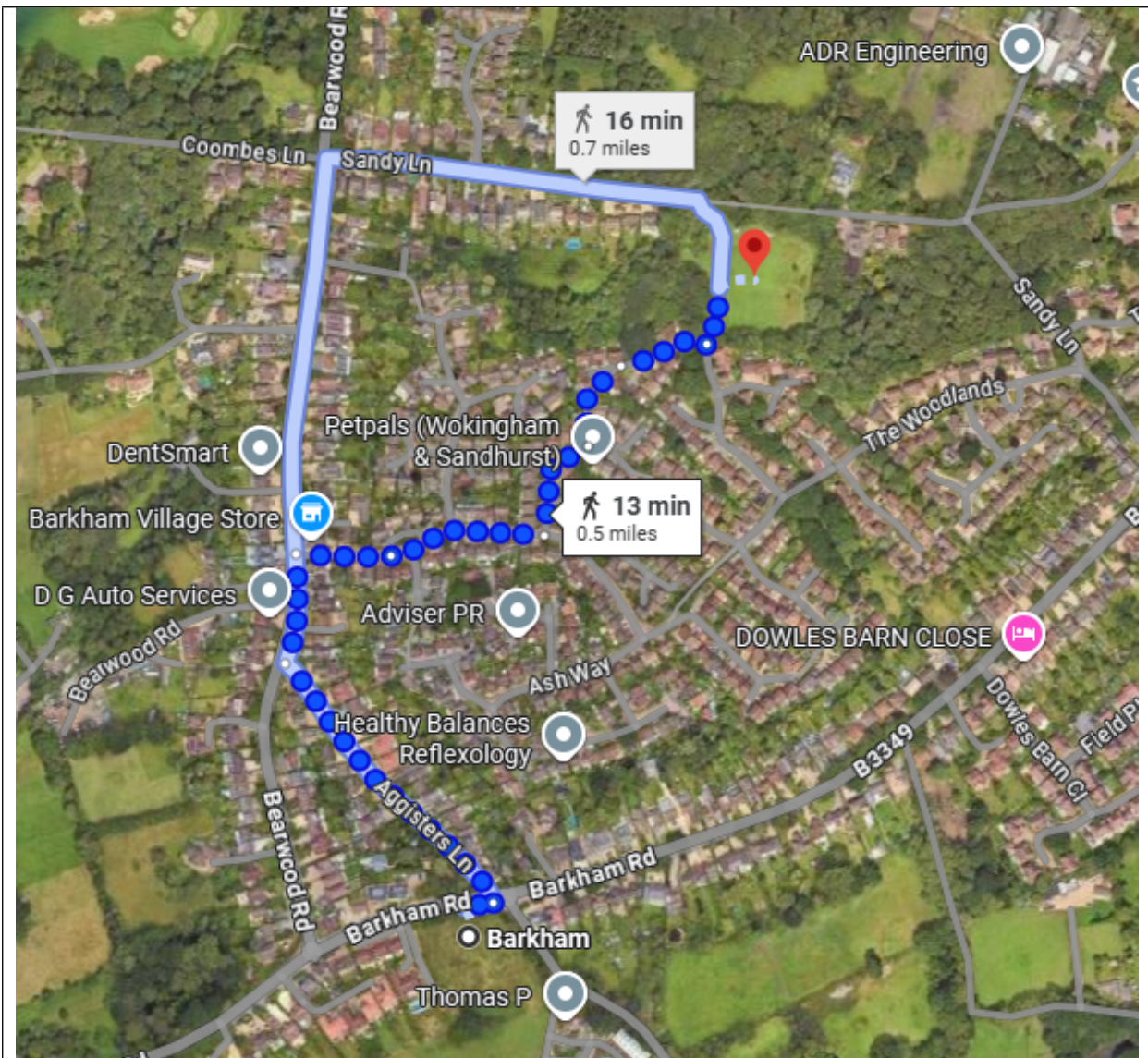


Figure 4: Walking route between the site and Barkham Recreation Ground

The WBC play area design guide has the following standards:

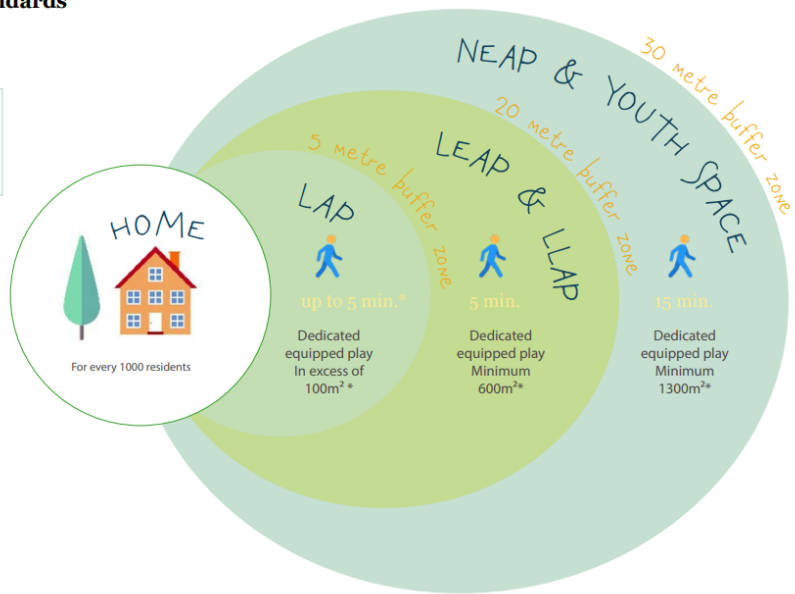
05 Play Space Standards

Open Space Requirements for Play

Dedicated Play Space	0.25 ha/1000 person
Informal Playable Space	0.55 ha/1000 person
Total	0.80 ha/1000 person

Destination Playground

A large 'destination' play area within a key site, such as a park. These facilities are aimed at attracting families and larger groups for longer visits; and tend to have car parking with access to other facilities such as a cafe and toilets.



LAP

Local Areas for Play are typically for young children up to 6 years and have equipment that is designed for younger children. To be provided as part of a combined facility to meet WBC minimum sizes for play areas, i.e. alongside a LEAP or a NEAP

LEAP

Local Equipped Areas for Play are typically for children aged 0 to 11 who are beginning to play independently and will include play equipment that is more challenging.

LLAP

Local Landscaped Areas for Play are typically for children aged 0 to 11 who are beginning to play independently; with play equipment that is natural in style and a mix of physical challenges and features designed for imaginative play, calm relaxation and social interaction.

NEAP

Neighbourhood Equipped Areas for Play are typically for children aged 0 to 11 plus young people aged 12+ and will include a range of challenging play equipment, with a hard surfaced area of at least 465 sq.m designed for ball games or wheeled sports.

Youth Space

Youth Space is typically for young people aged 12+ and has equipment designed for either physical activity or calm relaxation, and social interaction.

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As can be seen above, Officers would expect both a LAP and LEAP play area within a 5 minute walk of the development. The existing play area highlighted above is almost 3 x this distance, and the size of the play area there is only around 135m²; the minimum for a LEAP is 600m². As such, it is too far away and is insufficient in size to serve the new development.

Owing to both on-site and off-site provision not being suitable, for the reasons outlined above, the future occupiers of the development would be left to reside in a location that has poor access to meaningful areas of public open space. Whilst residents would have access to private amenity spaces, public open space is still required for the purposes of formal play and recreation and also has associated health benefits. This is supported by paragraph 103 of the NPPF which states that...

"Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change."

As such, the site sustainability in the context of access to public open space as a local facility is also substandard.

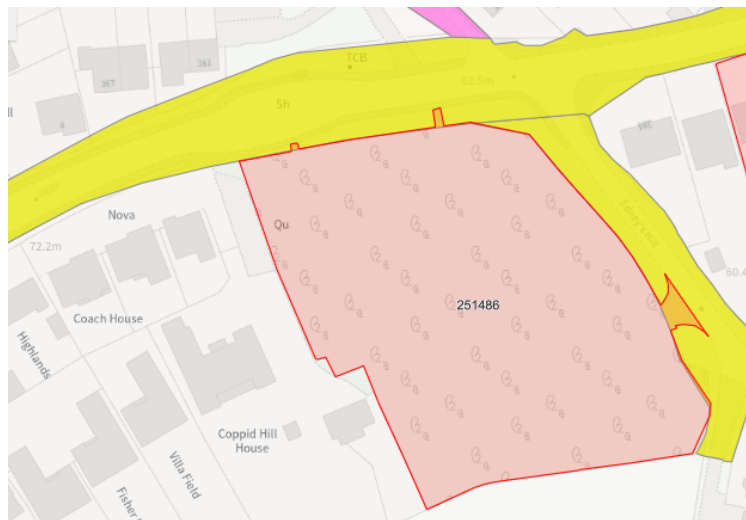
Public Rights of Way

Barkham Byway 19 (Aggister's Lane) is situated to the north of the development. The WBC RRoW Officer advised that the proposed development does not appear to significantly impact the byway.

However, they advised that the number and surfacing treatment of the pedestrian links to the north of the site is acceptable, however the width of the footway to the

north of the site does not appear to exist on the ground currently. The PRow Officer noted that there is currently significant interference along the route from vegetation and the embankment, but states it belongs to the application site and therefore it is suggested that as part of this development this path is widened to cater for increased pedestrian use from the proposed development.

However according to the Council's internal mapping systems, the embankment to the north of the site, adjoining the pavement, is adopted by the Council. The yellow represents adopted Highway land and the site is indicated in red with the number '251486'.



As such, widening the pavement onto the embankment is not within the applicant's control, nor has WBC Highways requested this to make the development acceptable.

Buses

The supporting text to policy CP6 of the Core Strategy sets out the requirement of a good bus service:

- a) *At least a thirty-minute service frequency during peak times (7:00 to 9:00 and 16:00 to 19:00 Monday to Saturday); and*
- b) *At least an hourly service frequency during off-peak hours (9:00 to 16:00 and 19:00 to 22:00 Monday to Saturday and between 7:00 and 22:00 on Sundays).*

The site can benefit from the regular bus services '3 leopard' at Bearwood Road in both directions.

The bus service '3 leopard' at Bearwood Road are as follow:

- Services on Mondays to Saturdays:
 - Towards Wokingham: half-hourly from 8am to 9pm; hourly between 6am and 8am, 9pm and 11pm
 - Towards Reading: half-hourly from 8am to 8pm; hourly between 6am and 8am, 8pm and 12am
 -
- Services on Sundays:

- Towards Wokingham: hourly from 8am to 9pm
- Towards Reading: hourly from 9am to 8pm

It may be relevant to note that the current service to Wokingham has already been enhanced in May 2025 to increase the frequencies during daily time, and to provide late evening and Sunday services.

While the current service does not fully comply with the defined good services under policy CP6, the frequency of service is still sufficient.

Summary

The site represents an unsustainable location for residential development in terms of its non-motorised access to day-to-day facilities, including areas of public open space.

It is acknowledged that the previously refused applications the site (see planning history) were not refused on the site being an unsustainable location. However, the quantum of development now proposed is double/ more than double that of the previous schemes. As such, this has to be factored into the assessment and whether the site is sustainable for this higher quantum of development.

Furthermore, the previous residential applications in 2016 were determined under the 2012 version of NPPF, which provided a less rigorous approach to sustainable development. However, the latest NPPF (dated December 2024) has significantly more emphasis on prioritising sustainable travel modes, limiting future car use and promoting well-designed places.

As such, in principle, the site is not a suitably sustainable location for the residents of 16 dwellings utilising alternative transport modes to the private motor car to access facilities and services, including public open space, which will mean a reliance on the private motor car for future occupiers of the site to reach necessary facilities, including areas of public open space. Overall, the proposal is contrary to policies CP1 and CP6 of the Core Strategy, policy TB08 of the MDD and sections 8 and 9 of the NPPF.

b) Principle of development under Arborfield and Barkham Neighbourhood Plan

The application site is located within the parish of Barkham and therefore the Arborfield & Barkham Neighbourhood Plan (which was made in April 2020) forms part of the development plan for the area. The neighbourhood plan is in broad conformity with the strategic policies in the Core Strategy and Managing Development Delivery (MDD) local plans and has appropriate regard to the NPPF.

The neighbourhood plan does not contain allocations for new housing. However, policy AD1 supports housing development within development limits (subject to meeting other policy requirements). It does not refer housing outside of settlement limits, such as in this case.

Relevant policies relating to the proposals include Policy 'IRS1: Preservation of separation of settlements', which relates to development within countryside areas and seeks to preserve the character and appearance of the countryside. This policy is consistent with CP11 and states development is required to comply with CP11, along with introducing emphasis on character and visual separation and perceived coalescence of existing settlements.

Policy 'IRS2: Recognise, respect and preserve identity and rural setting of settlements' also reflects Core Strategy and MDD policy in requiring the scale and density of the development to respect the distinctive character and biodiversity of the area. A requirement of IRS2 is that developments respect and preserve any 'outstanding views', which are defined at paragraph 4.16 as views that present "an exceptional panorama of the landscape and including middle and distant features".

Policy 'IRS3: Protection and enhancement of the natural environment and green spaces' requires development proposals to conserve and enhance the natural environment which is consistent with the requirements of the NPPF in seeking biodiversity net gain and measures that mitigate and adapt to climate change.

Policy 'AD2: Prioritise housing for local needs' requires residential development proposals to demonstrate how they will contribute to a balanced mix of housing to meet the needs identified in the Arborfield and Barkham Housing Needs Analysis 2019 (or successor document). This suggests a need for starter homes and specialist homes for older people which will need to be considered. AD2 further specifies a preference that for-purchase affordable housing be prioritised for key workers with a local connection to the Neighbourhood plan area in the first instance and next to the wider borough.

Other policies are also of relevance, including 'AD3: High quality development with generous open space, properly landscaped'; 'GA1: Minimise additional traffic on unsuitable roads' which is consistent with CP4 and CP6; and any improvements to public transport will be supported in accordance with 'GA3: Public transport improvements with long term viability'.

c) Principle of development under emerging policy

The Local Plan Update (LPU), the plan which will supersede the adopted Core Strategy and MDD local plans, is at Regulation 22 stage as it has been submitted to the Planning Inspectorate for examination. As per paragraph 49 of the NPPF:

Local planning authorities may give weight to relevant policies in emerging plans according to:

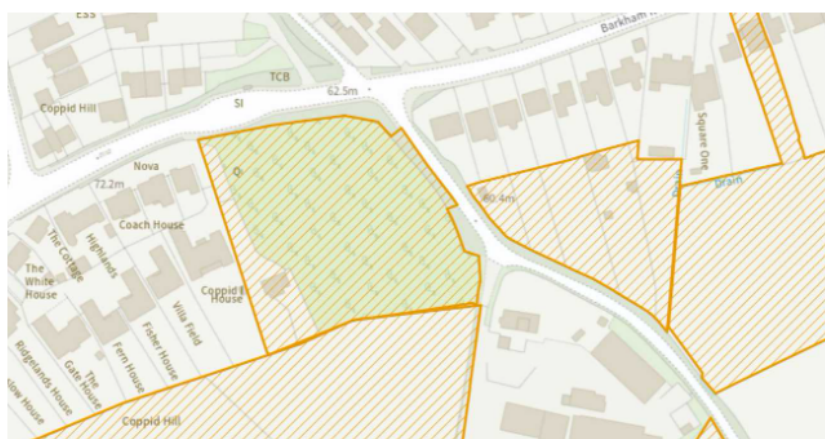
a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)

As a whole, the LPU is still given limited weight, despite its advance stage of preparation. This is owing to unresolved objections to a great number of the policies contained within it. However, those policies highlighted in **yellow** in the policy table earlier in this report are those that have received less objection and therefore individually hold are considered by officers to hold moderate weight in the determination of this application. All the others hold limited weight. The policies that hold moderate weight will feed into/ be considered in their relevant sections in this report.

It should be noted that the application site closely resembles Call for Sites promotion 5BA017 (see map below), albeit the application site does not extend as far west as the site promotion.



Site 5BA017 was promoted for the development of between 8-14 dwellings. The site was assessed through the Housing and Economic Land Availability Assessment (HELAA) (2024) and published alongside the Regulation 19 Proposed Submission Plan. The site was considered unsuitable for development, as a result of the erosion of the open, rural character of the site and the lack of services and facilities within a 10-minute walk of the site, as it would increase reliance on private car usage and therefore undermine the site's sustainability. The site was therefore excluded at Stage 2c of the HELAA and has not therefore been proposed for allocation in the Regulation 19 Submission Plan, nor any earlier consultation version of the local plan.

d) Housing land supply position and the 'tilted balance'

The latest published assessment of housing land supply concluded a deliverable supply of 2.5 years as of 31st March 2025.

The National Planning Policy Framework (NPPF) states under paragraph 11 that where a local authority is unable to demonstrate a five-year supply of deliverable housing sites, the most important policies relating to the application may be viewed as being out of date. It continues to advise that unless there are specific policies in the NPPF protecting the land subject to the application, that permission should be granted unless the adverse impacts of doing so would **significantly and demonstrably** outweigh the benefits when assessed against the NPPF as a whole, having particular regard to key

policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Whilst the Council are unable to demonstrate a 5 year housing land supply, material to decisions on planning applications involving housing is the underlying reasons for the shortfall in deliverable housing sites. The shortfall is not as a result of non-delivery of housing but due to the significant over delivery in recent years reducing the bank of land with extant planning permissions, and the recent increase in Local Housing Need.

The council's record of housing delivery been recognised by Inspectors in recent appeal decisions, including:

- Land east of Lodge Road (application ref 220458, appeal ref APP/X0360/W/22/3309202)
- Land off Watmore Lane / Maidensfield (application ref 230208, appeal ref APP/X0360/W/22/3309202)

Nevertheless, as discussed above, paragraph 11(d) of the NPPF is engaged due to the Council being unable to deliver a 5-year housing land supply. Within paragraph 14 of the NPPF it acknowledges the relationship between paragraph 11(d) and those areas that have an adopted Neighbourhood Plan, which is the case in Arborfield and Barkham.

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply: a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 69-70)

In this instance, paragraph 14 of the NPPF is not engaged as the Neighbourhood Plan became part of the Wokingham development plan more than 5 years ago (it was made April 2020) and the neighbourhood plan does not explicitly contain allocations to meet an identified housing requirement.

As such, paragraph 14 of the NPPF is not engaged and therefore any harm identified with the proposal will not be weighted to 'significantly and demonstrably' outweigh the benefits as a result of the Neighbourhood Plan. However, a full assessment taking paragraph 11(d) of the NPPF into account will be made.

Paragraph 84 of the NPPF seeks to avoid new isolated homes in the countryside unless there are special circumstances such as a rural worker's dwelling, optimal viable use of a heritage asset, reuse of redundant or disused buildings, and subdivision of an existing building or if the building is of exceptional design. The site is located adjacent to settlement limits, for multiple dwellings. As such, the proposal will not result in isolated new dwellings and will comply with paragraph 84 of the NPPF.

e) Principle of the loss of existing land

The existing site is greenfield land in private ownership. Whilst an area of open space, it is not publicly accessible and so would not result in the loss of publicly accessible open space. Furthermore, the site is not used for the production of crops. Within the applicant's planning statement, it states that the site is not being actively grazed. This was also the case upon the case officer visiting the site.

Given the lack of function of the existing land for any particular defined or formal purpose, the loss of the greenfield site is accepted in principle terms as it will not result in the loss of another important principle use. However, and as will be discussed later in the report, the loss has to be assessed in visual terms.

f) Conclusion on principle of development

The application proposal is located within the designated countryside and does not satisfy any of the exceptions set out in Policy CP11 concerning development beyond development limits in countryside locations. The application is thereby contrary to these aspects of the development plan along with IRS1 of the Arborfield and Barkham Neighbourhood Plan. However, as mentioned, it will need to be fully assessed as to whether the proposal conflicts with the overall aims of Policy CP11 too; namely as to whether it would fail to maintain the quality of the environment.

Notwithstanding this, the site has also been deemed an unsustainable location for residential development by reason of its poor access to day-to-day facilities and amenities, including areas of public open space, by non-motorised transport modes.

However, by virtue of the council's current housing land supply position, the presumption in favour of sustainable development set out in the NPPF at paragraph 11 is now engaged in the decision-making process. Accordingly, an assessment will need to be made of whether any adverse impacts of granting permission would **significantly and demonstrably** outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. This is known as the tilted balance and will be returned to at the end of this report.

Design, Impact on Character and Appearance of the Area and Landscape

Policy TB21 of the MDD states that proposals must demonstrate how they have addressed the requirements of the Council's Landscape Character Assessment, including the landscape quality; landscape strategy; landscape sensitivity and key issues. In addition, proposals shall retain or enhance the condition, character and features that contribute to the landscape.

Policy CC03, in sub paragraph (c) that development should promote the integration of the scheme with any adjoining public space or countryside. Within sub-text paragraph 2.19 it states that a landscape and visual impact study will be required where the site is located on or adjacent to the development limits or where the proposal may have an impact on the townscape around it.

Arborfield and Barkham Neighbourhood Plan Policy IRS2 gives weight to the Barkham Village Design Statement (VDS) and seeks to ensure that development recognises, respects, and preserves the rural setting of settlements.

Paragraph 131 of the NPPF (2024) notes that good design is a key aspect of sustainable development

Setting the scene – the landscape

The site is located within Wokingham Borough Landscape Character Assessment (WBLCA-2019) Area J2 'Arborfield Cross and Barkham Settled and farmed Clay'. A landscape of moderate quality, sensitivity and a modest capacity for change

Paragraph 187 (b) of the NPPF states that 'Planning policies and decisions should contribute to and enhance the natural and local environment by... recognising the intrinsic character and beauty of the countryside'.

The valuable landscape attributes that relate to the site and its surroundings include;

- Pattern of arable and pastoral fields, which provides a rural character away from settlement, and creates an important separation between settlements.
- Mature hedgerow trees and in-field trees which provide a wooded character and visual interest within the landscape.
- Rural settlement pattern of farms, hamlets and small nucleated villages outside the urban area which provides a rural character and a link to the past.
- Recreational value of the network of rights of way between settlements.
- Views across the landscape to surrounding character areas, particularly across the river valleys to the west and to the wooded hills to the north and south provides a loose sense of enclosure.

The key issues affecting the J2 LCA relevant to the site include;

- Effects on tree health or species composition of woodland and wet woodland as a consequence of pathogens and climate change....
- Hedgerow loss and replacement with fencing associated with the expansion of fields and intensification of agriculture....
- Loss of structure and species diversity of the woodland belts has occurred in the past through cessation of coppice management....
- Lack of the recruitment of young trees (through natural regeneration or planting) required to rebalance the age structure of hedgerow trees is an on-going threat to the character of the landscape.
- Pressure for large scale residential development and supporting infrastructure impact landscape character
- Increased traffic on rural roads due to expanding residential development in the area leading to loss of tranquillity, erosion of road verges and increased levels of air pollution in rural areas.
- Light pollution at night causing 'sky glow'.
- High demands for recreation continue to threaten the tranquillity of the landscape.

The Landscape Strategy is to conserve and enhance the remaining rural character of the landscape. The key aspects to be conserved and enhanced are the field pattern with mature hedgerow trees, wetland and woodland habitats, rural lanes and historic features. In terms of development, the aim is to integrate new development into its landscape setting and retain the open and rural character of the landscape between settlements.

Applicant's position on effect on the landscape

The applicant, within their Landscape Visual Assessment (LVA), considers *"the potential landscape effects to be within a Moderate to Moderate / Minor adverse range over the longer term, which would not be a material change or a significant effect when taking into account the mitigation measures and the carefully considered development."* In terms of impact on the J2 Landscape Character Area, they consider the potential effects to be *"no higher than negligible adverse"* owing to the scale of the development and the considered design which is reflective of the village form.

It was also stated that the effects on landscape character *"will be highly localised and limited to the landscape character of the site itself and immediate adjoining areas only where it will be compatible with the prevailing character. The extent of potential landscape effects is restricted to the Site and adjoining areas only and reduces considerably within the immediate setting of Barkham."*

Council's position on effect on the landscape/ surrounding area

Officers are of the view that the site plays an important role in the transition of settlement to the open countryside to the south. As such, it is not considered that the site can be regarded as a contained site, but rather the site sets a transitional tone which consequently is read in the context of a wider landscape.

Whilst relatively small, the role the site has in the surrounding area and landscape should not be downplayed and has been recognised by appeal Inspectors.

In appeal decisions for residential development on this site, Inspectors notes the open, rural character of the site and its prominent position at the top of the hill, as well as its location, outside of the settlement limits, within designated countryside.

In paragraph 9 of the appeal for 171476, the Inspector concludes:

I note that the site is not subject to any particular landscape designations and that it does not include specific landscape features of particular identified merit. However, the site has a largely undeveloped appearance and currently offers a significant break in the built frontage along Barkham Road. At the time of my site visit, views into the front part of the site were readily available from the road and footway and due to the elevated and sloping nature of the site, the appeal site was partially visible over longer distances from Edneys Hill across the open fields behind the site. Whilst I recognise that the boundary trees and vegetation provide some visual containment, the degree of visibility will vary according to the seasons. Nonetheless, the site offers a significant green openness, which contributes individually and together with the other less developed areas nearby to the more rural aspect of this semi-rural street scene

In paragraph 10 of the same appeal the Inspector states:

The introduction of five detached dwellings on the site would inevitably substantially erode the overriding open character of the site.

Paragraph 13 goes on to say:

While the site does not have an agricultural appearance, it's green, open and generally undeveloped and rural character would give way to a more urbanised, residential character and appearance. This would be detrimental to the semi-rural character of the site and its surroundings, as well as the intrinsic countryside character of the area more widely

Paragraph 9 of the Inspector's decision of linked appeals 162084 and 161412 states:

In terms of the physical impact of the developments, the erection of new dwellings would erode the open character and quality of the area by extending the built development in an undesirable fashion. In this respect, both developments would give rise to significant harm to the rural character of the area. In coming to that conclusion I acknowledge that there would be areas of greenery remaining, albeit as part of large residential gardens.

These previous decisions are material planning considerations. Conclusions made by the Inspector in supporting the Council's previous concerns regarding the impact residential built form would have on this site and the surrounding countryside/ landscape more widely are required to be factored into this assessment. Officers do not consider that previous concerns raised regarding the loss of the site as an open field and the associated impact on the surrounding countryside, landscape and rural character have not changed or been overcome as a result of this proposal. Rather, this proposal sees a substantial increase in the amount of built form proposed and so harm would be further exacerbated.

The site represents a pause/breathing space of landscape where there are other such pauses such as opposite at Aggisters Lane, and slightly to the west at the junction with Bearwood Road (1A Bearwood Road) which are typical features of Barkham Road as it moves into countryside. Edneys Hill is a country lane with typical features of a narrow roadway lined with highway verges of trees and hedges, and undulating in form due to the shallow wooded valleys of J2 LCA and provides the key views into the site currently – illustrated by view points 9, 10, 11 & 12 in the LVA.

Of the 14 viewpoints in the LVA, 5 are from different locations along Barkham Road and provide clear views of the site and the WBC Tree & Landscaping Officer assesses the development will have a very high/high magnitude of change on the receiving landscape. Of the 6 viewpoints from Edneys Hill 6, 8, 9, 10, 11 and 12, it is considered that 5 of these views will be lost as a result of development which will have a very high magnitude of change of the receiving landscape.

The general thrust of the conclusion of the WBC Tree & Landscape Officer is consistent with that of Inspectors who have attributed great value to the retention of this parcel of land as an open field for substantially smaller schemes where the physical amount of

development on the land would have been much less. Built form, especially in a residential use, would have an urbanising and detrimental impact on the rural and verdant character of the site and the J2 landscape character area.

Reverting back to the key issues facing the J2, one is: *pressure for large scale residential development and supporting infrastructure impact landscape character* and the an aim of the landscape strategy in terms of development, to *integrate new development into its landscape setting and retain the open and rural character of the landscape between settlements*.

Here, the new development would fail to integrate into its landscape setting, as it is not considered a scheme that suitably accounts for its positioning as a sensitive/transitional point in the landscape. It also obliterates the open field which has been valued by the Council and appeal inspectors alike as an important part of the rural character of the area and landscape. It is also of a non-sensitive layout and design, as will be discussed below. Notwithstanding this, the transitional space within the site layout between the proposed development and the countryside to the south is not wide enough to accommodate the attenuation basin, and a surrounding open space for the development, as well as an adequate transitional landscape, which is required along the southern boundary to mitigate the visual impact of development.

Along with the physical built form that is proposed, associated with redevelopment of the site for residential would come with the associated operations and paraphernalia of everyday residential life and an access point would be created for two way traffic. Overall the redevelopment would naturally be well above and beyond that of the existing site and create a development that would erode and urbanise the comparatively undeveloped and landscape both in a visual and aural sense.

Design/ Site Layout

Policy CP3 of the Core Strategy states that development proposals should be of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area.

RD5 of the Wokingham Borough Design Guide states that new development in the rural area should respond to the typical forms of buildings in the village or locality.

Policy AD3 of the Arborfield and Barkham Neighbourhood Plan seeks high quality development and design.

Immediately surrounding the site is linear development facing Barkham Road. There is some tandem development (5 houses) located to the west which are again situated in a linear fashion.

This proposal would see development that is arranged in a linear fashion facing Barkham Road. The absence of development facing the road had been criticised under previous applications/ appeals. However, owing to being a small estate, the orientation of dwellings then begins to vary, with 2 x 1003 type dwellings and 1 x 1358 type dwelling being positioned more centrally within the site and not having a direct relationship with any existing pattern of development. Owing to their orientation, they would not read as an extension to the tandem development to the west.

The block of flats and 2 x 852 type dwellings would be positioned to face Edney's Hill. At present, residential development facing onto Edney's Hill is sparsely found further down the hill. This proposal would see the introduction of a new pattern and grain of development at the top of the hill. This change in development dynamics and incremental approach into Edney's Hill will once again contribute to the erosion of the quality of the transitional point into the landscape. In particular that when travelling down the hill, the last built form before the countryside (excluding the internal road) is the large block of flats, which is inappropriate.

Whilst a proposed street scene elevation has been provided, it is shown in the context of boundary vegetation. The use of screening/ focusing on how well the site is screened has also been referred to elsewhere in the submission. Whilst there was reference by the applicant of the site being well screened, the use of boundary treatment to try and conceal otherwise unacceptable development, that would be at odds with the character and appearance of the area, using landscaping and boundary treatment is not an acceptable solution. Furthermore, the longevity of boundary treatment cannot be, and should not be relied upon. In this case some of the trees and hedges around the site (both on Barkham Road and Edneys Hill) are in the Highway verge meaning they are subject to cutting back or removal outside of the control of the applicant and the site.

Generally, the scheme would see a denser, more cramped, urban layout and design, with more hardstanding in the form of harsh parking blocks, carports, service roads along with a higher quantum of dwellings relative to the site area. As a result, placement of dwellings are relatively close together, rather than providing a spacious feel around plots which is generally the case in this part of Barkham Road. It should be noted that under the previously refused applications, the density equated to between 8-10 dph and the site areas were slightly larger. Under this scheme, the density equates to 23 dph which is not reflective of the site's countryside designation, or being a sensitive transitional point to the wider open countryside to the south.

A flatted block is also proposed, and whilst flatted blocks are common place on urbanised estates, here it would be at particular odds with surrounding rural context where built form does not comprise of such features. Its placement at the entrance of the site would also mean its visibility is heightened on Edney's Hill, where the landscape transitions to the open countryside, as mentioned.

The Arborfield and Barkham Village Design Statement, which is referred to within the Arborfield and Barkham Neighbourhood Plan (policy IRS2), is used as a guide for achieving good quality design of properties in the plan area. The design statement emphasises focuses on architectural features of Barkham and notes *"One and a half" storey houses with dormer style upper windows within the roof space should be encouraged as this reflects the architecture common in Barkham. Houses with high ridgelines should be discouraged as they tend to dominate their surroundings.*

Upon review of the surrounding area, there appears to be architectural and design variance between nearby dwellings, meaning there is not a uniform appearance or design of nearby dwellings. However, that being said there are examples of one and half storey dwellings, and in the immediate vicinity dwellings do have visual interest in their composition. The Village Design Statement goes onto state *Houses with high*

ridgelines should be discouraged as they tend to dominate their surroundings. The proposed ridge height of some of the dwellings being ~11m, which is considered excessive with the roof being extremely bulky. Owing to the site levels which change across the site, a more sensitive design to minimise bulk and reflect the transition of level changes could have been explored. Rather, all dwellings are proposed with a consistently high ridge line, as opposed to any variation or relief that would add design appeal.

Brickwork pattern detailing is noted and positive, however other elements of the design such as window proportions are considered to result in a front elevation that lacks character or a focal point, and are also appear somewhat disproportionately small that fail to break up the massing of the facades. The TVP Designing out Crime Officer also notes that adding more windows to side elevations would enhance surveillance over parking area, however this would need to be balanced against compromising the privacy of existing and future residents.

In terms of proposed materials, policy IRS2 of the Neighbourhood Plans states that materials should be used that reflect local character. This is echoed by policy CP3 and the Borough Design Guide. Concern has been raised that proposed materials do not convincingly reflect the established local palette. While good quality red brick is proposed for some dwellings, consistent with much of Barkham, the inclusion of slate roof tiles and black-stained weatherboarding, particularly on car ports, is discordant with the prevailing use of red clay tiles and the absence of black weatherboarding in nearby properties. Whilst this is noted, there does appear to be some degree of variance in materials on dwellings around the site and the presence of car ports not considered substantially offensive in their own right due to their semi-permeable nature. As noted, some materials that have been proposed are consistent which is positive. Those less so would be contrasting but owing to an existing degree of variation in the surroundings, officers do not consider this to result in substantial harm. However, it would be conditioned that samples of materials are submitted prior to development commencing so that Officers can more fully understand their form and composition in light of neighbouring concerns.

Summary

Previous appeal decisions for smaller scale residential development on this site have been consistently resisted by appeal inspectors, highlighting the large value of this relatively small piece of land in the context of the surrounding area and rural context. Officers consider this is still applicable, albeit the effects of this proposal would be of a greater magnitude owing to the larger scale of this development compared to those previously.

The proposal would contribute towards the key issues experienced in the J2 LCA, one of those being pressure for large scale residential development and supporting infrastructure impact landscape character. The Council do not agree with the impact the proposal would have on the landscape character, with the applicant stating the impact on the J2 LCA would “*no higher than negligible adverse*” owing to the scale of the development and the considered design which is reflective of the village form. Officers consider that the site has an important role to play in terms of landscape character owing to its partially elevated placement and it being a transitional point. Officers also do not agree that the design is considered or reflective of surroundings;

essentially the proposal is for a small estate which is not found nearby or would respect the pattern of existing development. The estate form is more considered an urban arrangement rather than village form.

Paragraph 139 of the NPPF states that *Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design*. The Council are of the view that this development would still not be well designed as it fails to reflect on policies and guidance on design, as discussed.

The design of the dwellings, including associated infrastructure and hardstanding, should recede into the landscape rather than placing very large dwellings, including flatted development, which appear look blocky and stand out contrary to the prevailing character and appearance of the area of detached dwellings in generally good sized plots. It would appear an overdevelopment of the site in this countryside context.

As such, the proposal fails to comply with policies CC03 and TB21 of the MDD and CP3 of the Core Strategy. In addition, the proposal fails to comply with AD3 and IRS2 of the Neighbourhood Plan, Village Design Statement and Wokingham Borough Design Guide. It would also fail to maintain the quality of the environment; one of the overarching aims of policy CP11.

Housing Mix

Policy CP5 of the Core Strategy states that Planning permission will be granted for residential development providing a mix and balance of densities, dwelling types, tenures and sizes.

The applicant's proposed dwelling mix is as follows:

DWELLING SIZE	MARKET HOUSING	AFFORDABLE HOUSING	TOTAL
1 Bed Flat	1	1	2
2 Bed Flat	2	2	4
2 Bed House	0	2	2
3 Bed House	7	1	8
Total	10	6	16

The Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) identified future housing need for the Wokingham Borough. Table 107 (on page 295) identifies the following:

No of beds	1 bed	2 bed	3 bed	4+ bed	Total
Dwellings required	934	3488	5605	2862	12889
	7.2%	27.1%	43.5%	22.2%	100%
Subject application	2	6	8	0	16
	12.5%	37.5%	50%	0%	100%

The applicant is slightly overproviding on 1, 2 and 3 bedroom units at the expense of not providing any larger 4 bedroom units. However, given that there is generally a range

of dwelling sizes, including family sized units, and a mix of semi-detached, detached and flatted accommodation would provide a good range of dwelling types, notwithstanding the design concerns raised in particular from the flatted accommodation.

Affordable Housing

CP5 of the Core Strategy states the threshold for affordable housing outside of development locations (ie. in the countryside) is 5 dwellings (net) or more or 0.16 ha (net) and larger. The site exceeds this threshold and as per policy CP5, 40% of the proposed dwellings would be affordable housing units. This equates to 6.4 units.

For this application, the proposal is for 6 affordable housing units:

- 1 x 1 bed flats
- 2 x 2 bed flats
- 2 x 2 bed houses
- 1 x 3 bed house

The 0.4 of a unit would be provided by way of an in lieu contribution which in principle is accepted by the WBC Housing team. The contribution would equate to £113,574.36.

Upon consultation with the WBC Housing team, it has been advised that Council will not accept mixed tenure blocks of flats, it is unlikely that 1 x 1 bed flat and 2 x 2 bed flats would make up a block, it would therefore be prefer additional houses or potentially 2 x 1 bed maisonettes instead of flats plus an additional 3 bedroom house.

The Council would be willing to accept the following affordable housing mix:

- 2 x 1 bed maisonettes
- 2 x 2 bed houses
- 2 x 3 bed houses

However, it is appreciated that the mix above proposed by the housing team currently does not exist (ie. there are no maisonettes proposed as part of this application). As the proposal is unacceptable in other respects, it will form a reason for refusal, however in the event of any future appeal, further discussion between the applicant and housing team would need to take place to agree a position of affordable housing.

The applicant has submitted a proposed tenure mix plan which shows a mix of affordable rent and shared ownership units. The tenure mix required is 70% social rent (4 units) and 30% shared ownership (2 units).

Affordable housing dwellings should be built in accordance with the standards requirements and latest guidance issued by Homes England and/or the Regulator of Social Housing, meet the national space standards and conform to building regulation M4(2) (or any other applicable regulation) to ensure the provision of lifetime homes which are adaptable to varying needs.

The affordable units should be transferred to the Council's Local Housing Company (Loddon Homes) or one of the Council's preferred Registered Provider (RP) partners

for a price that will enable the RP or Local Housing Company to deliver the affordable housing without the need for public subsidy.

Residential Amenity:

Policy CP3 of the Core Strategy states that development should not be of detriment to adjoining land users. This is echoed by DH2 of the LPU. Policies within the Borough Design Guide (BDG) concentrate on standards of accommodation for future occupiers of residential development.

It is important to note amenity requirements for future occupiers of the proposed development and existing neighbours near to a development site both need to be considered.

Future occupiers of the development

Policy TB07 states that “Proposals for new residential units, including change of use or conversions, should ensure that the internal layout and size are suitable to serve the amenity requirements of future occupiers.” This is also echoed by Policy R17 of the Wokingham Borough Design Guide (2012).

R18 of the Borough Design Guide requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect. Section 12 of the NPPF seeks to promote development that has good architecture and layout with a high standard of amenity for existing and future users and Section 14 states that new development should take account of layout, orientation, and massing to minimise energy consumption.

The proposed dwellings would just meet or exceed the minimum standards outlined in either R17 or the Nationally Prescribed Space Standards. All habitable rooms in the proposed dwellings would benefit from windows and so would receive suitable natural light and outlook.

Amenity space

R16 of the BDG states the Council’s minimum garden length of 11m is a generally accepted guideline for private garden space, provided the space is usable. For flatted development, the BDG states that dwellings should have access to some form of amenity space, preferably in the form of private or communal garden space. In practice, upper floor flat dwellers rarely have access to gardens. In such cases, it is important to provide private outdoor space in the form of balconies, upper level terraces or wintergardens.

The garden depths are generally 11m at their maximum and are of a regular shape so would be useable. In terms of the flatted development, there would be a communal garden that would again have a depth of around 11m, along with the first-floor flats having their own private balconies. As such, the proposed development would have a suitable level of external amenity space for future residents.

However, the balcony for plot 11 would have unrestricted and direct views across the rear gardens of in particular, plot 7, and plot 6, owing to the balcony’s close proximity to the boundary of plot 7. As such, overlooking would occur for the future residents of these plots which is substandard and will form a reason for refusal.

Neighbouring Amenity

The closest neighbours to the site are Quarter Hill House and Coppid Hill House to the west. Coppid Hill House has a detached outbuilding within their plot.

To the east, the closest direct neighbour is 384 Barkham Road with the rear garden boundary of 382 Barkham Road being opposite the proposed site entrance.

To the north, 361 Barkham Road is the closest neighbour and to the south is Mortimers Lodge Farm.

Properties to the west

There would be a separation distance of over 20m between proposed two storey built form and neighbouring properties to the west.

The rear and flank elevations of plots 14, 15 and 16 would face onto the entrance/ side elevation of Coppid Hill House. R16 of the BDG stipulates a minimum back-to-flank separation distance of 12m.

These rear and flank elevations of the plots would see first floor bedroom windows facing this neighbouring property and there would be a separation distance of between 25.5m - 29m between existing and proposed built form. Proposed ground floor facing windows would be intercepted by boundary treatment. During the consultation process, there was concern regarding overlooking onto the swimming pool of Coppid Hill House. Whilst there would be a degree of overlooking from plots 14, 15 and 16, it is commonplace for a residential relationship. For example, Coppid Hill House's adjacent neighbour to the west will also have views of this swimming pool.

The flank elevation of plot 1 would be parallel with Quarter Hill House. However, the side elevation of plot 1 would not contain any windows and so there would not be issues regarding overlooking.

Owing to the adequate separation distances, there are not concerns regarding overlooking or overbearing impacts. The layout of the plots in relation to neighbours does also not raise concern that neighbouring properties would experience a significant loss of light, again also aided by the acceptable separation distances.

Properties to the east

There would be in excess of 30m separation distance between 384 Barkham Road and the closest plots on the application site (plots 6 and 7). Furthermore, these plots would be separated with this neighbouring site by an internal site road, vegetation and Edney's Hill highway.

Properties to the north

To the north, there would also be separation in excess of 35m and the site and neighbouring properties being separated by Barkham Road.

Properties to the south

To the south is Mortimers Farm Lodge. There would be in excess of 50m separation distance between the closest proposed dwelling and this site; intervenes by a parcel of open land.

In terms of general noise disturbance to neighbours, whilst there would be some additional noise/ disturbance as a result of additional households and associated activities, no concerns have been raised in this regard from Environmental Health. Furthermore, in light of the surrounding residential properties, the additional noise would unlikely be substantially above and beyond the current residential setting.

Overall, the proposal would not result in any substantial overbearing, loss of light or overlooking concerns to immediate neighbours.

Environmental Health

Policy CP1 of the Core Strategy states that development should minimise the emission of pollutants into the wider environment. Pollutants could be in the form of, but not limited to, air pollution, noise pollution and ground contamination. Policy CC06 of the MDD specifically concerns noise impacts of a development.

Policy HC5 of the LPU states that Development proposals will only be supported where it can be demonstrated that individually, or cumulatively in combination with other schemes, they do not have an unacceptable impact, either during the construction phase, or when completed, on:

- a) Human health, well-being or safety;
- b) Residential and public amenity;
- c) The quality of land, including soils and the subsurface;
- d) Air and Water quality (including surface water and groundwater); and
- e) Other sensitive receptors, including the natural environment.

Contaminated Land

WBC Environmental Health has reviewed the submitted Phase I & II Geo-Environmental Report (Geo-Integrity, March 2025). The investigation confirms the site has historically been open paddock/field land with some evidence of temporary disturbance during adjacent development. Made ground and shallow groundwater were encountered, but no significant contamination or unacceptable risks to human health or controlled waters were identified. The report concludes the site is suitable for residential use, subject to good practice measures and a watching brief for unexpected contamination. Conditions would have been included relating to reporting unexpected contamination and verification of remediation, in such an event.

Noise

Upon consultation with WBC Environmental Heath, it was concluded that the site is adjacent to Edney's Hill and Barkham Road, which may experience moderate traffic flow. A Noise Impact Assessment should be submitted to assess potential road traffic noise affecting future residents. Mitigation measures (e.g., acoustic glazing, layout orientation) may be required to ensure internal and external noise levels comply with BS8233:2014 and WHO guidelines. No noise assessment has been submitted to support the application and therefore the suitability of the principle of developing this site for residential purposes, in relation to external noise factors, cannot be determined. This will form a reason for refusal.

Conditions would have also been required for a construction management plan, in the interests of the maintaining the quality of the environment during the construction phase, and details of any external lighting so as to not result in adverse impact to neighbours.

Highways, Access and Parking Provision

Notwithstanding WBC Highway's objection to the proposal owing to the site being an unsustainable location, the following comments are made on the proposal in respect of other highways considerations.

Vehicle and cycle parking

Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street car parking standards, including provision for charging facilities.

Policy C5 of the LPU states that development proposals should provide and retain vehicle parking (including motorcycles) and cycle parking that caters for the needs of all users (including people with disabilities and visitors) that is appropriate to the location and the scale of development.

WBC Highways welcome applicant's parking assessment according to the WBC Parking Standards for Urban location. The council recommends each parking space shall have minimum dimensions of 5.0m x 2.5m, and the minimum internal sizes of a single garage/carport for parking to be 6m x 3m. The minimum dimensions for parallel parking space are 6m x 2.5m.

A total of 26 allocated parking spaces will be proposed for the site, which will be acceptable. The proposed dimensions of the parking spaces and carports are acceptable.

However, according to the floor plans submitted, House Types 1003 and 1358 have five habitable rooms (instead of four as indicated in the Transport Statement and Parking Demand Calculation Sheet), such that 5 unallocated parking spaces (including 3 visitor parking) are required.

To prevent additional parking that obstruct the access road, Highways also recommend reducing the driveway length for Plots 5-7 to no more than 13m, measured from the carriageway edge.

According to the WBC Parking Standards, one cycle parking allocation will be required per dwelling for three or less habitable rooms, and two will be required for dwelling with 4-5 habitable rooms

While it is stated in the Transport Statement that the proposed development includes 36 no. cycle storage, there is no mention of how the cycle parking spaces will be provided. Direct access to the rear garden, cycle store or garage of suitable sizes (7m x 3m) shall be indicated for cycle storage. However, details of cycle provision could be conditioned.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the Building Regulations (Approved Document S).

10 no. EVCP have been proposed for houses on the materials plan. However, 'flats' are considered as 'dwellings' under Section 2 of Building Regulations. Provisions of EVCP for flats are also required.

Traffic Impacts

Traffic flows have been assessed in the Transport Statement, which is welcomed. TRICS data has been used for the proposed trip rates.

While the Highways would have expected the approved trip rates in WBC transport model (WSTM4) to be used for assessment, the proposed trip generation of 8 two-way movements in both the AM and PM peak as stated in the Transport Statement is mostly similar to the total trip generation by applying the approved trip rates, which has been deemed acceptable by WBC Highways in this instance.

Access

The site will be accessed via a new vehicle access onto Edney's Hill, and two pedestrian access onto Barkham Road. While the applicant has assessed the visibility splays of 2.4m x 43m, the proposed vehicle access is circa 45m south to the change in speed limits from 60 mph to 30mph and is subject to the national speed limits.

WBC Highways would expect to see the visibility splays on the nearside edge in both directions of the carriageway to be assessed, with the actual 85th percentile speed of the road. The visibilities along the tangent to the bend shall be assessed.

Edney's Hill is currently serving 23 other dwellings and will serve 39 dwellings if this proposal will be approved, which is a significant intensification of existing access road. The narrowest road width of Edney's Hill between the junction of Barkham Road / Edney's Hill and the site access is circa 4.1m. Edney's Hill (between Barkham Road and the site access) will need to be widened to a minimum width of 4.8m to accommodate two-way traffic.

WBC Highways would expect to review swept path analysis with large saloon car of circa 5m long; the applicant has submitted the swept path analysis with a smaller car, demonstrating that two vehicles travelling in opposite directions can pass through each other when entering and leaving the public highway at the first 10m of the site access.

Internal Access Road

Information on whether or not the site roads will be offered for adoption will need to be supplied. Whatever the case, the road will need to be built to highway standards. If the site roads are to remain private, this will also need to be included in a s106 agreement. Any S106 will need to include an obligation that the site road will be maintained as a private road in perpetuity. As this has not been secured, it will form a reason for refusal.

The internal roads are proposed to be shared surface with a minimum width of 4.8m along the primary access road to accommodate two-way traffic, which are welcomed.

It is stated that there is a narrowing pinch point of 3.7m wide to the northwest of the proposed development. Given that driveway will provide access to four dwellings, a minimum width of 4.1m is required. A 2m service margin shall be provided on both sides of the road where development is proposed to align with the borough's highway design guidance.

While the swept path analysis for fire tender has been submitted along the access road of Plots 8-16, the applicant is expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of any dwelling (Plots 1-7 for this instance). A turning area is likely required.

Pedestrian accesses are solely provided onto Barkham Road. While the applicant proposed that the internal roads will be shared surfacing, this is no direct internal pedestrian/cycling route for the future occupiers to access to the pedestrian accesses from the south of the site, Plots 14-16 in particular, which can increase the risks for pedestrians/cyclists utilising the proposed vehicle access onto Edney's Hill.

The applicant is therefore required to improve the connectivity within the site. The applicant may wish to consider maintaining a minimum width of 4.8m along the access road of Plots 8-16 and providing a 3m wide shared footpath/cycle path between Plots 4 and 5.

Waste Provision

Policy CC04 of the MDD Local Plan requires development to incorporate suitable waste management facilities, including on-site recycling. Green waste provision should also be provided for, although this is an optional facility for individual households.

Each dwelling will be responsible for their own waste provision and presenting waste for collection at the appropriate time. In any flatted development, communal stores would be expected. Bin storage areas for both the single dwellings and flatted development have been demonstrated.

The proposed layout can generally be served by fire tender and refuse vehicles (of similar dimensions to the council's adopted standards) within acceptable carrying distance.

While the applicant has submitted a swept path for refuse vehicle entering the site, the applicant has not demonstrated the refuse vehicle can exiting the site travelling along the northbound of Edney's Hill, and the turning is unlikely to be achievable with the proposed access arrangement. This will be encompassed within the Highway reason for refusal.

Other Highway Matters

A framework construction management plan (CMP) was requested by WBC Highways. However, it is considered that had the development been acceptable a CMP could have been secured via condition. This would ensure that safety and neighbours are considered during the construction process.

Summary

In the absence of adequate information regarding satisfactory access arrangements, visibility splays and turning area for vehicles entering/exiting the site, it has not been demonstrated that the proposal will not lead to a detrimental impact on both highways and pedestrian safety. The proposal is contrary to policy CP1, CP3 and CP6 of the Core Strategy, policy CC04 of the MDD and the National Planning Policy Framework.

Flooding and Drainage:

Policy CC09 of the MDD states that All sources of flood risk, including historic flooding, must be taken into account at all stages and to the appropriate degree at all levels in the planning application process to avoid inappropriate development in areas at risk of flooding.

Policy CC10 of the MDD states that all development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner. This must be demonstrated through a) A Flood Risk Assessment, or b) Through a Surface Water Drainage Strategy.

The site and access thereto is in Flood Zone 1 which is defined as land having a less than 1 in 1000 annual probability of river flooding or tidal flooding in any given year meaning its probability of flooding is 'low'.

Sequential and Exception Test

As the site is in Flood Zone 1, a sequential test, demonstrating sequentially preferable sites in a lower risk of flooding, is not required. The development (a residential scheme) is classified as a 'More Vulnerable Development' according to Table 2 within the PPG (Flood Risk and Coastal Change section) and Annex 3 lists Flood Risk vulnerability. According to Table 2, 'More Vulnerable Development' is compatible in Flood Zone 1 and therefore an exception test is not required.

Flood Risk

As the site area is greater than 1 ha, a site specific Flood Risk Assessment (FRA) is required, despite the site being located in Flood Zone 1, as per footnote 63 of the NPPF.

A Flood Risk Assessment was carried out and concluded the different risks of flooding from different sources including fluvial, surface water, ground water and reservoir were all low.

Surface Water Drainage

The NPPG states that the aim should be to discharge surface water run-off as high up the drainage hierarchy as reasonably practicable. This is as follows:

- Discharge to the ground
- Discharge to a surface water body;

- Discharge to a surface water system, highway drain, or another drainage system, or;
- To a combined sewer where there are absolutely no other options, and only where agreed in advance with the relevant sewerage undertaker.

Thames Water would also raise no objection to the treatment of surface water should the sequential approach to the disposal of surface water.

The drainage strategy states that the site's geology suggests that the ground conditions are not suitable for infiltration techniques. Soakaway tests were performed at three locations on site, confirming that the porosity properties of the soil are unsuitable for infiltration techniques.

As such, a detention basin is proposed in the southeast corner of the site where the topography naturally directs surface water. Furthermore, an underground attenuation tank will be provided in order to provide the required volume for surface water storage during extreme storm events. Three 'hydrobrakes' will be installed in a manhole to attenuate the site's run-off to the relevant greenfield rates.

Permeable paving is also proposed along with rainwater butts to be provided in all dwellings, re-using rainwater for irrigation purposes.

The drainage strategy also incorporates a surface water maintenance strategy to ensure the systems suitably perform.

Whilst concerns raised by neighbours are noted, WBC Drainage officers have reviewed the submitted drainage flood risk assessment and drainage strategy and raise no objection to the proposal, subject to a condition that the development is carried out in accordance with the submitted strategy.

Thames Water have stated that they would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer and have requested an informative be attached to remind the developer that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer.

Thames Water also advise that with regard to wastewater network and sewage treatment works infrastructure capacity, they would not have any objection to the application.

Trees:

Policy CC03 of the MDD seeks to protect existing trees and promote opportunities for new soft landscaping.

The Tree Survey Schedule consists of 21 trees, 4 groups of trees, 1 hedge of Cherry Laurel. 1 x category C tree will be removed as part of the proposals (T18 – Hazel) along with partial clearance of G2 and G3 which are also category C. G2 is a native hedge consisting of Ash, Field Maple, Hawthorn, Hazel, Holly, and Silver Birch. G3 includes Elm, Ash, Oak, Field Maple, Hawthorn, Hazel and Holly. The removals are necessary to accommodate the scheme's vehicular access and a pedestrian connection with Barkham Road.

The WBC Tree & Landscaping Officer has no objection to the removal of these low quality trees, and the proposal can accommodate all the principle trees and provide for replacement trees.

It is worth noting that there are two Oak trees in the south-west corner of the site identified as Veteran trees on the Ancient Tree Inventory, Refs. 163180, 163179. Along Edneys Hill is an Oak identified as Notable on the ATI Ref. 45697 and a Veteran Oak Ref. 45698. The mature 'Veteran' Oak (T20 on the submitted arboricultural plan) is considered to give the site a strong sense of verdant maturity and contributes to the site's amenity. Although it is the opinion of the Arboricultural Consultant T20 does not have sufficient features to qualify as a Veteran tree under the definition set out in the NPPF the tree it has been provided with a buffer zone x15 the dbh, as recommended for veteran trees by Natural England.

Off site trees opposite the site are protected by TPO761/1995 consists of Ash, Hazel, Plum, Holly, Lime. These trees are located along Aggisters Lane a PRoW BARK 19, a historic route in Barkham that links to Bearwood Road, as well as to the Coombes an area of ancient and semi-natural woodland. Trees and woodland are common features within the J2 LCA, but also in the immediate site context and along Barkham Road which has woodland, groups of trees, and rows of trees lining individual plots and open stretches of road, and single mature Oak trees, many of which are protected and include some Veterans.

Impact on Root Protection Areas (RPAs)

In addition to the removals are incursions into root protection areas from the development and these are listed in Table 2 of the AIA. The Tree Protection Plan demonstrates incursion into the RPA of T19, and T17 from the access excavation and the road, and incursion into T17, T16, from the new access road. In addition to T20, these two trees are two of the more consequential trees on the site. The TPP calculations have included an area for offsetting of the RPA into soft ground of the site, but what is gained in the offsetting is lost on development particularly around T16.

The other incursions are minor and 'Cellweb' is proposed in locations where there is incursion from hard surfacing. As the key trees on the site are arguably along the eastern boundary it's unfortunate the site layout has placed the internal road close to the trees, rather than avoiding the RPA altogether which is what BS5837:2012 states;

Section 5.3 'Proximity of structures to trees' states at 5.3.1 'The default position should be that structures are located outside the RPAs of trees to be retained. However, where there is an overriding justification for construction within the RPA, technical solutions might be available that prevent damage to the trees'.

There is no overriding justification for the current proposals to develop within the RPA of important trees on site particularly when it can be avoided.

Trees and visibility splays

There are visibility splay drawings within the Transport Report Drawing Ref.

1052.0002-0001 P02, however the information must be included on the tree protection plan as well to understand the impact on the existing trees, which consequently could have an impact on the character of Edneys Hill. Removing the trees to facilitate an entrance that meets with highway policy will change the character of Edneys Hill, as will the additional activity in a rural country lane.

In summary, whilst the scheme indicates a minimal loss of category C trees, which is deemed acceptable, the proposal has failed to demonstrate that it would be acceptable in relation to retained trees owing to development being present within the RPA of good quality onsite trees. Furthermore, impact on existing trees has failed to be considered in relation to required visibility splays. As such, the proposal has not demonstrated compliance with CC03 of the MDD and will form a reason for refusal.

Ecology:

Policy TB23 of the MDD seeks to incorporate biodiversity features and provide suitable buffer zones with designated sites and species of particular importance. Policy CP7 of the Core Strategy seeks to protect designated sites and will resist development that may harm habitats or species of principle importance.

The proposal has been reviewed by the WBC Ecologist and the following comments are made in relation to protected species.

Bats

In the Ecological Appraisal, the desktop survey has identified a number of bat species as being recorded locally. Council records indicate that some of the nearby bat records are of local bat roosts. Despite the desktop survey results, the site itself has not been subject to a bat activity survey. In the absence of survey effort demonstrating otherwise, the WBC Ecologist advises that the planning authority has to proceed on the basis that the site does provide foraging and commuting interest for bats.

Considering the proposed layout, the WBC Ecologist agrees with the applicant's ecologist that the main commuting routes for bats can be retained in the course of the development provided that an appropriate lighting for light sensitive species strategy is secured and implemented. This would have been secured via condition.

Badger

No Badger setts have been identified on or immediately adjacent to the site. The use of the site for foraging by Badgers cannot be ruled out. On this basis, mitigation measures are proposed during construction that are relevant to Badgers. If these mitigation measures are secured then the WBC Ecologist advises that the proposal will be unlikely to harm a Badger. As mitigation measures are recommended for a number of species and these also need to be framed within the timescales and other constraints of the construction programme, As such, a detailed protected species mitigation measures are secured via a Construction Environmental Management Plan (CEMP) condition would be required to ensure that they are appropriately synthesised into the site specific construction plan.

Reptiles

The Ecological Appraisal has not conducted a presence / likely absence survey for

the site. It does pick up that widespread reptile species are recorded relatively locally and that the perimeter of the site does provide some suitable reptile habitat. The WBC Ecologist recommends that, in the absence of survey effort demonstrating likely absence, the local planning must proceed on the basis that reptiles are present on site. It is agreed that the layout proposed can retain most of the suitable habitat for widespread reptiles on-site – provided management for reptiles is included as an objective in a Habitat Management and Monitoring Plan (HMMP) for the open spaces on-site.

If reptile mitigation during construction is secured via a CEMP condition and ongoing management for reptiles secured via a HMMP, the WBC Ecologist advises that the proposal is capable of maintaining the local conservation status of reptile species of principal importance.

Great Crested Newts

The application site falls within amber and green impact risk zones for great crested newts, indicating suitable habitat and potential presence of this protected species. There are no ponds within the application site and five ponds within 500m of the site boundary, the nearest of which is approximately 190m south-west.

The applicant has supplied an Ecological Appraisal (Ref: ESEC/24084/01/v1.0, Essential Ecology, April 2025) which states that the risks from the proposed development to great crested newts are low and recommends precautionary measures which have been detailed in a non-licensed method statement. The Ecologist (NatureSpace) are satisfied with this Ecological Appraisal and the recommendations therein as regards great crested newts. A condition would be required to ensure the development is carried out in accordance with the recommendations for Great Crested Newts.

From the above assessment, it can be concluded that the proposal would not result in adverse harm to protected species.

Species Specific Enhancements and Ecological Permeability

Section 7.2 of the submitted Ecological Appraisal makes recommendations for ecological permeability measures and species specific enhancements. Local plan policy TB23 sets out a requirement for new development to provide enhancement and ecological permeability. It is therefore appropriate to secure these measures. Currently the measures are not set out in detail. A condition to resolve the detail and implement the enhancements and ecological permeability measures as approved would be required.

Biodiversity Net Gain

Mandatory biodiversity net gain of 10%, as outlined in the Environment Act 2021, applies to this development proposal.

The WBC Ecologist has made a line-by-line comment has been given in a LPA comment copy of iteration v1.0 of the Statutory Metric. The Ecologist can recommend that the habitat types, condition scores and areas listed in the baseline tabs A1 and B1 can be agreed. However, there is concern that T20 has not been included in the A1 tab. Although both the Ecological Appraisal and Arboricultural Impact Assessment try

to claim it is off-site, the red line boundary is drawn through the stem in plans and I therefore it is the LPA's view that this does need to be included.

The Ecologist also recommends that it is a size to be considered as a veteran tree and irreplaceable habitat. The BNG Irreplaceable Habitat Regulations allowing for any one of three pathways (size, condition, supporting rare species) being used to recognise a veteran tree. Considering condition, it is relevant to note that the Arboricultural Impact Assessment (Aspect Arboriculture, ref: 12357_AIA.001, April 2025) makes the following observations:

*“Several previous failure wounds throughout crown
Above average deadwood
Cavities within buttress on southern aspect of base”*

This indicates that it may also qualify as veteran under the condition pathway. It does not appear to have been surveyed specifically for rare species so this pathway cannot be excluded either.

If T20 is included within the baseline assessment of the BNG Statutory Metric, then the Local Planning Authority can agree the baseline. At present, the BNG baseline cannot be agreed.

It is noted that a detailed assessment of the post-development scenario is included within v1.0 of the submitted metric. Agreement/approval of this post-development part of the metric would need to be via condition discharge, should permission be granted and therefore the WBC Ecologist has not provided a detailed review of these tabs. However, it is noted that does rely on creation and enhancement of medium distinctiveness habitats on-site. As such, should permission have been granted, a condition would have been required to secure a detailed Habitat Management and Monitoring Plan (HMMP) and a planning obligation is agreed to secure delivery and monitoring of the HMMP including covering the local planning authority's monitoring costs.

Given the proposal is unacceptable in other respects, revisions of the BNG metric were not sought. As such, it will need to form a reason for refusal.

Thames Basin Heath Special Protection Area (TBH SPA)

Policy CP8 of the Core Strategy states that development which alone or in combination is likely to have a significant effects on the Thames Basin Heaths Special Protection Area will be required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

The site is located within the 5km zone from the Thames Basin Heaths Special Protection Area (TBH SPA). The Thames Basin Heath Special Protection Area is an internationally important habitat that is home to 3 rare species of ground nesting birds - the Dartford Warbler, Nightjar, and Woodlark. To protect these, the government has designated the Thames Basin Heaths as a Special Protection Area (SPA) under the European Commission Birds Directive and placed mitigation zones around the heaths to lessen the impact of human activity on them. The Appropriate Assessment needs to be passed to ensure that development would not have adverse impact on the TBH

SPA.

The Council, as the competent authority, has to ensure the Appropriate Assessment is passed before a development is permitted.

The submitted Ecological Appraisal proposed to secure mitigation for likely significant effects on the TBH SPA as per the standard delivery framework of providing SANG and SAMM. It proposes to secure SANG capacity at Rooks Nest Wood via a contribution secured by planning obligation. The site is within the catchment of Rooks Nest Wood SANG. Should the Council not wish to supply SANG capacity from Rooks Nest Wood SANG, another strategic SANG will need to be identified and the applicant will need to show that this meets the standards required for it to be viable SANG for this site.

The Appropriate Assessment has not been passed in the form of a S106 agreement to secure mitigation for the TBH SPA and as such this will form a reason for refusal as per local plan policy CP8 and the Habitat Regulations 2017 (as amended).

Heritage – Archaeology:

Policy TB25 of the MDD states that Where development is likely to affect an area of high archaeological potential or an area which is likely to contain archaeological remains, the presumption is that appropriate measures shall be taken to protect remains by preservation in situ. Where this is not practical, applicants shall provide for excavation, recording and archiving of the remains.

The proposal has been reviewed by Berkshire Archaeology.

There are potential archaeological implications with this proposed development as demonstrated by Berkshire Archaeology's Historic Environment Record and as noted on previous applications (162084 and 161412) for this site, however the current proposal is for a larger development. The site lies in a relatively non investigated area archaeologically and therefore its potential remains unclear.

However, a Medieval Deer Park lies c130m west of the site, centred around Barkham Manor. The Saxon village of Barkham, including a Medieval moated site, is c.690m south, and widespread field walking survey has highlighted Medieval finds are common in the wider area. In addition, a Medieval or early Modern trackway from Swallowfield to Wokingham is depicted on Norden's Map of 1607 running east-west, c.600m to the north of the site. These all suggest there is a potential for Medieval archaeology, and, although this is not a largescale development, it is likely the plot has never previously been developed, and therefore any archaeology may remain undisturbed.

As such, had the proposal been acceptable a pre-commencement condition would have been attached until a programme of archaeological work, including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing.

Employment and Skills Plan

Policy TB12 of the MDD Local Plan requires an employment skills plan (ESP) for this

development. Policy ER4 of the LPU also states that development of more than 10 dwellings should be accompanied by an ESP to show how the proposal provides opportunities for training, apprenticeships or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.

ESP uses the Construction Industry Training Board (CITB) benchmark based on the value of construction.

The value of construction (to inform ESP outcomes) is calculated as it is calculated by multiplying the interior floor space by £1025 which is the cost of construction per square metre as set out by Building Cost Information Service of RICS.

As such, had the proposal been acceptable, a S106 obligation for an ESP or in lieu contribution would have been secured via S106. However, as this was not proceeded with, it will form as a reason for refusal of the application.

Building Sustainability

Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change.

Policy CC04 outlines that in respect of new homes, the follow should be achieved:

- a) Seeking to achieve the requirements of the full Code for Sustainable Homes Level 4;*
- b) Meet internal potable water consumption targets of 105 litres or less per person per day (as part of the requirement to meet full Code for Sustainable Homes Level 4).*

Policy CC05 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 for developments of 10+ dwellings.

In relation to policy requirements outlined in CC04, it should be noted that the Code for Sustainable Homes Level 4 has now been withdrawn, and now applicants must meet the interim Future Homes Standard (as required by Building Regulations) of a minimum 31% reduction in emissions, in line with the CCIPPS. This would have been secured via condition.

With regards to water consumption, internal water use for each dwelling at a standard of less than 105 litres per person per day would have been needed to be factored into the final reserved matters scheme. This water consumption standard to comply with the CCIPPS, which is a higher standard than that outlined in CC04. This is because Wokingham Borough is situated within part of the country classified as an area of serious water stress. This would have too been secured via condition to help reduce water stress.

To comply with policy CC05, decentralised energy sources are required to be factored into the final scheme and secured via condition. Within the applicant's Energy Statement, it is indicated that Air Source Heat Pumps (ASHP) would be used in dwellings. However, on the submitted plans, solar panels are indicated on the

dwellings, despite the energy statement stating that whilst solar panels are a suitable option, they would not be proceeded with.

As such, there is a contradiction between the submitted Energy Statement and submitted drawings.

No location plan or specifications of the air source heat pumps are provided. This was noted in neighbour comments. Had the proposal been acceptable, a condition would have been applied to ensure the development achieves a 10% energy reduction through renewable technologies, and it would have specified that locations, specifications provided.

Despite the contradiction in the submission, it does appear that decentralised energy sources have been considered, and would be used, with further details being secured via condition.

In light of the above assessment, in principle the proposal could accord with Policy CP1 of the Core Strategy and CC04 and CC05 of the MDD subject to conditions.

Infrastructure:

NHS

NHS Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board have raised no objection to this application subject to the applicant providing a financial contribution of £14,499 towards primary healthcare (to be secured via a S106 obligation). The contribution would be used towards Wokingham Medical Centre or an identified primary care estates project in the local area.

Whilst requested, Officers are still required to justify this contribution against local planning policy and against the tests for such obligations. In terms of local policy, there are no specific policies that relate to development and healthcare. Policy CP3 (h) discusses that proposals should contribute towards the provision of an appropriate sustainable network of community facilities of the Within the supporting text of Policy CP1 it states that *“Development within the borough should enhance the overall sustainability of the area through minimising impact on the environment, including access to facilities.”* As this development will result in increased pressure on this community health facility, the contribution is justified to make the scheme functional in that it will be self-sufficient in helping alleviate the pressure and therefore will not be detrimental to the health wellbeing of the existing community.

Turning to the Regulation 122 of the Community Infrastructure Levy Regulations 2010, it states that obligations can only be attached if complied with the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

The proposed development of 16 dwellings will increase the population by an estimated 39. This will impact on primary health care infrastructure as there is insufficient capacity

to accommodate the additional patients. For the avoidance of doubt, the NHS state that the impact of this development cannot be absorbed by the nearby GP Practices.

Necessary

NHS ICB have confirmed that Wokingham Medical Centre is already over-capacity and requires additional clinical space to accommodate any new patients from the proposed development. The request does not seek to resolve existing capacity issues, rather looks to secure mitigation to provide necessary additional clinical space to accommodate any new patients from the proposed development.

Directly related

The proposed development would result in increased population that would need to access primary health care provision. As health provisions in the area are already over-capacity, a contribution would be required to ensure the resultant increase in population can readily access the services required. The contribution will therefore be directly related to the proposed development.

Fairly and reasonably related in scale and kind

The requested contribution is based upon the no. of dwellings forming part of the proposed development to define an additional patient yield. The cost per dwelling is based upon expected average occupancy of the development (2.4 persons).

Moreover, the recent local appeal decision at Land North of Bath Road, Wokingham APP/X0360/W/24/3350170 considered a similar situation where the impact of a housing development was considered to have an impact on an existing local surgery which the NHS ICB had confirmed to be already overcapacity. The contribution sought in that instance had been calculated based on the number of dwellings proposed which has been used to define an additional patient yield that would compound the existing problem of overdemand for local surgery services. The Inspector concluded that *"taking into account the representations made, as well as the approach adopted by the Inspector in the case of the Haddenham appeal, I am satisfied that this obligation would meet the necessary tests."*

The LPA consider the proposed obligation meets the relevant tests. As such, its failure to be secured via a s106 legal agreement will form a reason for refusal of the application.

A number of comments from third party comments have raised objection due to concern that existing local amenities would not be able to accommodate the increase in population. It is worth noting that the scheme would be liable to pay a Community Infrastructure Levy (CIL) charge of £551.02/m². CIL contributions are used to cover the cost of infrastructure it will rely upon, such as roads and schools. Town and Parish Councils will also receive a meaningful proportion of the money raised. This can be up to 25 percent of receipts in areas with an adopted Neighbourhood Plan, such as Finchampstead. Individual parish websites can be checked in order to see the parishes individual annual CIL statement setting out the amount of CIL received, how much was spent and what it was spent on. As such, through the payment of CIL, the development will contribute to local amenities.

Other Matters

The Thames Valley Police Designing out Crime Officer made suggestions to ensure boundary treatment is secure, that a self-closing gate would be added to the communal garden of the block of flats and secure access to the communal areas of the block of flats. Further detail on such security measures could have been conditioned, along with appropriate boundary treatment.

Planning Balance

The Council cannot demonstrate either a 5 year housing supply and therefore the development must be assessed in line with Paragraph 11d(ii) and against the policies in the NPPF taken as a whole. The three overarching objectives contained within paragraph 8 of the Framework seek to balance growth and local community needs against protection of the natural, built and historic environment. The benefits and disbenefits are therefore considered against these three broad topic areas below.

Whilst the policies which are most important for determining the application are out of date by virtue of the absence of a 5 year housing land supply, that does not mean the policies carry no weight. The weight attached to the development plan policies is a matter for the decision maker(s).

Economic:

The proposal would result in economic benefits. This is broadly set to arise from the short-term economic contribution of the construction of 16 dwellings via construction industry jobs. In the longer term, future residents of 16 dwellings would contribute to the viability and vitality of businesses in the area. Although these are not unique to this scheme, the size of the development means these benefits are not insignificant and the development is therefore considered to perform a positive economic role in this part of the borough and is considered to hold moderate weight in the planning balance.

Social:

The provision of 16 new dwellings, including a desire to provide a policy compliant level of affordable housing, would positively assist in furthering the social objective of sustainable development in principle. However, owing to the site's unsustainable location in terms of access to facilities and amenities, the site is suboptimal for sustainable residential development which future occupiers would experience. Furthermore, at present, the proposed affordable housing mix is not supported by the WBC housing team, which at present makes it unclear that the proposal would in reality provide a suitable level and mix of affordable units.

Whilst the provision of additional homes in the borough in their own right holds substantial weight in the planning balance, officers are of the view that these homes need to be located in appropriate, sustainable locations. Because this has not been achieved, the level of weight attributed to the social benefit of providing housing is reduced to moderate weight.

Environmental:

The proposal would result in dwellings that would incorporate decentralised energy sources, albeit due to the contradiction in the submission it is not clear exactly what this would entail and as such holds limited weight in the planning balance.

Disbenefits

The site is located out of settlement and in the countryside, and as such conflicts with the current spatial strategy. It represents an unsustainable location for residential development and would result in a degradation of the important rural gap/ visual break in the landscape and surrounding area which has been noted as important by numerous appraisal inspectors. The site represents an important transitional point to the wider countryside to the south, and aside from the presence of built form having an urbanising effect, the scale and density of development further exacerbate this concern, resulting in a layout and form that is at odds with surroundings and not appropriately landscape led, where some occupiers could result in a lack of privacy and good quality trees of site would be adversely affected. As such, officers consider it would fail to maintain the quality of the environment, and therefore conflicts with this overarching aim of policy CP11 and in turn policy IRS1 of the Arborfield and Barkham Neighbourhood Plan.

It also represents an unsustainable location for residential development owing to its substandard access to facilities and amenities by sustainable transport modes. It also fails to demonstrate how the site would satisfactorily meet highway standards in various respects.

Other shortcomings relate to lack of s106 obligations that interrelate to the 3 pillars of sustainability outlined above.

Conclusion:

The most important policies for determining the application are out of date by virtue of the absence of a 5-year housing land supply. Paragraph 11 of the Framework therefore states that permission should be granted unless any adverse impacts of doing so would **significantly and demonstrably** outweigh the benefits, when assessed against the policies in the Framework taken as a whole, with having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

When having 'particular regard' to the tilted balance and the themes outlined in paragraph 11(d)(ii), it can be seen that it conflicts in all aspects. The site is an unsustainable location for residential development, not an effective use of land; rather it would consume a visually valuable greenfield open field in the countryside, it fails to result a well-designed scheme owing to the urbanisation that would occur owing to the urbanised and out of character layout and built form, and lastly it has not secured an appropriate mix of affordable homes.

Whilst there are benefits of the scheme, the weight attributed to some of these benefits is reduced owing to specific shortcomings (ie. the weight attributed to the provision of housing is reduced due to the dwellings not being sustainably located for future occupiers) and so the housing proposed is sub-par in respects. The benefits are then required to be balanced against the disbenefits. When undertaking the tilted balance exercise, the adverse impacts of approving this scheme would **significantly and demonstrably** outweigh the benefits and as such, the recommendation is therefore to refuse planning permission.

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:

Not required

Recommendation:

Refuse for the following reasons:

1. The proposal represents inappropriate, unplanned development outside of development limits within the countryside and contrary to the spatial objectives of the development plan and to policies CP1, CP9 and CP11 of the Core Strategy, policy CC01 of the MDD Local Plan, Policy IRS1 of the Arborfield and Barkham Neighbourhood Plan and the NPPF.
2. The proposed development would have an adverse impact on the landscape, character and appearance of the area by reason of the loss of an open green field in the countryside to an urbanising, poorly designed development, contrary to policies CP1, CP3 and CP11 of the Core Strategy, policies CC01, CC03 and TB21 of the MDD Local Plan, policies AD3 and IRS2 Arborfield and Barkham Neighbourhood Plan, Barkham Village Design Statement, the Wokingham Borough Design Guide Supplementary Planning Document (2012), the Wokingham Borough Landscape Character Assessment and the NPPF.
3. The location of the proposed development is unsustainable in transport terms as the proposed development is not within suitable distances of day-to-day local facilities and amenities, including areas of public open space, by non-motorised transport modes, and will result in a high level of car dependency contrary to the sustainable goals in

	Section 8 and 9 of the NPPF, as well as policies CP1, CP2, CP3 and CP6 of the Core Strategy and TB08 of the MDD Local Plan. 4. In the absence of adequate information regarding satisfactory access arrangements, visibility splays and turning area for vehicles entering/exiting the site, it has not been demonstrated that the proposal will not lead to a detrimental impact on both highways and pedestrian safety, and that the development can be adequately serviced in terms of waste provision. The proposal is contrary to policies CP1, CP3 and CP6 of the Core Strategy, policy CC04 of the MDD and the NPPF. 5. The proposed balcony serving plot 11 would result in uninterrupted views across the proposed gardens of plots 6 and 7 and therefore the privacy for future occupiers would be compromised, contrary to policy CP3 of the Core Strategy and the Wokingham Borough Design Guide Supplementary Planning Document (2012) and the NPPF. 6. The applicant has failed to demonstrate that future occupiers of the proposed development would not be subject to adverse noise from the existing surrounding environment. The proposal is therefore contrary to policy CC06 of the MDD Local Plan, policy CP1 of the Core Strategy and the NPPF. 7. The proposal fails to demonstrate that the development can be suitably accommodated within the site without impinging on root protection areas, resulting in adverse and unacceptable impacts on important trees. Furthermore, impact on existing trees has failed to be considered in relation to required highway visibility splays. As such, the proposal fails to comply with CC03 of the MDD Local Plan and NPPF. 8. In the absence of a planning obligation to secure suitable avoidance and mitigation measure and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority (LPA), the LPA is unable to satisfy itself that the proposals include adequate mitigation measures to prevent the proposed development from having an adverse effect on the integrity of the Thames Basin Heaths SPA, in line with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 as amended and Article
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	6(3) of Directive 92/43/EEC. The proposal would be contrary to Policy NRM6 of the South East Plan, Policies CP8 and CP4 of the Core Strategy. 9. By virtue of a lack of accurate information, an assessment of how 10% biodiversity net gain will be achieved is not possible and as such, the survey assessment is not acceptable and therefore the relevant date of pre-development biodiversity value is not agreed. As such, if granted planning permission, there is no guarantee if 10% biodiversity net gain will be achieved, hence would be contrary to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). 10. In the absence of a completed Legal Agreement, the schemes fails to make adequate provision for highways infrastructure, contrary to Policies CP1, CP3, CP4 and CP6 of the Core Strategy the NPPF. 11. In the absence of a completed legal agreement, the scheme fails to make adequate provision towards primary medical care to accommodate for the increase in population as a result of the development. The proposal is therefore contrary to policy CP1 of the Core Strategy and the NPPF. 12. In the absence of a completed legal agreement, the scheme fails to make adequate provision for affordable housing, contrary to Policy CP5 of the Core Strategy and the NPPF. 13. In the absence of a completed legal agreement, the proposal fails to secure opportunities for training, apprenticeships and other vocational initiatives to develop local employability skills contrary to policy TB12 of the MDD Local Plan.
Date:	15 October 2025
Earliest date for decision:	21 August 2025

Recommendation agreed by: (Authorised Officer)	
Date:	16/10/25

The Conservation of Habitats and Species Regulations 2017 Screening Assessment and Appropriate Assessment

In the light of the “Sweetman Judgement” (People Over Wind and Sweetman v Coillte Teoranta, April 2018), the comments below comprise an Appropriate Assessment which includes advice on necessary avoidance and mitigation measures which is consistent with the advice provided to the Planning Inspectorate on such matters.

Summary of Response

WBC, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. An Appropriate Assessment has been carried out which includes regard to mitigation requirements.

This site is located approximately **4.9 km** (measured from the access road to the application site) from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

On commencement of the proposed development, a contribution (calculated on a per-bedroom basis) is to be paid to Wokingham Borough Council (WBC) towards the cost of measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in WBC’s Infrastructure Delivery Contributions Supplementary Planning Document (SPD).

The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures.

In this instance, the proposed development would result in a net increase of **2 x 1 bedroom dwellings, 6 x 2 bedroom dwellings and 8 x 3 bedroom dwellings** within 5km of the SPA which results in a total SANG contribution of **£36,960.94**.

The proposed development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which is also calculated on a per bedroom basis. Taking account of the per bedroom contributions this results in a total SAMM contribution of **£14,640**.

The total SPA related financial contribution for this proposal is **£51,600.94**. The applicant **must agree** to enter into a S106/s111 agreement to secure this contribution prior to occupation of each dwelling. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with SEP Saved Policy NRM6, policy CP8 of the Core Strategy, and the NPPF.

1. The Conservation of Habitats and Species Regulations (2017) as amended

In accordance with The Conservation of Habitats and Species Regulations (2017) as amended, Regulation 63, a competent authority (in this case Wokingham Borough Council (WBC)), before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—

- a. is likely to have a significant effect on a European site...(either alone or in combination with other plans or projects), and

- b. is not directly connected with or necessary to the management of that site.

must make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.

A person applying for any such consent, permission or other authorisation must provide such information as WBC may reasonably require for the purposes of the assessment or to enable it to determine whether an appropriate assessment is required.

WBC must for the purposes of the assessment consult Natural England (NE) and have regard to any representations made by that body. It must also, if it considers it appropriate, take the opinion of the general public, and if it does so, it must take such steps for that purpose as it considers appropriate. In the light of the conclusions of the assessment, and subject to Regulation 64 (Considerations of overriding public interest), WBC may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site.

In considering whether a plan or project will adversely affect the integrity of the site, WBC must have regard to the manner in which it is proposed to be carried out or to any conditions or restrictions subject to which it proposes that the consent, permission or other authorisation should be given.

2. Stage 1 Screening for Likely Significant Effects

WBC accepts that this proposal is a 'plan or project' which is not directly connected with or necessary to the management of a European Site. The Thames Basin Heaths Special Protection Area (SPA) is a European designated site which affects the borough, and WBC must ensure that development does not result in an adverse impact on the SPA. The potential adverse effects on the integrity of the SPA include recreational activities from inside the SPA and air pollution from inside and outside the SPA.

At this stage WBC cannot rule out 'likely significance effects' on the SPA (alone or in combination with other plans or projects) because the proposal could undermine the Conservation Objectives of these sites. This is because the proposal lies within **5 km** of the SPA and:

- represents a net increase in dwellings within 400m - 5km of the Thames Basin Heaths Special Protection Area (SPA) which will lead to an increase in local population and a potential increase in recreational activity on the SPA

As the 'likely significance effects' cannot be ruled out at this stage an Appropriate Assessment must be undertaken.

3. Stage 2 Appropriate Assessment

Based on the information proposed by the applicant, WBC must decide whether or not an adverse effect on site integrity (alone or in combination with other plans or projects) can be ruled out. Mitigation may be able to be provided so that the proposal is altered to avoid or reduce impacts.

The following policies and guidance set out WBC's approach to relevant avoidance and mitigation measures which have been agreed with Natural England. For the majority of housing developments this will comprise the provision of (or contribution towards) Suitable

Alternative Natural Greenspace (SANG) and a contribution towards the Strategic Access Management and Monitoring (SAMM) Project. Developers will be required to secure an appropriate financial contribution for the provision of SANG and to the SAMM project through an obligation in a s106 agreement.

For SDL development (and occasionally some other larger non SDL developments) within 5km of the SPA, SANG is required at a minimum of 8 ha per 1,000 new residents, constructed and delivered to Natural England's quality and quantity standards and a contribution towards pan SPA access management and monitoring (as advised by the Thames Basin Heaths Joint Strategic Partnership Board). For SDL development (and occasionally some other larger non SDL developments) between 5 and 7km, the proposals will need to be individually assessed but it is likely that SANG will be required on site in line with Natural England's quality and quantity standards, although the exact requirement will be agreed having regard to evidence supplied.

a. Policies and Guidance

For this proposal the following guidance and policies apply:

- South East Plan (May 2009) Policy NRM6 (Thames Basin Heaths Special Protection Area)
<http://webarchive.nationalarchives.gov.uk/20100528160926/http://www.gos.gov.uk/gose/planning/regionalPlanning/815640/>
- Wokingham Borough Core Strategy (2010) Policy CP8 (Thames Basin Heaths Special Protection Area) sets out the approach WBC will take in order to protect the TBH SPA <https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/Final%20adopted%20Core%20Strategy%20inc.%20cover.pdf>
- Wokingham Borough Core Strategy (2010) Policy CP7 (Biodiversity) sets out the approach WBC will take in order to protect national and international nature conservation sites <https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/Final%20adopted%20Core%20Strategy%20inc.%20cover.pdf>
- Wokingham Borough Managing Development Delivery Local Plan (2014) Policy TB23 (Biodiversity and Development)
<https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/Adopted%20MDD.pdf>
- Infrastructure Delivery and Contributions SPD (2011)
<https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/Adopted%20Infrastructure%20De~nd%20Contributions%20SPD.pdf>

The project as proposed would not adversely impact on the integrity of the SPA if avoidance and mitigation measures are provided as stipulated by these policies and guidance.

b. SPA Avoidance and Mitigation Measures

i) The provision of Suitable Alternative Natural Greenspace (SANG) and its ongoing maintenance in perpetuity.

In accordance with the development plan, the proposed development will be required to provide alternative land to attract new residents away from the SPA. The term given to this alternative land is Suitable Alternative Natural Greenspace (SANG).

As this development is not part of an SDL, the developer may make a payment contribution towards strategic SANGs in line with schedule below (most likely this will be at Rooks Nest

Wood SANG although it is subject to SANGs capacity in the right location within Wokingham borough). An occupation restriction will be included in the Section 106 Agreement in order to ensure that the contribution has been made prior to occupation of the dwellings. This gives the certainty required to satisfy the Habitats Regulations in accordance with South East Plan Policy NRM6 (iii) and Core Strategy Policy CP8

The development will result in a net increase of **16 no dwellings**, broken down as follows: **2 x 1 bedroom dwellings, 6 x 2 bedroom dwellings and 8 x 3 bedroom dwellings**. Depending on the dwelling mix, the level of SANG payments are set out as follows:

No. of bedrooms	SANG Contribution 5km	Aggregate SANG Contribution
1 bedroom	£1,567.98	£3,135.96
2 bedrooms	£2,049.59	£12,297.54
3 bedrooms	£2,690.93	£21,527.44
4 bedrooms	£3,546.86	£0
5 bedrooms	£4,240.62	£0
Total SANG Contribution		£36,960.94

ii. Strategic Access Management and Monitoring (SAMM) Contribution

The proposed development will also be required to make a contribution towards Strategic Access Management and Monitoring (SAMM). This project funds strategic visitor access management measures on the SPA to mitigate the effects of new development on it.

From 1st April 2023 SAMM contributions have been updated across the 11 Local Authorities affected by the Thames Basin Heaths Special Protection Area. Following engagement with Natural England, the Joint Strategic Partnership Board agreed this change is necessary to ensure sufficient income is raised to cover the costs of the SAMM project in perpetuity. Without this change the SAMM project would be at risk of being unable to deliver the objectives of the SAMM project, and therefore secure positive outcomes for the SPA

The level of contributions are calculated on a per bedroom basis. The application for this development is for **2 x 1 bedroom dwellings, 6 x 2 bedroom dwellings and 8 x 3 bedroom dwellings**. Depending on the dwelling mix, the level of SAMM payments are calculated as follows:

No. of bedrooms	SAMM Contribution 5km	Aggregate SAMM Contribution
1 bedroom	£582.00	£1,164
2 bedrooms	£810.00	£4,860
3 bedrooms	£1,077.00	£8,616
4 bedrooms	£1,267.00	£0
5+ bedrooms	£1,447.00	£0

Total SAMM Contribution	£14,640
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Prior to the permission being granted the applicant must enter into a Section 106 Agreement based upon the above measures.

4. Conclusion

An Appropriate Assessment has been carried out for this development in accordance with the Habitats Regulations 2017. Without any appropriate avoidance and mitigation measures the Appropriate Assessment concludes that the development is likely to have a significant effect upon the integrity of the SPA with the result that WBC would be required to refuse a planning application.

Provided that the applicant is prepared to make a financial contribution (see above) towards the costs of SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

WBC is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. Pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 63(5) of the Conservation of Habitats and Species Regulations (2017) as amended, and permission may be granted.

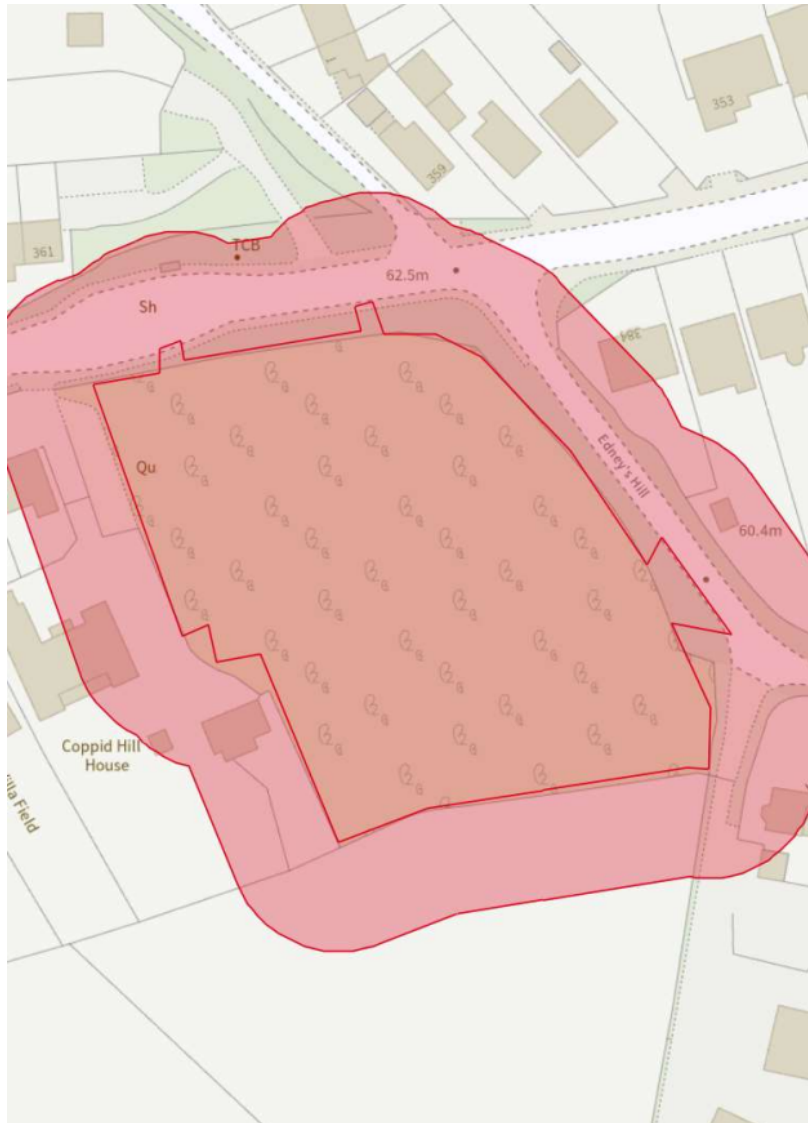
If the applicant does not agree with the above mitigation and does not enter into a Section 106 Agreement to secure the measures, then the application must be refused using the following reason for refusal.

5. Example Reason for Refusal

In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority (LPA), the LPA is unable to satisfy itself that the proposals include adequate mitigation measures to prevent the proposed development from having an adverse effect on the integrity of the Thames Basin Heaths SPA, in line with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 as amended and Article 6(3) of Directive 92/43/EEC. The proposal would be contrary to Policy NRM6 of the South East Plan, Policies CP8 and CP4 of the Core Strategy.

Date:	16/10/25	Signed:	
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PLANNING CONSTRAINTS/STATUS: Land west of Edney's Hill, Barkham Road, Barkham.



Affordable Housing Thresholds | Total count: 4

#	NAME
1	Outside Development Locations
2	Within Modest or Limited Development Locations
3	Within Modest or Limited Development Locations
4	Within All Development Locations

Scale and Location of Development Proposals | Total count: 1

#	FEATURE_TYPE	NAME
1	Countryside	Countryside

Thames Basin Heath SPA Mitigation Zones | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME
1	Special Protection Area Linear Mitigation Zone	5km Linear Mitigation Zone

Green Infrastructure Routes Consultation Zone | Total count: 1

#	FEATURE_TYPE
1	Green Route

Public Rights of Way within Wokingham Borough Consultation Zone | Total count: 1

#	FEATURE_TYPE	CONSULT	STATUS
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1	Public Rights of Way in Wokingham Borough	Public Rights of Way Officer, Green Infrastructure Team	Byway open to all traffic
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Rights of Way Improvement Plan Consultation Zone | Total count: 1

#	Proposal_Type
1	New Footpath or Bridleway

Major Nuclear Sites Consultation Zone | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	PLANNING_NOTE
1	Consultation Zone - Major Nuclear Site	AWE: 12km Zone	This is the 12km Zone. A circular zone of 12km radius around all nuclear sites, for certain types of significant development due to the potential for such developments to pose an external hazard to sites.

Aerodrome Safeguarding: Heathrow Consultation Zone | Total count: 1

#	Height Band	Wind Turbine	Aviation
1	All works exceeding 150 metres (492.1 feet)	YES	YES

Submitted Sites Live | Total count: 1

#	SITE_REF	LUPP	ADDRESS
1	5BA017	Housing (C3 Planning Use Class). Self Build.	Land adjacent to Coppid Hill House, Barkham Road

Wokingham Borough Council Owned Land | Total count: 1

#	Address	Tenure	Title_no
1	land on the south side of Barkham Hill, Barkham	Absolute Freehold Estate in Land	BK60517

Risk of Flooding from Surface Water | Total count: 4

#	FEATURE_TYPE	FEATURE_NAME
1	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent
2	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent
3	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent
4	Environment Agency Surface Water Flood Zones	1 in 1000 year risk extent

Bat Roost Habitat Suitability | Total count: 6

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Bat survey required for planning applications that involve roof modification or demolition.	TA941	Ecology Officer, Green Infrastructure Team
2	Bat survey required for planning applications that involve roof modification or demolition.	TA942	Ecology Officer, Green Infrastructure Team
3	Bat survey required for planning applications that involve roof modification or demolition.	TB940	Ecology Officer, Green Infrastructure Team
4	Bat survey required for planning applications that involve roof modification or demolition.	TB943	Ecology Officer, Green Infrastructure Team
5	Bat survey required for planning applications that involve roof modification or demolition.	TF941	Ecology Officer, Green Infrastructure Team

6	Bat survey required for planning applications that involve roof modification or demolition.	TG944	Ecology Officer, Green Infrastructure Team
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Great Crested Newt Impact Risk Zones | Total count: 2

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Great Crested Newt Impact Risk Zone	Green	Consult NatureSpace for Major developments only
2	Great Crested Newt Impact Risk Zone	Amber	For Householder applications check HH Layer. Consult NatureSpace for all other types of development

Great Crested Newt Impact Risk Zones - Minor | Total count: 1

#	FEATURE_TYPE	FEATURE_NAME	CONSULT
1	Great Crested Newt Impact Risk Zone	Amber	Consult NatureSpace for any minor development that intersects a red or amber zone in this layer

SSSI Impact Risk Zones | Total count: 1

#	IRZURL
1	https://irz.geodata.org.uk/IRZ/step2.html?irzcode=0101000322302-es=11401&location=479935,165401%20(IRZ%20polygon%20centre)

Potentially Contaminated Land Zones | Total count: 1

#	FEATURE_TYPE	OBJECTID
1	Potentially Contaminated Land Consultation Zone	1

Landscape Character Assessment 2019 | Total count: 1

#	FEATURE_TYPE	Name
1	Landscape Character Assessment 2019	Arborfield Cross and Barkham Settled and Farmed Clay

Wards | Total count: 1

#	NAME	Closest Approximate Distance
1	Barkham & Arborfield Ward	0 m

Parishes | Total count: 1

#	NAME	Closest Approximate Distance
1	Barkham CP	0 m

Appendix C

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street		5.57					6.47	6.57		7.17		7.51				8.29
+ Wokingham Hospital		5.58					6.48	6.58		7.18		7.52				8.30
Barkham St. James Road		6.07					6.59	7.09		7.30		8.04				8.42
California Crossroads Ratepayers Hall		6.08					7.01	7.10		7.32		8.06				8.44
Arborfield Green Harvest Path	5.45	6.15	6.34	6.48	7.01	7.07	7.10	7.18	7.26	7.41	8.00	8.15	8.35	8.47	8.52	
Arborfield Green Sheerlands Road	5.47	6.17	6.36	6.50	7.03	7.09	7.12	7.20	7.28	7.43	8.03	8.18	8.38	8.49	8.54	
Arborfield Cross The Swan	5.51	6.22	6.42	6.56	7.09	7.15	7.18	7.26	7.34	7.49	8.09	8.24	8.44	8.55	9.00	
Shinfield School Green	5.56	6.28	6.48	7.02	7.15	7.21	7.25	7.32	7.41	7.56	8.16	8.31	8.51	9.01	9.06	
Thames Valley Science Park	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	8.37	▼	▼	▼	
+ Royal Berkshire Hospital main entrance	6.10	6.45	7.10	7.26	7.47	7.47	7.58	7.58	8.13	8.29	8.45	9.01	9.16	9.25	9.30	
+ Central Reading Station Road stop SA	6.20	6.56	7.21	7.38	7.59	7.59	8.10	8.10	8.26	8.43	8.58	9.13	9.28	9.38	9.43	

school days only

school holidays only

	am	am	am	am	am	am	am	then at	30 31 43 45 53 55 01 07 ▼ 30 43	58 59 11 13 21 23 29 22 40 45 58	until	pm	pm	pm	
Wokingham Broad Street		8.58		9.30		9.58						1.29			
Wokingham Hospital		8.59		9.31		9.59						1.30			
Barkham St. James Road		9.11		9.43		10.11						1.42			
California Crossroads Ratepayers Hall		9.13		9.45		10.13						1.44			
Arborfield Green Harvest Path	9.07	9.21	9.38	9.53		10.21						1.52			
Arborfield Green Sheerlands Road	9.09	9.23	9.40	9.55		10.23						1.54			
Arborfield Cross The Swan	9.15	9.29	9.46	10.01		10.29						2.00			
Shinfield School Green	9.21	9.35	9.52	10.07	10.22	10.35	10.52					1.52	2.06	2.21	
Thames Valley Science Park	▼	9.40	▼	▼	▼	10.40	▼					▼ <th>▼<th>40<th>▼<th>▼<th>▼</th></th></th></th></th>	▼ <th>40<th>▼<th>▼<th>▼</th></th></th></th>	40 <th>▼<th>▼<th>▼</th></th></th>	▼ <th>▼<th>▼</th></th>
Royal Berkshire Hospital main entrance	9.45	10.00	10.15	10.30	10.45	11.00	11.15		30	45	00	15	2.15	2.29	2.44
Central Reading Station Road stop SA	9.58	10.13	10.28	10.43	10.58	11.13	11.28		43	58	13	28	2.28	2.43	2.58

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	1.55		2.24			3.01		3.34		4.03		4.37		5.08	
+ Wokingham Hospital	1.56		2.25			3.02		3.35		4.04		4.38		5.09	
Barkham St. James Road	2.08		2.37			3.14		3.47		4.18		4.52		5.23	
California Crossroads Ratepayers Hall	2.10		2.39			3.16		3.49		4.20		4.54		5.25	
Arborfield Green Harvest Path	2.19		2.48		3.13	3.27	3.44	4.01	4.16	4.30	4.48	5.03	5.19	5.34	5.49
Arborfield Green Sheerlands Road	2.21		2.50		3.15	3.29	3.46	4.03	4.18	4.32	4.50	5.05	5.21	5.36	5.51
Arborfield Cross The Swan	2.27		2.56		3.21	3.35	3.52	4.09	4.24	4.38	4.56	5.11	5.27	5.42	5.56
Shinfield School Green	2.33	2.50	3.02	3.13	3.27	3.41	3.58	4.15	4.30	4.44	5.02	5.17	5.33	5.48	6.02
Thames Valley Science Park	2.38	▼	▼	▼	▼	3.47	▼	▼	▼	4.50	▼	▼	▼	5.53	▼
+ Royal Berkshire Hospital main entrance	2.59	3.14	3.29	3.42	3.57	4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.13	6.23
+ Central Reading Station Road stop SA	3.13	3.28	3.43	3.57	4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.37

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	5.40		6.10	6.27		7.18	8.09	8.23	9.05	10.05	11.05
+ Wokingham Hospital	5.41		6.11	6.28		7.19	8.10	8.24	9.06	10.06	11.06
Barkham St. James Road	5.55		6.24	6.41		7.31	8.20	8.34	9.15	10.15	11.15
California Crossroads Ratepayers Hall	5.57		6.26	6.42		7.32	8.21	8.35	9.16	10.16	11.16
Arborfield Green Harvest Path	6.05	6.20	6.34	6.50	7.11	7.40	8.28	8.42	9.23	10.23	11.23
Arborfield Green Sheerlands Road	6.07	6.22	6.36	6.52	7.13	7.42	8.30	8.44	9.25	10.25	11.25
Arborfield Cross The Swan	6.11	6.26	6.40	6.56	7.17	7.46	8.34	8.48	9.29	10.29	11.29
Shinfield School Green	6.17	6.32	6.46	7.02	7.23	7.52	8.39	8.53	9.34	10.34	11.34
Thames Valley Science Park	▼	▼	6.51	▼	▼	▼	▼	▼	▼	▼	▼
+ Royal Berkshire Hospital main entrance	6.38	6.52	7.07	7.21	7.42	8.08	8.52	9.06	9.47	10.47	11.47
+ Central Reading Station Road stop SA	6.51	7.05	7.20	7.33	7.53	8.19	9.02	9.15	9.57	10.57	11.57

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street	6.17		7.11				8.00			8.51	9.04		9.30		9.59		10.29
+ Wokingham Hospital	6.17		7.12				8.01			8.52	9.05		9.31		10.00		10.30
Barkham St. James Road	6.26		7.22				8.11			9.02	9.15		9.42		10.12		10.42
California Crossroads Ratepayers Hall	6.27		7.23				8.12			9.03	9.16		9.44		10.14		10.44
Arborfield Green Harvest Path	6.34	7.08	7.30	7.50			8.20	8.43		9.11	9.24		9.52		10.22	10.37	10.52
Arborfield Green Sheerlands Road	6.36	7.10	7.32	7.52			8.22	8.45		9.13	9.26		9.54		10.24	10.39	10.54
Arborfield Cross The Swan	6.41	7.15	7.37	7.57			8.27	8.51		9.19	9.32		10.00		10.30	10.45	11.00
Shinfield School Green	6.46	7.20	7.43	8.03	8.18		8.33	8.57	9.12	9.25	9.38	9.52	10.06	10.21	10.36	10.51	11.06
+ Royal Berkshire Hospital main entrance	7.01	7.35	8.00	8.20	8.35		8.50	9.14	9.29	9.43	9.57	10.11	10.26	10.41	10.56	11.11	11.26
- Central Reading Station Road stop SA	7.10	7.45	8.10	8.30	8.45		9.00	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40

	am	am	am	am	pm	pm	pm	pm							pm	pm	pm	
+ Wokingham Broad Street		10.59		11.29		11.59		12.29	then at		59	29	until		2.29		3.01	
Wokingham Hospital		11.00		11.30		12.00		12.30			00	30			2.30		3.02	
Barkham St. James Road		11.12		11.42		12.12		12.42			12	42			2.42		3.14	
California Crossroads Ratepayers Hall		11.14		11.44		12.14		12.44			14	44			2.44		3.16	
Arborfield Green Harvest Path	11.07	11.22	11.37	11.52	12.07	12.22	12.37	12.52			07	22		37	52	2.52	3.07	3.24
Arborfield Green Sheerlands Road	11.09	11.24	11.39	11.54	12.09	12.24	12.39	12.54			09	24		39	54	2.54	3.09	3.26
Arborfield Cross The Swan	11.15	11.30	11.45	12.00	12.15	12.30	2.45	1.00			15	30		45	00	3.00	3.15	3.32
Shinfield School Green	11.21	11.36	11.51	12.06	12.21	12.36	12.51	1.06			21	36		51	06	3.06	3.21	3.38
+ Royal Berkshire Hospital main entrance	11.41	11.56	12.11	12.26	12.41	12.56	1.11	1.26			41	56		11	26	3.26	3.41	3.56
+ Central Reading Station Road stop SA	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40		55	10	25	40	3.40	3.55	4.10		

Saturdays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	3.31			4.01		4.32		5.02		5.29		5.59		6.31		7.13
+ Wokingham Hospital	3.32			4.02		4.33		5.03		5.30		6.00		6.32		7.14
Barkham St. James Road	3.44			4.14		4.45		5.15		5.42		6.12		6.44		7.26
California Crossroads Ratepayers Hall	3.46			4.16		4.47		5.17		5.44		6.14		6.46		7.28
Arborfield Green Harvest Path	3.39	3.54	4.09	4.24	4.40	4.55	5.10	5.25	5.36	5.52	6.07	6.22	6.38	6.54	7.11	7.36
Arborfield Green Sheerlands Road	3.41	3.56	4.11	4.26	4.42	4.57	5.12	5.27	5.38	5.54	6.09	6.24	6.40	6.56	7.13	7.38
Arborfield Cross The Swan	3.47	4.02	4.17	4.32	4.48	5.03	5.18	5.33	5.44	6.00	6.15	6.30	6.45	7.01	7.17	7.42
Shinfield School Green	3.53	4.08	4.23	4.38	4.54	5.09	5.24	5.39	5.50	6.06	6.21	6.36	6.51	7.07	7.23	7.48
+ Royal Berkshire Hospital main entrance	4.11	4.26	4.41	4.56	5.11	5.26	5.41	5.56	6.07	6.22	6.37	6.52	7.07	7.23	7.39	8.04
- Central Reading Station Road stop SA	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.15

	pm	pm	pm	pm	pm
Wokingham Broad Street	7.53	8.22	9.05	10.05	11.05
+ Wokingham Hospital	7.54	8.23	9.06	10.06	11.06
Barkham St. James Road	8.04	8.33	9.15	10.15	11.15
California Crossroads Ratepayers Hall	8.06	8.34	9.16	10.16	11.16
Arborfield Green Harvest Path	8.14	8.41	9.23	10.23	11.23
Arborfield Green Sheerlands Road	8.16	8.43	9.25	10.25	11.25
Arborfield Cross The Swan	8.20	8.47	9.29	10.29	11.29
Shinfield School Green	8.26	8.52	9.34	10.34	11.34
+ Royal Berkshire Hospital main entrance	8.40	9.05	9.47	10.47	11.47
- Central Reading Station Road stop SA	8.50	9.15	9.57	10.57	11.57

Sundays and public holidays

	am	am	am	am	am	am	am				pm	pm	pm	pm	pm
Wokingham Broad Street		9.02		9.59		10.59		then at	58	until		3.58		4.59	
+ Wokingham Hospital		9.03		10.00		11.00			59			3.59		5.00	
Barkham St. James Road		9.12		10.11		11.11			11			4.11		5.12	
California Crossroads Ratepayers Hall		9.13		10.13		11.13			13			4.13		5.14	
Arborfield Green Harvest Path	8.49	9.21	9.51	10.21	10.51	11.21	11.51		21 51		3.51	4.21	4.51	5.22	5.54
Arborfield Green Sheerlands Road	8.51	9.23	9.53	10.23	10.53	11.23	11.53		23 53		3.53	4.23	4.53	5.24	5.56
Arborfield Cross The Swan	8.57	9.29	9.59	10.29	10.59	11.29	11.59		29 59		3.59	4.29	4.59	5.30	6.02
Shinfield School Green	9.03	9.35	10.05	10.35	11.05	11.35	12.05		35 05		4.05	4.35	5.05	5.36	6.08
+ Royal Berkshire Hospital main entrance	9.20	9.52	10.23	10.53	11.23	11.53	12.23		53 23		4.23	4.53	5.23	5.53	6.24
- Central Reading Station Road stop SA	9.30	10.03	10.35	11.05	11.36	12.07	12.37		07 37		4.37	5.07	5.37	6.07	6.37

	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	6.02		6.52		7.52			
+ Wokingham Hospital	6.03		6.53		7.53			
Barkham St. James Road	6.14		7.04		8.03			
California Crossroads Ratepayers Hall	6.16		7.06		8.05			
Arborfield Green Harvest Path	6.24	6.55	7.14	7.50	8.13	9.24	10.34	11.44
Arborfield Green Sheerlands Road	6.26	6.57	7.16	7.52	8.15	9.26	10.36	11.46
Arborfield Cross The Swan	6.32	7.03	7.20	7.56	8.19	9.30	10.40	11.50
Shinfield School Green	6.38	7.09	7.26	8.01	8.24	9.35	10.45	11.55
+ Royal Berkshire Hospital main entrance	6.54	7.25	7.41	8.15	8.37	9.48	10.58	12.07
- Central Reading Station Road stop SA	7.07	7.37	7.52	8.26	8.47	9.58	11.08	12.15

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	5.40	5.55	6.05	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	
Royal Berkshire Hospital main entrance	5.46	6.01	6.11	6.26	6.42	6.58	7.13	7.29	7.46	8.02	8.17	8.30	8.45	9.00	9.14	9.29	
Thames Valley Science Park	▼	▼	▼	▼	▼	7.14	▼	▼	▼	▼	8.38	▼	▼	▼	▼	9.30	▼
Shinfield School Green	5.58	6.15	6.26	6.42	7.00	7.19	7.35	7.52	8.09	8.28	8.43	8.52	9.06	9.20	9.35	9.48	
Arborfield Cross The Swan	6.03	6.20	6.31	6.47	7.05	7.25	7.41	7.58	8.15	8.34	8.49	8.58	9.11	9.25	9.40		
Arborfield Green Sheerlands Road	6.06	6.23	6.35	6.51	7.10	7.30	7.46	8.03	8.20	8.39	8.54	9.03	9.16	9.29	9.44		
Arborfield Green Harvest Path	6.09	6.26	6.38	6.54	7.13	7.33	7.49	8.06	8.23	8.42	8.57	9.06	9.19	9.32	9.47		
California Crossroads Ratepayers Hall	6.15		6.45		7.20		7.57		8.31		9.04		9.26		9.54		
Barkham St. James Road	6.16		6.47		7.22		7.59		8.33		9.06		9.28		9.56		
Wokingham Station Interchange	6.28		7.00		7.35		8.13		8.46		9.19		9.41		10.09		
Wokingham Broad Street	6.30		7.03		7.38		8.16		8.49		9.22		9.44		10.12		

	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	
Royal Berkshire Hospital main entrance	9.44	9.59	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.14	1.29	
Thames Valley Science Park	▼	▼	10.30	▼	▼	10.50	11.30	▼	▼	▼	12.30	▼	▼	▼	1.30	▼	
Shinfield School Green	10.03	10.18	10.35	10.48	11.03	11.18	11.35	11.48	12.03	12.18	12.35	12.48	1.03	1.19	1.35	1.49	
Arborfield Cross The Swan	10.08		10.40		11.08		11.40		12.08		12.40		1.08		1.40		
Arborfield Green Sheerlands Road	10.12		10.44		11.12		11.44		12.12		12.44		1.12		1.44		
Arborfield Green Harvest Path	10.15		10.47		11.15		11.47		12.15		12.47		1.15		1.47		
California Crossroads Ratepayers Hall	10.22		10.54		11.22		11.54		12.22		12.54		1.22		1.54		
Barkham St. James Road	10.24		10.56		11.24		11.56		12.24		12.56		1.24		1.56		
Wokingham Station Interchange	10.37		11.09		11.37		12.09		12.37		1.09		1.37		2.09		
Wokingham Broad Street	10.40		11.12		11.40		12.12		12.40		1.12		1.40		2.12		

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20	3.35	3.50	4.05	4.20	4.35	4.50	5.05	5.20	
Royal Berkshire Hospital main entrance	1.44	1.59	2.14	2.29	2.45	3.01	3.17	3.33	3.48	4.03	4.18	4.32	4.47	5.01	5.16	5.31	
Thames Valley Science Park	▼	▼	2.30	▼	▼	▼	3.40	▼	▼	▼	4.43	▼	▼	▼	5.38	▼	
Shinfield School Green	2.04	2.19	2.35	2.50	3.07	3.24	3.46	4.01	4.17	4.32	4.49	4.59	5.14	5.26	5.44	5.55	
Arborfield Cross The Swan	2.09		2.40	2.55	3.13	3.30	3.52	4.07	4.23	4.38	4.55	5.05	5.20	5.32	5.49	6.00	
Arborfield Green Sheerlands Road	2.13		2.45	3.00	3.18	3.37	3.57	4.12	4.28	4.43	5.00	5.10	5.25	5.37	5.54	6.05	
Arborfield Green Harvest Path	2.16		2.48	3.03	3.22	3.41	4.00	4.15	4.31	4.46	5.03	5.13	5.28	5.40	5.57	6.08	
California Crossroads Ratepayers Hall	2.23		2.55		3.29		4.07		4.38		5.10		5.35		6.04		
Barkham St. James Road	2.25		2.57		3.31		4.09		4.40		5.12		5.37		6.06		
Wokingham Station Interchange	2.38		3.10		3.45		4.23		4.55		5.27		5.51		6.19		
Wokingham Broad Street	2.41		3.13		3.48		4.26		4.58		5.30		5.54		6.22		

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	5.35	5.50	6.05	6.20	6.40	7.00	7.20	8.05	9.05	10.05	11.05
Royal Berkshire Hospital main entrance	5.45	6.00	6.14	6.29	6.49	7.08	7.28	8.13	9.11	10.11	11.11
Thames Valley Science Park	▼	▼	6.32	▼	▼	▼	▼	▼	▼	▼	▼
Shinfield School Green	6.08	6.22	6.37	6.49	7.09	7.27	7.47	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	6.13	6.27	6.42	6.54	7.14	7.32	7.52	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	6.18	6.32	6.46	6.58	7.18	7.35	7.55	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	6.21	6.35	6.49	7.01	7.21	7.38	7.58	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	6.28		6.56			7.44	8.04	8.47	9.43	10.43	
Barkham St. James Road	6.30		6.58			7.45	8.05	8.48	9.44	10.44	
Wokingham Station Interchange	6.43		7.11			7.58	8.17	9.00	9.56	10.56	
Wokingham Broad Street	6.46		7.14			8.00	8.19	9.02	9.58	10.58	

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	6.10	6.30	6.55	7.15	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	
Royal Berkshire Hospital main entrance	6.16	6.36	7.01	7.21	7.41	7.56	8.11	8.26	8.41	8.56	9.13	9.28	9.44	9.59	10.14	10.29	
Shinfield School Green	6.28	6.51	7.16	7.36	7.56	8.11	8.26	8.41	8.56	9.12	9.30	9.47	10.03	10.18	10.33	10.48	
Arborfield Cross The Swan	6.33	6.56	7.21	7.41	8.01	8.16	8.31	8.46		9.17	9.35		10.08	10.23	10.38	10.53	
Arborfield Green Sheerlands Road	6.36	6.59	7.24	7.44	8.04	8.19	8.34	8.49		9.21	9.39		10.12	10.27	10.42	10.57	
Arborfield Green Harvest Path	6.39	7.02	7.27	7.47	8.07	8.22	8.37	8.52		9.24	9.42		10.15	10.30	10.45	11.00	
California Crossroads Ratepayers Hall	6.45		7.33		8.13	8.28		8.58		9.30	9.49		10.22		10.52		
Barkham St. James Road	6.46		7.34		8.14	8.29		9.00		9.32	9.51		10.24		10.54		
Wokingham Station Interchange	6.57		7.45		8.25	8.40		9.13		9.47	10.06		10.39		11.09		
Wokingham Broad Street	6.59		7.47		8.27	8.42		9.16		9.50	10.09		10.42		11.12		

	am	am	am	am	am	am							pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	10.35	10.50	11.05	11.20	11.35	11.50	then at	05	20	35	50	until	2.50	3.05	3.20	3.35	3.50
 Royal Berkshire Hospital main entrance	10.44	10.59	11.14	11.29	11.44	11.59		14	29	44	59		2.59	3.14	3.29	3.44	3.59
Shinfield School Green	11.03	11.18	11.33	11.48	12.03	12.18		33	48	03	18		3.18	3.33	3.48	4.03	4.18
Arborfield Cross The Swan	11.08	11.23	11.38	11.53	12.08	12.23		38	53	08	23		3.23	3.38	3.53	4.08	4.23
Arborfield Green Sheerlands Road	11.12	11.27	11.42	11.57	12.12	12.27		42	57	12	27		3.27	3.42	3.57	4.12	4.27
Arborfield Green Harvest Path	11.15	11.30	11.45	12.00	12.15	12.30		45	00	15	30		3.30	3.45	4.00	4.15	4.30
California Crossroads Ratepayers Hall	11.22		11.52		12.22			52		22				3.52		4.22	
Barkham St. James Road	11.24		11.54		12.24			54		24					3.54		4.24
 Wokingham Station Interchange	11.39		12.09		12.39		09		39				4.09		4.38		
Wokingham Broad Street	11.42		12.12		12.42		12		42				4.12		4.41		

Reading | Shinfield | Arborfield | Wokingham

via Royal Berkshire Hospital & Barkham



the leopard

3

Saturdays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	4.05	4.20	4.35	4.50	5.05	5.20	5.35	5.50	6.05	6.25	6.45	7.15	8.05	9.05	10.05	11.05
 Royal Berkshire Hospital main entrance	4.14	4.29	4.44	4.59	5.14	5.29	5.44	5.59	6.14	6.34	6.54	7.24	8.13	9.11	10.11	11.11
Shinfield School Green	4.33	4.48	5.03	5.18	5.33	5.48	6.03	6.18	6.33	6.53	7.12	7.42	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	4.38	4.53	5.08	5.23	5.38	5.53	6.08	6.23	6.38	6.58	7.17	7.47	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.42	7.02	7.21	7.50	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.05	7.24	7.53	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	4.52		5.22		5.52			6.37			7.31	8.00	8.47	9.43	10.43	
Barkham St. James Road	4.54		5.24		5.54			6.39			7.32	8.01	8.48	9.44	10.44	
 Wokingham Station Interchange	5.07		5.37		6.07			6.52			7.45	8.14	9.00	9.56	10.56	
Wokingham Broad Street	5.10		5.39		6.09			6.54			7.47	8.16	9.02	9.58	10.58	



Sundays and public holidays

	am	am	am	am	am	am	am	am	am				pm	pm	pm	
🚏 Central Reading Station Road stop SA	8.00	8.15	8.45	9.15	9.40		10.10	10.40	11.10	11.40	then at	10 40	until	3.40	4.10	4.40
🏥 Royal Berkshire Hospital main entrance	8.06	8.21	8.52	9.22	9.48		10.19	10.49	11.19	11.49		19 49		3.49	4.19	4.49
Shinfield School Green	8.22	8.37	9.08	9.38	10.04		10.38	11.07	11.38	12.08		38 08		4.08	4.38	5.08
Arborfield Cross The Swan	8.27	8.42	9.13	9.43	10.09		10.43	11.12	11.43	12.13		43 13		4.13	4.43	5.13
Arborfield Green Sheerlands Road	8.30	8.45	9.16	9.46	10.12		10.46	11.15	11.46	12.16		46 16		4.16	4.46	5.16
Arborfield Green Harvest Path	8.33	8.48	9.19	9.49	10.15		10.49	11.18	11.49	12.19		49 19		4.19	4.49	5.19
California Crossroads Ratepayers Hall	8.39		9.25		10.22			11.25		12.26		26		4.26		5.26
Barkham St. James Road	8.40		9.26		10.24			11.27		12.28		28		4.28		5.28
🚏 Wokingham Station Interchange	8.53		9.39		10.39			11.42		12.43		43		4.43		5.41
Wokingham Broad Street	8.55		9.41		10.42			11.45		12.46	46	4.46		5.43		

	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	5.10	5.40	6.10	6.40	7.10	7.50	8.50	10.00	11.10
Royal Berkshire Hospital main entrance	5.18	5.48	6.18	6.48	7.17	7.56	8.56	10.06	11.16
Shinfield School Green	5.37	6.06	6.36	7.06	7.35	8.11	9.11	10.21	11.31
Arborfield Cross The Swan	5.42	6.11	6.41	7.11	7.40	8.16	9.16	10.26	11.36
Arborfield Green Sheerlands Road	5.45	6.14	6.44	7.14	7.43	8.19	9.19	10.29	11.39
Arborfield Green Harvest Path	5.48	6.17	6.47	7.17	7.46	8.22	9.22	10.32	11.42
California Crossroads Ratepayers Hall		6.24		7.24		8.29			
Barkham St. James Road		6.26		7.26		8.30			
Wokingham Station Interchange		6.39		7.39		8.43			
Wokingham Broad Street		6.41		7.41		8.45			

Appendix D

OFFICER REPORT – DRAFT DECISION NOTICE

Expiry Date: 19 July 2016

Application Number: 161412

Parish: Barkham

Location: Land adjacent to Coppid Hill House, Barkham Road, Barkham, Wokingham, RG41 4TG

Proposal: Outline application for the proposed erection of 8 no custom-build dwellings with associated garages and access off Edneys Hill (access and layout to be considered).

Recommendation: Refused

Reasons List

1. The proposed development is not considered to fall within the limited category of exceptions, set out in Core Strategy policy CP11, where development proposals may be acceptable in the countryside. The proposed dwellings, located within designated countryside and outside of settlement limits are therefore unacceptable in principle. No material considerations are considered to outweigh a development that is contrary to the local plan including the fact the Local Authority can demonstrate a five year supply of housing land. As such, the proposal is contrary to policies CP9 and CP11 of the Core Strategy and CC02 of the MDD.

2. By virtue of the introduction of new dwellings within a countryside location, the application fails to demonstrate that the proposal would have an acceptable impact on the rural character of the area. The layout and built form would result in a permeant solid feature in the landscape which would have an urbanising effect that is inappropriate in this location and detrimental to the established character of the area. As such, the application is contrary to policy CP3 of the Core Strategy and TB21 of the MDD Local Plan.

3. Due to the size, scale and location of the dwellings, an unacceptable overbearing impact would occur which would be of detriment to future occupiers of the dwellings. Therefore the application is contrary to the NPPF, Policy CP3 of the Core Strategy and inappropriate in terms of the guidance set out in the Borough Design Guide.

4. In the absence of satisfactory ecological information being submitted, it has not been demonstrated that the proposed development has taken into account the possibility of protected species being on the site, and how the impact on them could be mitigated, contrary to Section 11 of the NPPF, Paragraphs 98 and 99 of Circular 06/2005, Policies CP3 and CP7 of the Adopted Core Strategy 2010, and Policy TB23 of the Adopted Managing Development Delivery Local Plan 2014.

5. The proposal fails to secure mitigation for the adverse effect on the integrity of the Thames Basin Heaths Special Protection Area. Accordingly, since the Planning Authority is not satisfied that regulation 61(5) of The Conservation of Habitats and

Species Regulations 2010 (as amended) applies in this case, it must refuse permission in accordance with regulation 49 of the 2010 Regulations and Article 6(3) of Directive 92/43/EEC. As such, the proposal conflicts with Policy CP8 of the Core Strategy and NRM6 of the South East Plan Adopted (May 2009).

6. In the absence of a completed Legal Agreement, the scheme fails to make adequate provision for on-site affordable housing, contrary to Policy CP5 of the Core Strategy.

Informatives

1. This decision is in respect of the drawings and plans numbered 'Location Plan' and '1EH - Site layout plan' received by the Local Planning Authority on 24th May 2016.

Recommendation and conditions/reasons agreed: JT

Date: 19/07/16

REMEMBER - The earliest date for a decision on this application is:

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Application Number:	161412
Site:	Land adjacent to Coppid Hill House, Barkham Road, Barkham, RG41 4TG
Expiry Date:	19 th July 2016
Proposal:	Outline application for the proposed erection of 8no custom-build dwellings with associated garages and access off Edneys Hill (access and layout to be considered).
Property Description:	Field used for equestrian purposes and accessed from Edneys Hill. Bordered by trees along Barkham Road and between residential areas.
Planning History:	Land adjacent to Coppid Hill House: • F/2008/0172 – change of use from Agricultural to Residential use refused on 18th April 2008. Dismissed at appeal on 24th July 2009 • F/2009/0690 – Part retrospective application for the change of use of agricultural land to use for the keeping of horses conditionally approved on 20th July 2009 • F/2010/1006 – erection of 2 no buildings for equestrian use (stables, tack room, feed store and machinery) plus parking and new driveway refused on 28th June 2010 • F/2010/2658 – erection of a building to be used for equestrian use (stables tack room feed store and machinery) plus parking and new driveway conditionally approved on 14th February 2011 • F/2011/0651 – erection of a building for equestrian use refused on 26th May 2011 • A/2012/1311 – Application for advertisement consent for the proposed erection of 2 non illuminated foamex advertisement boards refused on 31st July 2012 Coppid Hill House: • F/2004/1513 - erection of 6 dwellings and demolition of 2 dwellings (Coppid Hill House & Willow Tree Cottage). New access into Barkham Road withdrawn • F/2004/2374 - erection of 4 dwellings conditionally approved on 18th August 2004 • F/2004/3251 - Proposed erection of 4 dwellings. Amendment to consent F/2004/2374 relating to plots 6 7 & 8 refused on 24th December 2004 • F/2005/4130 – Erection of 2 dwellings. Plots 7& 8 altered conditionally approved on 25th April 2005
Planning Constraints:	Countryside Limited development location Green Route Contaminated land consultation zone Special Protection Area – 5 and 7 km Wind turbine safeguarding zone
Relevant Policies:	
National Policy	NPPF National Planning Policy Framework

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Adopted Core Strategy Development
Plan Document 2010

CP1	Sustainable Development
CP3	General Principles for Development
CP4	Infrastructure Requirements
CP5	Housing mix, Density and Affordability
CP6	Managing Travel Demand
CP7	Biodiversity
CP8	Thames Basin Heaths Special Protection Area
CP9	Scale and Location of Development Proposals
CP11	Proposals outside Development Limits (including countryside)

Adopted Managing Development
Delivery Local Plan 2014

CC01	Presumption in Favour of Sustainable Development
CC02	Development Limits
CC03	Green Infrastructure, Trees and Landscaping
CC04	Sustainable Design and Construction
CC09	Development and Flood Risk
CC10	Sustainable Drainage
TB05	Housing Mix
TB06	Development of private residential gardens
TB07	Internal Space Standards
TB21	Landscape Character

Supplementary Planning Documents
(SPD)

BDG	Borough Design Guide 2012 – Section 4
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Consultee Comments

Thames Water:	No objection subject to informative
Berkshire Archaeology:	No objection subject to condition
WBC Highways:	No objection subject to conditions
WBC Biodiversity:	Objection
WBC Landscape/Trees:	Objection
WBC Environmental Health:	No objection subject to conditions
WBC Drainage:	No objection subject to condition
WBC Waste Services	Refer to standard advice
Parish/Town Council:	Objection due to the following: • Outside of the settlement boundary. • Attractive green corner of the village which over the years had been nibbled away at with creeping development, to build on this remaining corner would create an urban feel to a rural village. • Wokingham Borough Council already has a 5 year land supply in place and therefore there is no need for this parcel of land to be utilised for housing.
Local Residents:	10 letters of objection (one registered as anonymous) received with regards to the following: • Spoil the country/road side view • Increase in traffic on already busy road

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- Outside of settlement and not a reserve site
- Edneys Hill is a difficult lane and is already busy
- The area is still rural
- Both roads are dangerous
- Would lead to Barkham and Wokingham Without parishes being joined
- Sets a precedent of inappropriate development
- Attractive green corner which should be retained
- A five year supply of housing is in place
- Cumulative impact of traffic from other developments and this one would be harmful
- Additional housing need in Barkham is negligible
- No provision for affordable housing or contribution to infrastructure
- No mention is made of the burying of mixed building/industrial waste

Local Members:

Listing request should be the recommendation be for approval by Councillor Kaiser due to the following:

- Outside of settlement boundary
- Creates an urban feel to the site
- Already have 5 year housing land supply

APPRAISAL

1. Description of Development:

The application is outline with access and layout to be considered and scale, appearance and landscaping remaining as reserved matters. The proposal is for the erection of eight dwellings which would be accessed from Edneys Hill and arranged to follow the building line of properties further along Barkham Road. The properties have either integral or detached garages and are set in wide, long plots. They are also proposed as self-build dwellings.

2. History of Site:

The site used to be designated as agricultural and indeed the land beyond the site to the south retains this use. An application in 2008 relating to the land adjacent to Coppid Hill House (i.e. part of the site in the south west corner) was refused and dismissed at appeal. This related to the unauthorised use of the land for residential purposes with the Inspector noting the harm to the area and Green Wedge at the time. In 2009 however planning permission was granted for the change of use of the land to equestrian (i.e. the site that is being applied for now and the area that was subject to the appeal in 2008). This also involved two further applications for a stable and associated access which was approved in 2010. However, one of these and another in 2012 were refused with the concerns notably surrounding the impact on the countryside and the rural character of the area.

3. Principle of Development:

Accordance with the development plan

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.

Policy CC02 of the MDD Local Plan and CP9 of the Core Strategy define development limits across the Borough including a hierarchy of major, modest and limited locations; which typically relates to access to services and the density of the area. Policy CP11 of the Core Strategy relates to proposals outside such development limits. It is a restrictive policy designed to protect the separate identity of settlements

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and maintain the quality of the environment. Additionally, paragraph 17 of the NPPF acknowledges as a core principle the value of the intrinsic character and beauty of the countryside and enhancing the natural environment.

The site is located in the countryside and therefore must be assessed against Policy CP11. The policy states that proposals outside of development limits will not normally be permitted except (summarised):

1. where it contributes to diverse and sustainable rural enterprises; and,
2. where it does not lead to excessive encroachment or expansion of development away from original buildings; and,
3. buildings appropriate for conversion or environmental improvements for replacement buildings; or,
4. appropriate residential extensions;
5. where replacement dwellings would bring about environmental improvements and not result in inappropriate increases in the scale, form or footprint of the original building;
6. provision of community facilities, and
7. affordable housing on rural exception sites.

The policy is worded as such that proposals should meet the first three points. Clearly the scheme would not contribute to rural enterprises and in any case would remove the rural enterprise currently available on the site through the equestrian use. This therefore fails the first point. The proposal would result in a relatively undeveloped rural field being used for permanent residential development moving built form into the countryside. As such it would cause excessive encroachment and expansion of development away from original building and is contrary to the second point. As the proposal is not for the conversion or replacement of buildings, it does not comply with the third point. None of the other points are considered applicable to the application and on this basis; the proposal does not comply with policy CP11. It is therefore contrary to the development plan being outside of development limits and not fitting into any of the exception criteria. As such, the application should be refused unless material considerations indicate otherwise.

Site allocation and history of the site

The applicant has stated that the site is a reserve site for housing within the development plan. On the contrary the site was previously considered for allocation and was not allocated for housing. Apart from site constraints it was noted that the site is within the settlement separation of Arborfield Garrison and Barkham Hill and therefore development of the site would conflict with the Core Strategy's Spatial Vision. As a result, it was not considered appropriate to allocate the site or change the development limit boundaries. In addition, whilst planning policy has altered since previous planning applications on the site (i.e. the removal of the 'green wedge'), the general aspect of protecting the rural countryside is very much still in place. Previous applications, including an Inspector at appeal, have raised concern regarding the impact of development on the site on the countryside. Given this and the fact the site is not allocated for any land use, no weight is given to the assertion that the site is reserved in the development plan.

Housing land supply

The October 2015 SHLAA demonstrates the Council's five year housing land supply position against the full Objectively Assessed Need (OAN) for the Borough. The Council published the Final Berkshire (including South Bucks) Strategic Housing Market Assessment (SHMA) in February 2016. The SHMA was commissioned by the six Berkshire Authorities and the Thames Valley Local Enterprise Partnership (LEP). The full Objectively Assessed Need for Wokingham Borough is 856 dwellings per annum 1 April 2013 – 31 March 2036. The Council's position on housing land supply is that having regard to the OAN derived from the published SHMA, the Council can demonstrate a 6 year supply of housing land at 1 October 2015. The authority can also demonstrate a 5.6 year supply of housing land at 1 October 2015.

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when having regard to the phased housing requirements in its adopted Core Strategy. The OAN will need to be carefully considered along with supply capacity, unmet need from other areas and the authorities' policy objectives. Once these elements are complete, the Council will ultimately produce a new housing provision target in a new Local Plan that will then be subject to an examination in public by an Inspector. In conjunction with Reading Borough Council, West Berkshire Council and Bracknell Forest Borough Council, the Council has undertaken a joint strategic housing needs assessment for the period up to 2036. This assessment will inform the future local plan review which is the policy document that plans for development within the borough. A recent appeal decision relating to Stanbury House has been received. The planning inspector broadly agreed with the assessment of housing need and the way that this has been undertaken. However, he did raise some points about the assessment. The Council does not agree with these points and is considering the appeal decision in conjunction with its legal advisors to determine its next course of action.

In summary, the Council is able to demonstrate adequate housing supply. The site is not allocated for development in the spatial vision and policies of the adopted Core Strategy or Managing Development Delivery Document. Any benefit from delivery of eight dwellings on the site would not outweigh the risk of harm to the overall strategy for sustainable housing growth within the borough. As such the development would be contrary to the Core Strategy for development within the borough until 2026 and the Managing Development Delivery Development Plan Document 2014.

Self-build dwellings

The applicant has stated the Local Planning Authority has no specific policy in place to allow for people wishing to build their own home and this conflicts with the NPPF, which requires a 5 year supply of plots for people wishing to build their own home. There is no requirement within the NPPF to provide a 5 year supply of plots for people wishing to build their own home. Paragraph 50 states that Local Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups within the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). In accordance with The Self-build and Custom Housebuilding (Register) Regulations 2016, the council has had a register in place since 1st April 2016. Further to this, the applicant has stated the register has been signed by approximately 200 people. At present, only 44 people have signed the register stating their interest to build their own home. It is likely the 200 people referred to was the number of people who expressed their interest in 2014 in participating in an affordable self-build project in the borough.

Whilst it is acknowledged the LPA does not have a specific policy regarding self-build dwellings, this does not give automatic consent for them. The LPA's spatial vision for the Borough is through the development of the Strategic Development Locations and this is considered to be in line with the NPPF given that it requires a mix of housing for different demographics. As such, whilst there is no policy provision to refuse self-build applications, there is none to support it either. The provision of self-build dwellings is, in any case, ambiguous because there is no guarantee at this stage that the dwellings would be self-built; it is likely a legal agreement would be required to secure this. Furthermore, whilst the applicant makes reference to the self-build register, this has no impact on the application. There is currently no link in planning terms between the application and the register and the site could be developed by someone not on the register without some form of agreement in place. Given this, and the fact that there is a neutral policy stance on self-build dwellings means very little weight is given to this provision. The applicant also makes reference to an appeal decision where the Inspector allowed self-build dwellings. Nonetheless, the circumstances for that appeal differ considerably from this application given that there would be direct harm to the countryside and that the Local Planning Authority can demonstrate a housing land supply. Therefore, this is afforded minimal weight.

Discounted starter homes

The applicant states that the emerging Housing Bill will require new developments to provide discounted starter homes rather than affordable housing, suggesting that this site would be offered at a

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discounted level. The Government is currently concluding a consultation exercise on starter homes which will inform the Starter Home Regulations expected in October 2016. The regulations are expected to stipulate that 20% of all developments above 10 units must consist of starter homes. Dependent on the level of affordable housing triggered there will still be a requirement to provide other tenures of affordable housing. It is worth noting the starter home prices are capped at £250,000 outside London. On this basis, no weight is attached to this.

Conclusion

The proposal is contrary to the development plan due to it being outside of defined development limits and not fitting into any of the exception criteria outlined in the relevant policy. On this basis, the application should be refused unless material considerations outweigh the harm identified in being contrary to the development plan. It is considered there are no material considerations that either individually or cumulatively demonstrates a benefit in planning terms to outweigh the fact that the proposal is unacceptable in principle and therefore the application should be refused on this basis.

4. Character of the Area:

The site is a green field used for equestrian purposes and therefore is relatively open within the site. However, to the south there is a hedgerow and general vegetation with mature trees to the south west corner and a well maintained hedge along the western boundary (i.e. along the existing boundary of Coppid Hill House and Quarter Hill House). Along the northern boundary with Barkham Road and the eastern boundary with Edneys Hill are many mature trees. These allow filtered views into the site and contribute positively to the character of the area. Around the site is residential development primarily through Barkham Road which comprises of linear residential development along the road. There is a mix of dwellings along Barkham Road but the scale is predominantly two storey and the dwellings are set back on a building line. Mature trees and front boundary vegetation are characteristic of the street and this has resulted in the road being a designated Green Route. The road connects to Bearwood Road to the west of the site and this continues the general urban grain and although not a Green Route, still has trees and vegetation to the front boundaries. To the north and closer to the site is Aggisters Lane, a track road again with residential development but contradictory to the grain of development in the surrounding area. Nonetheless, it still maintains a verdant characteristic not least due to the large collection of trees at the junction with Barkham Road. Immediately west of the site is a collection of dwellings along Barkham Road. Originally this reflected the past development along Barkham Road but has since been added to with backland development and an intensification of residential properties. Ultimately this has eroded the character of the area given its more suburban form and the fact filtered views are possible through the application site to the backland development. To the south east of the site is Edneys Hill, a smaller road characterised by much more sporadic development primarily due to farm establishments and other rural enterprises. A hedgerow exists along much of the road however from parts of Edneys Hill views to towards the site can be achieved.

The site is within designated countryside and is a green field with the exception of single storey stable in the south west corner. As such, any further built form would have an urbanising and detrimental impact on the rural and verdant character of the site. The applicant has stated that the existing landscaping would be retained and augmented which, although encouraging, would not be sufficient to mitigate the permeant physical mass that the new dwellings would cause. As is the situation now, filtered views are available into and through the site and this would still occur even with additional landscaping. In any case, there are longer range views from Edneys Hill that would be impacted despite any additional landscaping. Furthermore, by their nature, residential gardens are going to be of a more kept and tidy appearance than any rural site and ultimately the establishment of residential curtilages would erode the rural characteristics of the site.

The NPPF notes that the intrinsic character and beauty of the countryside should be recognised. Similarly, policy CP11 of the Core Strategy restricts development in the countryside partly in order to protect the high quality of the environment. The applicant notes that the site is surrounded by

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development limits and built form on three sides. Whilst at first glance this might suggest a natural infill, it belies the important and positive contribution the site makes in terms of the character of the area and also providing relief from built form. Along Barkham Road, the site causes a break in the built up and repeating pattern of built form from the east as well as making a significant contribution to the Green Route. Along Edneys Hill, the site can be seen in long range views and, at the moment, contributes to the rural character. The introduction of built form in this area would significantly erode the character from this viewpoint to the detriment of the countryside. As stated above, the area immediately west of the site has already seen intensification of development. This has firstly eroded the front boundary relationship with Barkham Road and secondly led to a substantial increase in built form in views from the more rural area of Edneys Hill. Ultimately this is considered to be an example of what could happen if the application site were to be developed.

With regards to the proposal itself, it is acknowledged the layout has been designed to reflect the existing pattern of development adjacent to the site. Whilst integrating into the character of the area is encouraged, it is considered this also intensifies the amount of development in the area to an unacceptable level given the undeveloped nature of the site. In addition the properties closest to Barkham Road would not front onto the street which is different to the established grain of development in the area. Indeed the layout reflects a more executive style housing development with large plots and no building line which is different to the more regimented grain of development along Barkham Road. Added to this, the introduction of a footpath at the edge of the site and between two houses is not considered to be appropriate given that both sides would likely be flanked by close boarded fencing which could encourage crime. As a result of this, although the proposed layout can physically accommodate the eight dwellings proposed, it is not considered to be of a good or appropriate design. This compounds the impact on the rural character of the site and ultimately would have a detrimental impact on the character of the area.

5. Residential Amenity:

The closest properties impacted by the proposal would be 384 Barkham Road, Quarter Hill House and Coppid Hill House. 384 Barkham Road would be beyond Edneys Hill with a vegetation barrier between the sites and, as such, would not be harmfully impacted in terms of overlooking, overbearing or a loss of light. Quarter Hill House has side facing windows towards the site but these serve non habitable rooms. Given this and the separation distance between the sites, no harmful impact in terms of overlooking overbearing or a loss of light would occur. Coppid Hill House also has side facing windows, two of which serve a habitable room; the third serves a non-habitable room. With regards to the two windows, these are secondary windows to a kitchen diner which also has a rear (and south facing) window. It is likely that these two windows would be detrimentally impacted as a result of the proximity of one of the proposed dwellings. Nonetheless, due to these being secondary windows, it is considered the harm caused would not be substantial in planning terms to warrant a reason for refusal.

With regards to the amenity of future occupiers, the layout proposed would meet the recommendations as set out in the Borough Design Guide for separation distances in terms of overlooking. The layout of the plots closest to Barkham Road would also prevent any overbearing impact or a loss of light. However the other line of properties is staggered resulting in the rear elevation being set further back than the neighbouring plot. Whilst it is noted this is due to the proposed layout rather than, for example, an extension, it would result in a two storey dwelling close to the boundary and immediate amenity space of its neighbour and therefore would have an undue overbearing impact. It is acknowledged this could be overcome by rearranging the layout to reflect the line of dwellings closest to Barkham Road but nonetheless, at this stage, does not represent good design.

6. Amenity Space:

The Borough Design Guide states that new dwellings should aim to provide an amenity space of 11 metres in length. The plans show that this would be exceeded for all the dwellings and therefore the proposal meets the recommendation. It is noted however that the site slopes downwards to the south

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and therefore the actual usable garden area is less than the stated length. Whilst this does cause some concern, given the overall length of the gardens, this is not considered sufficient to warrant a reason for refusal.

7. Highway Issues:

Highway Safety: The proposal would require access onto Edneys Hill. The Highways Officer has not objected to this and considers sufficient visibility splays can be achieved. Whilst it is noted that concerns from local residents have been raised regarding Edneys Hill, there is an established access onto the site and the visibility splays are sufficient. As such, no objection is raised subject to conditions including one to ensure a refuse vehicle could adequately use the access and another for a Construction Method Statement.

Traffic Impact: The proposal would add to the cumulative impact of development in the area and therefore would be expected to mitigate against this through CIL payments.

Parking: The proposal indicates that parking would be provided through garages and driveways and each property has ample provision that exceeds the parking standards. On this basis, the Highways Officer does not object. Cycle parking would also need to be provided and sufficient space is available for this to be controlled through a condition.

Sustainability: The site is outside of development limits and typically this can result in a higher dependence on the private car due to the lack of alternative transport means. Nonetheless, it is noted there is a bus stop immediately adjacent to the site and Barkham village store and post office is approximately 500 metres walk away. The bus stop is on the route of Number 3 (Leopard) and this provides transport to nearby shops, schools and Wokingham train station. As such, no objection is raised in this respect.

8. Impact on Flooding:

The proposal would increase the amount of built form on the site and it is acknowledged this would have an impact on surface water runoff. The site is within Flood Zone 1 and at low risk of flooding however the Drainage Officer has stated a Flood Risk Assessment should be submitted at the reserved matters stage. This would detail any flooding risks on the site as well as a drainage strategy to ensure flooding would not occur off the site as a result of the proposal particularly as the south east corner of the site is known to have some surface water issues. Subject to a condition, this is considered acceptable.

9. Infrastructure, SPA and Affordable Housing:

Community Infrastructure Levy: As the proposal is for the construction of new dwellings, it would be a CIL liable development. As this is an outline application, a CIL liability notice would not be issued until the approval of the last outstanding reserved matter. The CIL charge for new residential development is set at £365 per square metre for any net increase in residential floor space.

Affordable Housing: Policy CP5 of the Core Strategy sets out the thresholds for the provision of affordable housing for any new developments. Specifically, it states proposals for 5 dwellings or more or residential sites of 0.16 hectares or larger should provide affordable housing, subject to the location of the site in terms of development limits and whether it is green or brown field land. As a result, the site is required to provide 40% affordable housing which equates to 3.2 units. Typically this can be provided on site or through a commuted sum which for 3.2 units would be £474,304.90 index-linked (the Council's approach to calculating commuted sums for affordable housing is based on the difference in the residual development value of a scheme without on-site affordable housing and the same scheme with on-site affordable housing). The applicant has stated that the proposal should not be subject to providing affordable housing because the self-build element is in itself affordable housing. Nonetheless, the specific wording of policy CP5 is "all residential proposals of at least 5 dwellings..." and therefore this

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does not preclude self-build in this way. As such, given that no agreement is in place to provide affordable housing, the proposal is not acceptable in this regard.

Additionally, the applicant states an affordable housing is not required because of the recent High Court appeal decision suggesting that local authorities should not seek affordable housing on developments of fewer than 10 units. Whilst the Court of Appeal is clear that the Secretary of State's policy is a material consideration, it will not automatically override the adopted Development Plan. Planning applications must still be determined, as provided by section 38(6) of the Planning Act 2004, "in accordance with the development plan unless material considerations indicate otherwise". The weight to be given to the NPPG threshold as against the development plan (i.e. Policy CP5) will depend on the circumstances in each case. The Council's threshold of five dwellings recognises the exceptional need for affordable housing within the borough as highlighted in the recent Berkshire Housing Market Assessment. This indicates that between 64% and 88% of the Borough's annual housing completions would need to be affordable dwellings. On this basis, the development plan requirement is considered to have greater weight than the NPPG threshold and therefore affordable housing is still required.

Special Protection Area: The proposal is located within 5 km of the Thames Basin Heath Special Protection Area and therefore meets the threshold required to mitigate its impact on this through contributing to the Council's mitigation strategy. Due to the CIL regulations however, the contributions towards the mitigation strategy and the monitoring of this strategy, need to be collected in different ways. Therefore, the monitoring contribution has to be paid for via section 106 of the Town and Country Planning Act 1990 and the strategy contribution via section 111 of the Local Government Act 1972. A legal agreement pursuant to this would be required however this has not been completed. Therefore the impact on the SPA is not considered to be mitigated against which forms a reason for refusal.

10. Other Issues

Environmental Health: The proposal site and the buildings contained within it are not known to have any contamination issues and there are no sites nearby that may give rise to potential contamination. However, given the scale of the works and the residential use proposed, the Environmental Health Officer has recommended a condition to require the reporting of contamination if any were to be found on the site.

Archaeology: Due to the undeveloped nature of the site, previous archaeological evidence is unknown however there have been some finds at Bailiff's Cottage to the west. As a result of this and the scale of the works proposed, the Archaeological Officer has advised that a written scheme of investigation prior to development commencing is required. This can be controlled through a condition.

Landscape and Trees: There are a number of trees along the boundary with Barkham Road and Edneys Hill which contribute to the character of the area and also the Green Route along Barkham Road. It is noted these would largely remain and therefore their protection is paramount given their importance to the wider area and this would need to be controlled by condition. Additional landscaping would also be important in trying to integrate the proposal into the area however it is acknowledged this is a reserved matter.

From a landscape perspective, the site is within Landscape Character Area J2 'Arborfield Cross and Barkham Settled and Farmed Clay' where the main features are large areas of rural farmland interspersed with a fairly dense network of mixed traditional and modern settlements, arable farming predominates with pasture on slightly high ground and paddocks near settlement. The site is also opposite a wooded byway which is another feature of the landscape character and helps reinforce the rural character. In addition, the site can be seen in long range views from Edneys Hill and currently helps in preventing the edge of development overwhelming that part of the landscape character. The Tree and Landscape Officer has raised concern that the introduction of built form on the site would

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contribute to the urbanisation of this countryside route and compromise the established landscape character concluding that this would erode rather than enhance the high quality of the environment.

Refuse Collection: A refuse collection point is indicated near to the access with Edneys Hill and the Waste Services Officer has not raised an objection to this. The Highways Officer has stated that information regarding a refuse vehicle entering and leaving the site in forward gear can be controlled by condition. Given that the application is outline, this is considered appropriate and no harmful impact is considered to occur in this respect.

Biodiversity: The proposal would result in the loss of a green field currently used for equestrian purposes. No preliminary ecological appraisal has been submitted and the Ecology Officer notes that the use of the site for equestrian purposes does not preclude it from having any ecological value. Indeed without an assessment of the site, it is not possible to ascertain if any protected species (e.g. reptiles, badgers, breeding birds or bats) may be present on or adjacent to the site which could potentially impact on the layout if mitigation strategies were required. Furthermore, whilst the hedgerows on the site would be retained they would be incorporated into the amenity space for the proposed properties. This would remove their protected status under the Hedgerows Act and put pressure on the hedgerows given that they would be part of residential curtilage. Without a survey to indicate the significance of the hedgerows and no ecological buffer around them, it is considered the proposal would result in significant harm in terms of ecology. Given that schemes should be providing wildlife enhancements as per the NPPF and none are provided, the proposal is not acceptable in this regard.

Sustainable Design and Construction: Due to the replacement of the Code for Sustainable Homes with national standards in building regulations, the proposal is not required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling. It is considered that sufficient internal and external storage could be provided to accommodate this.

Internal Space Standards: Internal space standards are not considered at an outline stage but could be considered through reserved matters. They are set nationally and require dwellings to achieve a minimum standard. The layout suggests the dwellings would be of a sufficient size to meet the standards and therefore no objection is raised subject to a condition ensuring that any reserved matters application is submitted in accordance with these standards.

CONCLUSION

The application is unacceptable in principle, has a harmful impact on the character of the area, the amenity of future occupiers and does not take into account impact on ecology. Furthermore, no provision for affordable housing or mitigation against the SPA has been agreed. Therefore the application is recommended for refusal.

Recommendation:	Refusal
Date:	19 th July 2016
Case Officer:	Graham Vaughan

Recommendation agreed by: 19/07/16 
Position: Team Leader – Development Management
Date:

REMEMBER - The earliest date for a decision on this application is: 29/06/2016

SITE VISIT NOTES AND RECORD

REFERENCE NO:	161412
SITE ADDRESS:	Land adjacent to Coppid Hill House, Barkham Road, Barkham, Wokingham, RG41 4TG
DATE OF VISIT(S)	13/6/16

DESCRIPTION OF SITE/BUILDING

Field (Stable in corner) view to dwelling on top of hill.

DESCRIPTION OF SURROUNDINGS/LOCAL CHARACTER

Open area, generally set back on line
Mature trees / veg to front

RELATIONSHIP WITH ADJOINING PROPERTIES

Windows on top dwelling & - Some on CHH.

SITE CONSTRAINTS AND OTHER PLANNING MATTERS:

(E.g. parking, access, trees, levels, boundary treatments, other)

Some trees to corner. Mod-trees on boundaries
Access to EH.

Appendix E



DELEGATED OFFICER REPORT

App Number:	201475
Site Address:	Chestnuts, Chestnuts, Barkham Road RG41 7TF
Expiry Date:	23 September 2020
Site Visit Date:	11 August 2020
Proposal:	Full planning application for the proposed erection of 4no. semi-detached dwellings following demolition of existing dwelling and associated outbuildings with new access to Barkham Road
Recommendation:	Approval

PLANNING CONSTRAINTS/STATUS

- Limited Development Location
- Settlement Boundary (Countryside to the south)
- Tree Preservation Order TPO-0761-1995
- Thames Basin Heath Special Protection Area (5km zone)
- Bat consultation zone
- Green Route (Barkham Road)
- Flood zone 1
- Nitrate vulnerable zone
- Heathrow Aerodrome wind turbine safeguarding zone
- Contaminated land consultation zone (south eastern corner)
- Classified road

PLANNING POLICY

National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy 2010	Policy CP1 – Sustainable Development Policy CP2 – Inclusive Communities Policy CP3 – General Principles for Development Policy CP5 – Housing Mix, Density and Affordability Policy CP6 – Managing Travel Demand Policy CP7 – Biodiversity Policy CP8 – Thames Basin Heaths Special Protection Area Policy CP9 – Scale and Location of Development Proposals Policy CP10 – Improvements to the Strategic Transport Network Policy CP17 – Housing Delivery
Managing Development Delivery Local Plan 2014	Policy CC01 – Presumption in Favour of Sustainable Development Policy CC02 – Development Limits Policy CC03 – Green Infrastructure, Trees and Landscaping Policy CC04 – Sustainable Design and Construction Policy CC06 – Noise Policy CC07 – Parking Policy CC09 – Development and Flood Risk Policy CC10 – Sustainable Drainage Policy TB05 – Housing Mix Policy TB06 – Development of Private Residential Gardens Policy TB07 – Internal Space Standards Policy TB21 – Landscape Character

	Policy TB23 – Biodiversity and Development
Other	Borough Design Guide Supplementary Planning Document Affordable Housing Supplementary Planning Document Sustainable Design and Construction Supplementary Planning Document CIL Guidance Barkham Village Design Statement

PLANNING HISTORY		
App No.	Description	Decision/Date
450/1957	Construction of garage	Approved 11 June 1957
22063	Replacement garage	Approved 23 August 1987
44295	New vehicular access	Approved 13 June 1995
44847	Construction of an additional dwelling house (on eastern side)	Refused 29 November 1995
181983	Demolition of existing dwelling and construction of three new dwellings	Refused 5 September 2018
182829	Two detached dwellings following demolition of existing dwelling	Approved 15 February 2019
190506	Replacement double garage (CLP)	Approved 13 March 2019
190830	Two detached dwellings following demolition of existing dwelling	Refused 16 May 2019
191399	Variation to 182829 to allow modifications to design	Approved 21 August 2019

CONSULTATION RESPONSES	
WBC Ecology	No objection, subject to conditions subject to biodiversity enhancements and lighting.
WBC Env. Health	No objection, subject to a condition relating to working hours. <u>Officer comment:</u> Given the small scale of the development, this condition is not justified.
WBC Highways	Following the receipt of amended plans, no objections are raised in relation to the provision of parking, turning, access and traffic management, subject to standard conditions.
WBC Trees and Landscaping	Initial concerns were raised in relation to whether the site would function (in terms of car parking and turning) without affecting existing trees, most of which are protected. Amendments were made and no further objection was noted, subject to conditions requiring tree protection and a landscape plan.
WBC Cleaner and Greener	No comments received.
WBC Drainage	No objection.
Thames Water	No comments received.

REPRESENTATIONS	
Barkham Parish Council	No objection, subject to protection of TPO trees and hedgerow.
Ward Member	No comments received.
Neighbours	The application was consulted to neighbours from 30 July to 20 August

2020. Submissions were received from the following properties:

- 1) 21 Aggisters Lane, Barkham RG41 4DW
- 2) 4 Coppid Hill, Barkham RG41 4TE

The submissions raised the following issues:

- Red line site area has been extended

Officer comment: The Council raises no objection to the location of the red line site plan, which is unchanged from the previous approval.

- Access onto Barkham Road is not lawful

Officer comment: The site plan has been updated to show the access onto Barkham Road as proposed as there has been no previous approval for access in this location. The proposal for a new access point at this location has been reviewed by the Council's Highways Officer and no objection raised on traffic and safety grounds.

- Increased traffic

Officer comment: The Council's Highways Officer does not raise concern with the level of traffic generation arising from the proposed development.

- Odour from location of bin store

Officer comment: The bin store to Plot 1 has been relocated away from the neighbour's dwelling in revised plans such that odour is no longer a concern.

- Incompatible streetscene
- Excessive bulk and height for the site

Officer comment: With the exception of two new street facing dormer windows, the envelope and footprint is unchanged from the approval in 182829, as amended by 191399. There are other changes including additional fenestration and hardstanding and the replacement of an approved garage on the western side boundary with a carport. However, the proposal retains a largely unchanged bulk and height and appropriate streetscene presence. Refer to 'Character of the Area' for further comment.

- Dominance and loss of light (to 4 Coppid Hill)
- Overlooking to 6-8 Bearwood Road

Officer comment: Matters of neighbour amenity are acceptable, as noted in 'Neighbour Amenity'.

	Rear to flank separation (to 2 Aggisters Lane) is substandard <u>Officer comment:</u> The rear to flank distance is compliant, as noted in 'Neighbour Amenity'.
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APPRAISAL	
Proposal The proposal involves the following works: - Demolition of the existing single storey dwelling house and garage - Subdivision of the site into four plots - Construction of two x 2.5-storey semi-detached buildings, with each of the four dwellings consisting of four bedrooms - Parking for ten vehicles, including a carport for Plot 1 and six spaces at the eastern end of the site - New access driveway and crossover to Barkham Road and use of the side laneway with a modified crossover to Barkham Road - Landscaping and site works, including additional hedges and fencing between the two plots The application uses the approved envelope of 182829 for two detached dwellings (since varied by 191399) with additional hardstanding and changes to fenestration, loft rooflights and street facing dormer windows. Site Description The site is located on the northern side of Barkham Road, just east of the intersection with Bearwood Road. It has a total site area of 1540m² with a long frontage of 75m to Barkham Road. The subdivision pattern is consistent with other properties to Aggisters Lane although the dwelling is sited to face south east, which is consistent with all other properties in the area. On the site is a single storey dwelling and detached garage concentrated in the north western corner of the site. There are two large groups of trees at the eastern end of the site, dissected by an existing entrance from an unmade road. They are protected by a Tree Preservation Order. Surrounding development comprises mostly detached dwellings within an established pattern of development although the subject property and Coppid Hill to the west are large plots fronting Barkham Road. 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. Policy CC01 of the MDD Local Plan 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.	

Sustainability

Policies CP1 and CP6 of the Core Strategy require that development be sustainable, in terms of enhancing the quality of the environment and achieving zero carbon developments with a reduction in the need for travel and the promotion of sustainable transport.

There are recent planning permissions granted in the surrounding area for new additional infill dwelling houses, including 171388 on Coppid Hill to the west. There are also refusals such as 171276, where sustainability was not raised a reason for refusal. The officer report for the previous approval for two dwellings on the application site (182829) concluded that because the site is located within settlement limits within a limited development location, it is suitably located in terms of access to public transport, facilities and services. That stance is maintained in this application for four dwellings and the proposal is therefore acceptable on sustainability grounds.

Development of a Residential Garden

Policy TB06 of the MDD Local Plan seeks to avoid inappropriate development of residential gardens where there is harm to the local area. Permission would only be granted where there is a positive contribution to the built form and surrounding spaces, integration with the layout of the surrounding area, appropriate hard and soft landscaping, amenity space, building separation and compatibility with the general building height.

R22 of the Borough Design Guide SPD also notes that backland development must not harm the existing character of the local area, relate positively to the existing layout and urban form, maintain the quality of environment for existing residents and create a satisfactory living environment.

The proposal is not strictly viewed as backland development because of its long southern frontage to Barkham Road but it is still, in effect, development of an existing residential garden.

The officer report for 182829 concluded that the erection of two detached dwellings on the site was a measured outcome for the site when compared with the three detached dwellings proposed in the previously refused scheme (181983). The two dwellings had an appropriate footprint, were sited appropriately to relate to neighbouring properties (including to protect existing amenity), ensured a satisfactory living environment and allowed for adequate building separation and consistency in building line. It was also achieved without compromising important landscape features and allowed for adequate pedestrian accessibility.

There is a doubling in density on the site, in terms of the number of dwellings and bedrooms. This results in additional parking requirements and with the use of the roofspace, the inclusion of dormer windows to the front roof plane. There is no change to the footprint or front and rear building lines of the approved scheme, with the two new dormers and additional velux rooflights not contributing to an unreasonable increase in bulk. There is therefore no change to the relationship with neighbouring properties and the levels of neighbour amenity remain satisfactory. The internal living standards still meet the relevant requirements and whilst there is additional hardstanding, it is not to the

extent that it adversely affects the landscape character of the site. Pedestrian access through the site is also suitably retained. On this basis, the proposal still achieves a satisfactory outcome in terms of TB06 and R22.

Character of the Area

General form

Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design. R1 and RD1 of the Borough Design Guide SPD require that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area.

The two approved detached dwellings in 182829/191399 had a total footprint of 157m² and 127m² respectively although the 15m² footprint of the attached garage on Plot 1 lessened any apparent bulk. This was noted as being generally larger than surrounding development but as a ratio to the site area, it was acceptable, particularly as all relevant policies were satisfied. The development did not appear out of place in the limited development location and was complemented by a positive landscape setting, as enhanced by additional landscaping by pre commencement condition.

As noted above, the approved envelope is unchanged, with the exception of an additional dormer to the front elevation of both buildings and additional fenestration. The approved garage on the western boundary has also been replaced with an open carport. As a result, any increase in built form is minimal at worst and negligible at best and does not result in an unreasonable increase in dominance on the street.

Because of the proximity of protected trees and the limited development and settlement edge location, permitted development rights in relation to Class A (extensions), Class E (outbuildings) and Class F (hard surfacing) was stipulated by condition and this stance remains in the assessment of this application.

Density

Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character.

The site is located within a limited development location and this is evidenced in the density of the surrounding area. The immediate area bounded by Bearwood Road, Barkham Road and Aggisters Lane has a density of 14 dwellings per hectare (dph) with 13-17 dph on the northern side of Barkham Road and 8.5 dph on the southern side of Barkham Road. The adjoining to the west was also granted outline approval (161452) with a density of 25 dph.

The approved development (182829/191399) had a density of 13 dph or 17 dph when accounting for the undevelopable area of the site that is subject to TPO protection. This was entirely appropriate for the area. It has since increased to 26 and 34 dph respectively. This is bordering on and generally exceeding the upper end of the density of

the surrounding area. However, by utilising the existing approved envelope (with minor additions), maintaining adequate levels of neighbour amenity, because of its sustainable location and by accommodating car parking, access and traffic generation in a satisfactory manner, the increase in density does not manifest itself in any adverse impacts for the surrounding area. This is illustrated in the planning assessment within the rest of the officer report and on this basis, no objection is raised.

Settlement Edge

Policy CC02 of the MDD Local Plan states that development at the edge of settlements is acceptable where it is demonstrated that it is within development limits and respects the transition between the built up area and the open countryside by taking account of the character of the adjacent countryside and landscape. RD9 of the Borough Design Guide SPD requires that development on the settlement edge create an edge and incorporate soft landscaping to integrate to the rural setting.

The settlement boundary extends to the southern boundary of the property and Barkham Road is within the designated countryside. However, residential development on the southern side of Barkham Road to the west and east creates a green gap or corridor that allows views across the valley to the south.

The officer report for 182829 noted that the establishment of two dwellings on the plot, both with a height of two storeys, was appropriate in the context of surrounding development of similar scale and it achieved a suitable transition and relationship to the settlement edge and countryside. As noted above, there is an increase in density but because there is no change to the built form (including any change to roof height, eaves height, front and rear building line or building separation) and the only change includes a modestly proportioned dormer to each building and additional window openings, it retains a satisfactory relationship to the countryside to the south.

Siting and relationship to neighbours

R2 and RD2 of the Borough Design Guide require development to respond to context, including incorporating existing features, taking advantage of landform and orientation and relating to neighbours. R3 and R4 require housing to relate to the existing network of streets and spaces.

The four dwellings will front Barkham Road, with no immediate relationship to properties in Aggisters Lane and only the existing building at the corner of Bearwood Road and the infill bungalow immediately to the west having a southern presentation to Barkham Road. Notwithstanding this, it is an acceptable design solution given the ample frontage to Barkham Road of 40m (excluding the TPO trees) or 75m (including the trees) allows for sufficient frontage and an appropriate semi-detached presentation to the main road.

The building orientation is also not immediately parallel with the front boundary and is closer to 15 degrees or due south. However, this is more a consequence of the configuration of the road and the front boundary and the constraints imposed by the protected trees in the south eastern corner. On balance, the proposal retains a positive streetscape presentation in an area that does not exhibit any real cohesion in the alignment and pattern of development and as such, no objection is raised.

The building separation between Plots 1 and 2 is 3.3m, which is an appropriate outcome within the limited development and settlement edge location and in terms of the separation and openness created within other development in the area. All of these aspects are unchanged since the approval of 182829.

Building line

R7 of the Borough Design Guide SPD requires a consistent building line relative to existing buildings.

The predominant building line in this area of Barkham Road is established by Coppid Hill to the west, which dates from pre 1873, the recently constricted infill bungalow immediately to the east and the subject property. The infill bungalow has a setback of 4.5m-6.0m, which reflects the curved nature of the boundary and its relationship with the existing building to the west (setback of 4.1m). Because of the variable and irregular front boundary line and the off centre orientation of the two buildings/four dwellings, the numerical setback of Plot 1 is between 6.5m-9.5m and Plot 2 is 3.8m-5.8m. More generally though, there is consistency in the relationship to Barkham Road, with a building line of more than 10m to the kerb, and no impression of dominance to the streetscene. This is unchanged since the approval of 182829 and in this respect, the proposal is acceptable.

Height

R9 and NR5 of the Borough Design Guide SPD note that height, bulk and massing should respond to the local context and the prevailing heights in the area. The infill dwelling immediately to the west is a single storey bungalow but this is the exception rather than norm with the predominant height of established and more recent development mostly of two storeys. The approved two storey height is increasing to 2.5 storeys but only by virtue of the use of the roofspace as a second floor loft.

The addition of a dormer window to the left side of the front hip and a new window within the right side gable projection of both buildings, in addition to several rooflights, would alter the impression of the roof and result in the buildings appearing as 2.5 storeys rather than two storeys. However, there is no increase in the overall eaves height of 5.8m or ridge height of 9.2m and the height remains acceptable in this context.

Parking

P2 of the Borough Design Guide SPD ensures that parking is provided in a manner that is compatible with the local character. R23 of the Borough Design Guide SPD requires that garages be well designed, respond to the original building and contribute to the local character. Garages should not forward of the building line and provision.

The approved development (as varied by 191399) included an attached double garage with 75m² of hardstanding forward of the dwelling. Most of this space was for turning and manoeuvring but it could also be used for parking. The current application seeks to reinstate parking to the side of the dwelling, as approved in 182829, but in the form of a carport. The amount of hardstanding is increased by 17m² to 92m², allowing for an car

visitor space. On balance, the changes are relatively minor and there remains adequate opportunities for landscaping such that no objection is raised in relation to Plots 1 and 2.

Plots 3 and 4 will continue to have uncovered parking to the side and rear of the dwelling. There is no proposal for additional garaging but it includes an additional 90m² of gravel or permeable hardstanding. However, because it is concentrated away from the street frontage and is screened by existing protected trees, the additional gravel and hardstanding and the parked vehicles within it, does not pose an unreasonable impact upon the landscape setting of the site.

Materials

R11, RD6 and RD7 of the Borough Design Guide SPD require that housing ensure a coherent street character, including materials, colours and details. Materials have been nominated as brick walls with stone window surrounds, uPVC window and door frames, and slate tiles. There is limited detail (as opposed to the detail provided in 182829) and as such, a pre commencement condition is now considered necessary.

R6 of the Borough Design Guide SPD requires that building frontages provide surveillance and activation of the street. R13 of the Borough Design Guide SPD states that residential development should address public open space. The dwellings address Barkham Road and have an acceptable streetscape presence. They are of an appropriate design, with pitched roofs, projecting bay windows and gable presentation contributing to an appropriate streetscape character.

Boundary Treatments

R12 of the Borough Design Guide SPD states that boundary treatments contribute positively to the character of the area.

The site is devoid of any boundary definition to Barkham Road, with varied landscaping and a dilapidated wire fence forming part of the boundary. The proposal does not include any fencing along the boundary to Barkham Road with reliance instead upon additional planting being added to the existing tree and hedge screen. Given the site is partially elevated above the footpath level, the use of landscaping (which is subject to further details in a landscape proposals plan) is likely to be satisfactory as a boundary treatment.

Close boarded fencing is shown to delineate each of the plots and not forward of the front building line. This is acceptable. A new gate is also proposed at the entrance to Plot 2. With its location amongst heavy tree coverage, it is unlikely to pose any real streetscape concern.

Housing Policies

Dwelling Mix

Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling type and tenure. The proposal involves four x 4 bedroom (plus study), family sized dwellings. In the context of the surrounding built form and because of the small scale of the development and as it is expanding upon the existing approved

development of two x 4-bedroom dwellings, there is no opposition to this arrangement.

Housing Affordability

Policy CP5 of the Core Strategy, Policy TB05 of the MDD Local Plan and the Affordable Housing SPD specify an affordable housing rate of 20% for any development involving five or more dwellings on land measuring 0.16 hectares or larger. The proposal involves three additional dwellings on 0.153 hectares and as such, there is no requirement for affordable housing.

Accessibility (incorporating 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. Policy CP2 of the Core Strategy also seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for aged persons, children and the disabled.

In this case, there is no specific requirement to provide an accessible dwelling. However, with level access to the ground floor, where a bathroom is located and sleeping facilities can be provided, no objection is raised. At 4+ bedrooms, each of the dwellings are also be defined as family housing, which is supported.

Accordingly, 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.

Housing Amenity

Internal amenity

Policy TB07 of the MDD Local Plan and R17 of the Borough Design Guide SPD require adequate internal space to ensure the layout and size achieves good internal amenity. In accordance with the Technical housing standards – nationally described space standard, a minimum standard of 121-130m² applies. All four of the dwellings satisfy this requirement. Were the study areas considered as bedrooms, a standard of 134m² would apply and the proposal remains compliant.

Plot	Bedrooms	Occupancy	Area	Required	Complies
1	4	8	170m ²	130m ²	Yes
2	4	8	173m ²	130m ²	Yes
3	4	7	144m ²	121m ²	Yes
4	4	7	143m ²	121m ²	Yes

Main bedrooms should have a minimum area of 11.5m², secondary bedrooms should measure 7.5m², living spaces should have a minimum area of 31m² and there should be provision for storage. All of the bedrooms meet this requirement with Plots 3 and 4 each having one single bedroom. The open plan living area is at least 33-40m² in area and

storage is provided. As such, the internal dimensions are satisfactory.

R18 of the SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect. Paragraphs 127 and 130 of the NPPF seeks to promote development that has good architecture and layout with a high standard of amenity for existing and future users and Paragraphs 150 and 153 of the NPPF state that new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The dwellings are dual aspect with ample window openings and adequate building separation. They achieve a good southern aspect and with an open plan form, there is sufficient cross ventilation. There are no concerns with the proposal in relation to the amenity afforded to the future occupiers.

External amenity

R16 of the Borough Design Guide SPD requires a minimum depth of 11m for rear gardens and a 1m setback from the site boundary to allow access thereto. All four plots have a rear garden with a depth of 11m opening from the main open plan living area with side external access. On the basis of the above, no objection is raised.

Acoustic amenity

Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. The rooms along the common walls of the semi-detached dwellings have been positioned appropriately, with the only exception being the bathroom of Plot 4 being alongside the bedroom of Plot 3. Given the development is a new build, it is feasible that it would not pose any unreasonable acoustic impacts when subject to building regulations.

Neighbour Amenity

Overlooking

R15 of the Borough Design Guide SPD requires the retention of reasonable levels of visual privacy to habitable rooms, with front-to-front separation of at least 10-15m to the street and 11-17m for rear-to-flank. R23 notes that the side walls must not contain windows, especially at first floor level.

There is a separation distance of at least 35m across the front boundary such that no overlooking issues are noted. To the rear, there is 11m to the boundary with 2 Aggisters Lane and a further 1.5m to its flank wall. At ground and first floor level, the total separation of 12.5m complies with the minimum standard of 11m but at second floor level, the 14.3m departs from the 17m standard. However, the velux windows have a sill height of 1.6m above the finished floor level such that there is no unreasonable level of overlooking from the windows.

There are side facing ground floor windows within each floor of each dwelling. However, they are either at ground level where they are adequately screened by existing or proposed fencing, to non-habitable ensembles (and conditioned as obscure glazed by

condition), are velux rooflights with a sill height of 1.6m or in the case of Plot 4, looking onto the access driveway and the protected trees where no overlooking of neighbouring properties exists.

Access from the car park at the west of the site would result in residents and visitors passing by the sitting room windows of Plots 4, 3 and 2. Whilst some overlooking is possible, it is not unreasonable or sufficient to warrant refusal of the application.

On the basis of the above, there is a satisfactory level of privacy provided across the property boundaries and within the development.

Overbearing and Sense of Enclosure

R16 requires separation distances of 1.0m to the side boundaries and 11m to the rear boundary. As part of the approved scheme, both dwellings were 11m from the rear boundary and no unreasonable sense of enclosure towards 2 Aggisters Lane was noted. This is unchanged.

A 3.1m setback to the western boundary is retained, which is acceptable. Consistent with the previous application, the garage extends to within 1.0m but has an eaves height of 2.5m and a flat roof, thereby minimising any foreseeable impact. It is converted to an open sided carport in this application, which lessens any approved bulk as viewed from the neighbouring property. There is at least 11m separation to the rear boundary and no dwellings adjoining to the east. Accordingly, there are no concerns raised on the grounds of overbearing dominance.

Sunlight and Daylight

R18 of the Borough Design Guide SPD aims to protect sunlight and daylight to existing properties, with no material impact on levels of daylight in the habitable rooms of adjoining properties. Habitable windows of adjoining properties must not be obstructed by a 25 degree angle and two storey extensions must not obstruct a 45 degree line back towards a habitable window of the adjoining property.

The officer report for the previous approval noted that the proposal would partially impact 2 Aggisters Lane over the rear boundary. The two storey height of the dwellings will encroach within the 25 degree line and there will be some loss of sunlight around midday arising from the roof of the two dwellings. However, the impact was not unreasonable on the basis that the proposed dwellings complied with the 11m setback requirement and there are no south facing windows within the side elevation of 2 Aggisters Lane. This is unchanged in this application.

To the west, the dwelling on Plot 1 extends 11m beyond the rear of the new infill bungalow within Coppid Hill to the west. Most of the rear elevation within the bungalow is inside the 45 degree line when measured in plan form. This includes the bedroom and reception room windows, both of which are the sole windows to these spaces, will be affected. However, Plot 1 is 3.2m-4.8m from the common boundary and when the 45 degree line is measured in elevation form, the measurement extends to 6.5m and there is no additional impact, including to the nearest bedroom window. Moreover, the carport which extends closer to the boundary also has a negligible additional impact. Overall,

though, the windows are north facing and there will be no direct overshadowing. These factors contribute to the conclusion that the impact will be minimal and entirely reasonable.

With separation of 3.3m between the two buildings, there are no concerns of daylight or sunlight loss between the two buildings as they are suitably aligned. Whilst side facing habitable windows within the dwellings between the two plots will be affected, they are secondary side windows within an open plan layout with a good front and rear outlook through their primary windows. On this basis, no objection is raised.

Noise

Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. There are no unreasonable impacts in terms of noise disturbance.

Highway Access and Parking Provision

Car Parking

Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street car and cycle parking standards, including provision for charging facilities. The parking standards require a total of 10 spaces, made up of 8 allocated spaces and two unallocated/visitor spaces. Ten spaces are provided, with each of the dwellings provided with at least two spaces and two visitor spaces. This is in accordance with the policy.

The car spaces for Plots 1 and 2 are alongside the dwelling and the spaces for Plots 3 and 4 are in the eastern parking court. The maximum distance from car space to front door is 25m, which is reasonable. Visitor parking is located to the eastern end of the parking court, which is also reasonable.

A cycle shed is provided in the rear garden of each dwelling, which allows parking for two bikes, which accords with the standards. P2 and P3 of the Borough Design Guide SPD ensure that cycle parking is conveniently located, secure and undercover and provided where it is compatible in the streetscene. The location is convenient and secure and accords with P2 and P3.

Access, Maneuverability and Traffic Generation

Paragraph 108 of the NPPF requires safe and suitable access to the site can be achieved for all users and paragraph 110 also seeks to create places that are safe, secure and attractive. Policy CP6(f) and (g) of the Core Strategy also require mitigation against any adverse effects upon the local and strategic transport network and the enhancement of road safety.

Plots 1 and 2 will utilise an existing pedestrian access point in the western corner, with a new crossover to Barkham Road whilst Plots 3 and 4 will utilise the existing access via the unmade road to the east.

The Council's Highways Officer has noted that it is unlikely that the proposal would have

an adverse impact on the highway network. Visibility splays for the crossover on Barkham Road have been provided and are within acceptable dimensions. The landscaping close to this crossover would need to be maintained to be less than 0.6m, which is achievable. The access is widened by condition because it is now proposed to serve two properties. Subject to these arrangements, there is no objection to the location of the access and any impact upon existing traffic movements along Barkham Road.

Vehicular access to Plots 3 and 4 is satisfactory as it is accessed via an existing private drive that leads onto Barkham Road. As part of this access, it is also proposed that the existing crossover to the east of the bus stop will be reduced in length and returned to pavement which is welcome. This will need to be carried out at the applicant's expense.

On site manoeuvrability is achieved and all vehicles will be able to leave the site in a forward gear.

Pedestrian access is provided between the eastern parking court and all four dwellings, including via a unpaved woodland type path linking Plots 1/2 and 3/4. Access from the road/street is via the driveways to Barkham Road and the side laneway. Whilst there is some sharing with vehicles, both arrangements are satisfactory because it allows a maximisation of the landscape setting.

Construction Management

A framework demolition and construction method statement has been submitted with the planning application and for assessment purposes, it allows for satisfactory management of the demolition and construction phase but a full assessment is required as a pre commencement condition.

Landscaping and Trees

Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks and existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.

The eastern end of the property is subject to Tree Preservation Order 761/1995. It relates to the following groupings of at least 30 trees:

- G1 to the northern side of the access drive and comprising 3 x Lawson Cypress, 1 x Ash and 1 x Birch
- G2 to the southern side of the access drive and comprising 13 x Holly, 1 x Hawthorn, 4 x Ash, 1 x Plum, 2 x Lime and 5 x Hazel

The dense grouping of trees collectively provide good landscape coverage in an elevated and prominent location on Barkham Road, which itself is a nominated Green Route. A non-protected grouping of hedging and trees also extended along the southern boundary to Barkham Road, which added to the green setting of the site and the streetscene. However, these trees have been recently removed in parts and this has opened up the site with a significant reduction in the landscape character of the site with the existing dwelling now visible from Barkham Road.

The frontage extends the sylvan quality derived from many trees and hedges which should be retained as they provide a setting to the site and inform the landscape character of the immediate area. The trees and hedgerows enhance the Green Route and they provide a setting to the site and screening whilst informing the landscape character of the immediate area.

There is a wide verge to the front (east end) of the site fronting Aggisters Lane, and to Barkham Road (a Green Route) where mature hedging and trees provide a landscaped apron to the boundaries and underpin the landscape character of the area and the site therein. The sylvan character is a quality derived from the many trees and hedges on and in close proximity to the site and trees on or outside of the site that will be affected by development should be retained and protected according to Policy CC03 of the Local Plan.

An Arboricultural Implications Assessment (AIA) dated June 2018 was submitted and has been reviewed by the Council's Trees Officer and is acceptable. The access onto Plots 3 and 4 and the parking area is made of compacted gravel at the request of the Trees Officer. The AIA suggests that cellweb must be used to cover the widened access driveway as it is totally covered by the root protection area of T18 and G10. For clarity, the cellweb should cover the entire driveway, which must then be surfaced with loose or compacted gravel to be compliant with BS5837:2012. This is to be detailed in an updated Arboricultural Method Statement, required by pre commencement condition.

A Tree Protection Plan (TPP) was also acceptable. However, the AIA and the TPP show an older scheme and whilst not consequential to the landscape assessment, the current design layout and the landscape proposal recommendations will need to be reflected and this is to be consolidated by condition.

R14 of the Borough Design Guide SPD requires well-designed hard and soft landscaping that complements housing. The Council's Trees Officer also raises no objection to the landscaping scheme, including paved pathways and edging to the buildings or around planting beds. The use of block paving has been minimised to not more than approved under 182829 because the Council's Trees Officer considers it to be at odds with the established character. Any additional turning and parking is loose gravel, with final details forming part of the hard and soft landscaping requirements of the pre commencement condition. Block paving, permeable in nature, at the front access point of the driveway is acceptable.

To reflect the landscape character of this semi-rural location on a green route, the front hedges should be enhanced with native hedgerow planting with Holly, Hawthorn, Birch, Hazel and Blackthorn, which will ensure the hedgerow adjacent to Barkham Road becomes a dense screen of native deciduous transplants. This will also screen the additional parking area and to complement the protected status of the trees on the site is important to the Green Route character and increased activity on this small site could adversely impact the root protection areas of the trees by increased compaction.

Further to the above, permitted development rights were removed in 182829 in relation to Classes A, E and F, with any extensions, outbuildings (or the like) and hard paving having the potential to adversely impact upon the health of TPO protected trees (and other trees) on the site. This stance would need to be maintained in this application.

It is also noted in commentary from the Trees Officer that the existing driveway from Aggisters Lane has a low canopy height that would prohibit use by larger construction vehicles. Condition 6 of the previous approval (182829) required the submission of a Construction Management Plan prior to commencement of works and this would be updated to reflect/outline this requirement.

Ecology

Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.

The site is within habitat where bats have previously been found and is within habitat of high suitability for foraging and commuting bats and nesting birds with trees and shrubs to the east of the garden boundary, large connected gardens with trees, a broadleaved woodland 140m to the west, a number of small woodland areas within 600m and a Local Wildlife Site (The Coombes) 700m to the northwest of the site.

Planning application 182829 was accompanied by a bat survey report (prepared by Smart Ecology Ltd and dated July 2018) which detailed that the existing building as having moderate potential to support a bat roost with the results of one dusk emergence and one dawn re-entry surveys carried out in June 2018. No bats were observed and as such, the report concludes that it is unlikely that the proposals will affect bats. The report was updated July 2020 with the same conclusions.

Some trees outside of the TPO area will be felled and these are not referred to in the ecology report. However, based on the information within the tree survey, it is considered unlikely that they contain features that are suitable for use by roosting bats.

On the basis of the above, there are no ecology objections to the application, subject to a condition to ensure that biodiversity enhancements are provided on and around the new building and that gaps are left at the base of fences to allow hedgehogs and other wildlife to traverse the site.

Thames Basin Heaths Special Protection Area

Policy CP8 of the Core Strategy states that where development is likely to have an effect on the Thames Basin Heaths Special Protection Area (TBH SPA), it is required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

The subject application includes a net increase of three dwellings on a site that is just inside the 5km zone of the TBH SPA. The access to the site from Barkham Road is also wholly within the 5km zone. Policy CP8 states that where there is a net increase in dwellings within 5km of the SPA, an Appropriate Assessment is required to be undertaken. This is attached to this report and has concluded that contributions to access management measures and monitoring in line with the Delivery Framework will be required.

Mitigation measures were outlined in a Section 106 agreement for the approval in 182829 in the form of the provision of Suitable Alternative Natural Greenspace (SANG) at Rocks Nest Wood and a monetary contribution for ongoing monitoring (SAMM). As this is a new application, a new agreement is required and has been signed.

Building Sustainability

Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change.

Sustainability measures remain nominated in the building design and these include:

- Good building standards to create an excellent SAP rating
- Use of locally sourced, recycled materials
- Use of natural light through floor-ceiling windows
- Reduced internal water consumption of 110L/person/day with water efficient sanitary fittings, low flow toilets and water efficient taps
- 'A' rated electrical appliances and energy saving light fittings
- 'A' rated double glazed windows
- Water butts fitted to the rainwater down pipes
- Achievement of Lifetime Homes standard

The above arrangements are likely to ensure compliance with Part L of the Building Regulations and on this basis, no objection is raised in terms of Policy CC04 of the SPD.

Waste Storage

Policy CC04 of the MDD Local Plan requires adequate internal and external storage for the segregation of waste, recycling, green waste and composting and an appropriate area for ease of collection. Separate bin storage is nominated on the plans and it is suitably located for convenience of occupants and movement to the kerb for collection. It is also appropriately located on odour and streetscape grounds.

Flooding

Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. It is therefore acceptable in terms of Policy CC09.

Drainage

Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow. Foul water will discharge into an existing foul sewer and surface water will be to a surface water sewer or to proposed soakaways within the site. Council's Drainage Engineer has reviewed this arrangement and raises no in-principle objection, subject to additional drainage runoff, infiltration and SuDS details being submitted as a pre commencement condition.

R23 of the Borough Design Guide SPD notes that parking spaces in front gardens must be paved with permeable surfaces to avoid any increase in surface water run-off and should include for soft landscaping. The proposal includes a large amount of driveway space forward of Plots 1 and 2, accounting for approximately 46% of the frontage of both properties, up from 40% in the previous approval. Notwithstanding this, permeable block pavers are nominated on the plans, which is likely to ensure that there is adequate on site infiltration.

On the basis of the above, no objection is raised in relation to Policy CC10.

Contamination

There is no known contamination.

Community Infrastructure Levy

The application is liable for CIL payments because It involves a net increase of one dwelling. It is payable at £365/m2 index linked.

RECOMMENDATION	
Recommendation:	Approval, subject to legal agreement dated 9 October 2020
Pre Commencement Conditions Agreed	Yes
Case Officer:	Simon Taylor
Date:	9 October 2020
Earliest date for decision:	21 August 2020
Recommendation agreed by: (Authorised Officer)	
Date:	12/10/2020

The Conservation of Habitats and Species Regulations 2017
Screening Assessment and Appropriate Assessment

In the light of the “Sweetman Judgement” (People Over Wind and Sweetman v Coillte Teoranta, April 2018), the comments below comprise an Appropriate Assessment which includes advice on necessary avoidance and mitigation measures which is consistent with the advice provided to the Planning Inspectorate on such matters.

Summary of Response

WBC, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. An Appropriate Assessment has been carried out which includes regard to mitigation requirements.

This site is located 4.93-4.99km (measured from the access road to the application site) from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

On commencement of the proposed development, a contribution (calculated on a per-bedroom basis) is to be paid to Wokingham Borough Council (WBC) towards the cost of measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in WBC’s Infrastructure Delivery Contributions Supplementary Planning Document (SPD).

The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures.

In this instance, the proposed development would result in a net increase of three x four bedroom dwellings within 5km which results in a total SANG contribution of £10,640.68.

The proposed development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which is also calculated on a per bedroom basis. Taking account of the per bedroom contributions this results in a total SAMM contribution of ££2,557.41.

The total SPA related financial contribution for this proposal is £13,197.99. The applicant must agree to enter into a S106/s111 agreement to secure this contribution prior to occupation of each dwelling. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with SEP Saved Policy NRM6, policy CP8 of the Core Strategy, and the NPPF.

1. The Conservation of Habitats and Species Regulations (2017)

In accordance with The Conservation of Habitats and Species Regulations (2017) Regulation 63 a competent authority (in this case Wokingham Borough Council (WBC)),

before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—

- a. is likely to have a significant effect on a European site...(either alone or in combination with other plans or projects), and
- b. is not directly connected with or necessary to the management of that site.

must make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.

A person applying for any such consent, permission or other authorisation must provide such information as WBC may reasonably require for the purposes of the assessment or to enable it to determine whether an appropriate assessment is required.

WBC must for the purposes of the assessment consult Natural England (NE) and have regard to any representations made by that body. It must also, if it considers it appropriate, take the opinion of the general public, and if it does so, it must take such steps for that purpose as it considers appropriate. In the light of the conclusions of the assessment, and subject to Regulation 64 (Considerations of overriding public interest), WBC may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site.

In considering whether a plan or project will adversely affect the integrity of the site, WBC must have regard to the manner in which it is proposed to be carried out or to any conditions or restrictions subject to which it proposes that the consent, permission or other authorisation should be given.

2. Stage 1 Screening for Likely Significant Effects

WBC accepts that this proposal is a 'plan or project' which is not directly connected with or necessary to the management of a European Site. The Thames Basin Heaths Special Protection Area (SPA) is a European designated site which affects the borough, and WBC must ensure that development does not result in an adverse impact on the SPA. The potential adverse effects on the integrity of the SPA include recreational activities from inside the SPA and air pollution from inside and outside the SPA.

At this stage WBC cannot rule out 'likely significance effects' on the SPA (alone or in combination with other plans or projects) because the proposal could undermine the Conservation Objectives of these sites. This is because the proposal lies within 5km of the SPA and represents a net increase in dwellings within 400m - 5km of the Thames Basin Heaths Special Protection Area (SPA) which will lead to an increase in local population and a potential increase in recreational activity on the SPA.

As the 'likely significance effects' cannot be ruled out at this stage an Appropriate Assessment must be undertaken.

3. Stage 2 Appropriate Assessment

Based on the information proposed by the applicant, WBC must decide whether or not an adverse effect on site integrity (alone or in combination with other plans or projects) can be

ruled out. Mitigation may be able to be provided so that the proposal is altered to avoid or reduce impacts.

The following policies and guidance set out WBC's approach to relevant avoidance and mitigation measures which have been agreed with Natural England. For the majority of housing developments this will comprise the provision of (or contribution towards) Suitable Alternative Natural Greenspace (SANG) and a contribution towards the Strategic Access Management and Monitoring (SAMM) Project. The financial contributions towards SANG would be either through an obligation in a s106 agreement that requires WBC to allocate an appropriate amount of the development CIL receipt towards the provision of SANG, or through an obligation in an agreement under s111 of the Local Government Act, that requires the developer to make an appropriate financial contribution towards the provision of SANG (to be used in the event that the developer successfully seeks CIL relief). Developers will be required to secure an appropriate financial contribution to the SAMM project through an obligation in a s106 agreement.

For SDL development (and occasionally some other larger non SDL developments) within 5km of the SPA, SANG is required at a minimum of 8 ha per 1,000 new residents, constructed and delivered to Natural England's quality and quantity standards and a contribution towards pan SPA access management and monitoring (as advised by the Thames Basin Heaths Joint Strategic Partnership Board). For SDL development (and occasionally some other larger non SDL developments) between 5 and 7km, the proposals will need to be individually assessed but it is likely that SANG will be required on site in line with Natural England's quality and quantity standards, although the exact requirement will be agreed having regard to evidence supplied.

a. Policies and Guidance

For this proposal the following guidance and policies apply:

- South East Plan (May 2009) Policy NRM6 (Thames Basin Heaths Special Protection Area)
<http://webarchive.nationalarchives.gov.uk/20100528160926/http://www.gos.gov.uk/gos/e/planning/regionalPlanning/815640/>
- Wokingham Borough Core Strategy (2010) Policy CP8 (Thames Basin Heaths Special Protection Area) sets out the approach WBC will take in order to protect the TBH SPA
<http://www.wokingham.gov.uk/planning/planning-policy/local-plan-and-planning-policies/>
- Wokingham Borough Core Strategy (2010) Policy CP7 (Biodiversity) sets out the approach WBC will take in order to protect national and international nature conservation sites <http://www.wokingham.gov.uk/planning/planning-policy/local-plan-and-planning-policies/>
- Wokingham Borough Managing Development Delivery Local Plan (2014) Policy TB23 (Biodiversity and Development) <http://www.wokingham.gov.uk/planning/planning-policy/local-plan-and-planning-policies/>
- Infrastructure Delivery and Contributions SPD (2011)
<http://www.wokingham.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=193415>

The project as proposed would not adversely impact on the integrity of the SPA if avoidance and mitigation measures are provided as stipulated by these policies and guidance.

b. SPA Avoidance and Mitigation Measures

i) The provision of Suitable Alternative Natural Greenspace (SANG) and its ongoing maintenance in perpetuity.

In accordance with the development plan, the proposed development will be required to provide alternative land to attract new residents away from the SPA. The term given to this alternative land is Suitable Alternative Natural Greenspace (SANG).

As this development is not part of an SDL, the developer may make a payment contribution towards strategic SANGs in line with schedule below (most likely this will be at Rooks Nest Wood SANG although it is subject to SANGs capacity in the right location within Wokingham borough). An occupation restriction will be included in the Section 106 Agreement in order to ensure that the contribution has been made prior to occupation of the dwellings. This gives the certainty required to satisfy the Habitats Regulations in accordance with South East Plan Policy NRM6 (iii) and Core Strategy Policy CP8

The development will result in a net increase of three dwellings and the level of SANG payments are set out as follows:

No. of bedrooms	SANG Contribution	Aggregate SANG Contribution
4 bedrooms	£3,546.86	£10,640.58

ii. Strategic Access Management and Monitoring (SAMM) Contribution

The proposed development will also be required to make a contribution towards Strategic Access Management and Monitoring (SAMM). This project funds strategic visitor access management measures on the SPA to mitigate the effects of new development on it.

The development will result in a net increase of three dwellings and the level of SANG payments are set out as follows:

No. of bedrooms	SAMM Contribution	Aggregate SAMM Contribution
4 bedrooms	£852.47	£2557.41

Prior to the permission being granted the applicant must enter into a Section 106 Agreement based upon the above measures.

4. Conclusion

An Appropriate Assessment has been carried out for this development in accordance with the Habitats Regulations 2017. Without any appropriate avoidance and mitigation measures the Appropriate Assessment concludes that the development is likely to have a significant effect upon the integrity of the SPA with the result that WBC would be required to refuse a planning application.

Provided that the applicant is prepared to make a financial contribution (see above) towards the costs of SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

WBC is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. Pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species Regulations (2017), and permission may be granted.

Date: 20/9/2020

Signed: Simon Taylor

Appendix F



Survey Type: Automatic Traffic Counter

Location: Edneys Hill Wokingham



Charge Surveys Ltd

chargesurveys.co.uk



Class	Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.		
3	TB2	2	2	Two axle truck or Bus		Medium
4	TB3	3	2	Three axle truck or Bus		
5	T4	>3	2	Four axle truck		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer		
10	BD	>6	4	B-Double or Heavy truck and trailer		
11	DRT	>6	5	Double road train or Heavy truck and two trailers		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers		
14	M/C	2	1 OR 2	Motorcycle		Light
15	CYCLE	2	1 OR 2	Cycle		

	Northbound	Southbound
Total	3868	3654
Mean Speed	22.7	23
85%	26.8	26.3

	85% Speeds between 10:00-12:00 & 14:00-	
	Northbound	Southbound
Tues 18 Nov	26.3	26.3
Wed 19 Nov	26.5	25.8
Thurs 20 Nov	27.2	26.5
Fri 21 Nov	26.8	25.8
Mon 24 Nov	27.5	26.1
Mon-Fri	26.8	26.2



SITE: ATC - Edneys Hill, Wokingham

LOCATION: Attached to signpost

GRID REFERENCE: 51.398228, -0.872766

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

18 November 2025

[illegible]

0700

4

4

0

0

0

0

0

0

0

0

0

0

0

0

0

26.2 -

0715	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
0730	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	25	29.9
0745	26	24	0	1	0	0	0	0	0	0	0	0	0	0	1	21.3	25.6
0800	43	42	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	25.7
0815	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	21.1	24.1
0830	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	22.9	27.8
0845	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	25.4
0900	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	29.2
0915	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	23.5	27
0930	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0945	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	22.8	27.7
1000	8	6	0	1	0	1	0	0	0	0	0	0	0	0	0	23	-
1015	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	-
1030	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1045	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1115	9	6	0	1	1	0	0	0	0	0	0	0	0	0	1	21.1	-
1130	13	9	0	3	0	0	0	0	0	0	0	0	0	0	1	21.4	25.5
1145	9	7	0	1	0	0	0	1	0	0	0	0	0	0	0	23.6	-
1200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1215	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1230	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1245	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1300	11	7	0	3	0	1	0	0	0	0	0	0	0	0	0	20.8	26.3
1315	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1330	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	22	-
1345	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1400	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	21.4	23.7
1415	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1430	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	28.7
1445	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	23.2	33.3
1500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1515	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1530	15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	22.3	25.4
1545	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	25.2

1600	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.5
1615	19	17	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20.3	25.9
1630	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21	23.5
1645	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.2	27.6
1700	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	27.6
1715	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	27.5
1730	24	22	0	1	0	1	0	0	0	0	0	0	0	0	0	0	20	23.5
1745	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	26.7
1800	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.7
1815	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	31.7
1830	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1845	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
1915	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20.2	-
1930	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1945	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
2015	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
2115	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2215	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2245	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	626	555	0	62	1	3	0	1	0	0	0	0	0	0	1	3	22.2	26.5
06-22	678	603	0	65	1	3	0	1	0	0	0	0	0	0	2	3	22.3	26.8
06-00	682	605	0	66	1	3	0	1	0	0	0	0	0	0	3	3	22.3	26.8

0645	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0700	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	21.5	-
0715	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	23	-
0730	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	21.4	26.8
0745	23	20	0	2	1	0	0	0	0	0	0	0	0	0	0	21.2	25.4
0800	42	40	0	2	0	0	0	0	0	0	0	0	0	0	0	19.8	25.7
0815	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	27
0830	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	21.3	24.9
0845	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	25.5
0900	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	22.9	28.6
0915	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	22.8	25.6
0930	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	20.7	-
0945	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1000	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	20.8	24.1
1015	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1030	8	6	0	0	0	1	0	0	0	0	0	0	0	0	0	18.9	-
1045	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	22.9	26.4
1100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1130	9	6	0	2	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1145	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1215	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1230	7	3	0	4	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1245	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1315	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1330	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1345	13	9	0	3	1	0	0	0	0	0	0	0	0	0	0	22.2	28.7
1400	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	25.2
1415	13	8	3	2	0	0	0	0	0	0	0	0	0	0	0	19.7	25.9
1430	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1445	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1500	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9	39
1515	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	23.8	-

1530	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	26.5
1545	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	28.2
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -	
1615	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.3
1630	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.7
1645	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.7
1700	36	34	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.8	24.2
1715	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	0	20.4	24.4
1730	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	23.9
1745	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26
1800	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	24.1
1815	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
1830	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
1845	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1 -	
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2 -	
1915	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7 -	
1930	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22 -	
1945	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3 -	
2015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9 -	
2030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30 -	
2045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -	
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.3 -	
2115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5 -	
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4 -	
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2215	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25.2 -	
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 -	
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5 -	
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3 -	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	628	553	4	60	3	1	0	0	0	0	0	0	0	0	3	4	21.8	25.9

06-22	673	596	4	62	3	1	0	0	0	0	0	0	0	0	3	4	22	26.2
06-00	682	604	4	62	3	1	0	0	0	0	0	0	0	0	4	4	22.1	26.3
00-00	686	605	4	65	3	1	0	0	0	0	0	0	0	0	4	4	22.1	26.3

20 November 2025

[illegible]

0730	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	23.6	27
0745	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	23.3	27.2
0800	38	37	0	0	0	0	0	0	0	0	0	0	0	0	1	20.1	25.6
0815	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.8
0830	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	22.3	26.7
0845	21	19	0	1	0	1	0	0	0	0	0	0	0	0	0	23.5	26.9
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.3
0915	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0930	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	20.3	-
0945	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	27.2
1000	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
1030	10	8	0	1	0	1	0	0	0	0	0	0	0	0	0	23.4	-
1045	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	27.3
1115	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1130	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
1145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1215	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	26.1	-
1230	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1245	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	25	-
1300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1315	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1330	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	27
1345	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	22.7	27.8
1415	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1430	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1445	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	30.6
1500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1515	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	20.9	26.4
1530	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	28.2
1545	22	20	0	1	0	0	1	0	0	0	0	0	0	0	0	23.2	27.3
1600	19	14	0	4	0	0	0	0	0	0	0	0	0	1	0	19.3	24.2
1615	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1630	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	22.5	28
1645	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	24.6
1700	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27
1715	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.1
1730	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	22.7

[illegible]

1115	12	8	0	3	1	0	0	0	0	0	0	0	0	0	0	23.2	25.1
1130	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1145	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1215	10	6	0	3	0	0	0	0	1	0	0	0	0	0	0	21.7	-
1230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
1245	15	11	0	3	0	0	1	0	0	0	0	0	0	0	0	23	28.9
1300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1315	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1330	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1345	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1415	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1430	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	22.7	24.4
1445	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	28.8
1500	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.3
1515	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1530	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	27.3
1545	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	21.3	23.9
1600	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	19.4	24.7
1615	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1630	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	21.8	24.5
1645	20	16	0	4	0	0	0	0	0	0	0	0	0	0	0	22.4	25.5
1700	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.6
1715	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	23.1
1730	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	26.1
1745	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.1
1800	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	21.9	25.4
1815	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	23.5
1830	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1845	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1915	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1930	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	24.2	-
1945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
2015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
2030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-

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1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1 -
1515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21 -
1530	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20.6 -
1545	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -
1615	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2 -
1630	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -
1645	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -
1715	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.7 -
1730	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.7 -
1745	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8 -
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3 -
1815	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3 -
1830	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7 -
1845	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9 -
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -
1915	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8 -
1930	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3 -
1945	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7 -
2000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2 -
2015	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2 -
2030	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -
2045	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2130	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20.7 -
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2215	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24 -
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -
2330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5 -
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- -
07-19	313	285	0	24	0	0	1	0	0	0	0	0	0	0	2	1	23.4 26.8
06-22	341	307	0	29	0	0	1	0	0	0	0	0	0	0	3	1	23.3 26.8
06-00	351	316	0	30	0	0	1	0	0	0	0	0	0	0	3	1	23.4 26.8
00-00	362	323	0	34	0	0	1	0	0	0	0	0	0	0	3	1	23.4 26.8

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0715	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0730	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-
0745	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0815	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0830	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-

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0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0615	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0630	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0700	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	27	-
0715	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0730	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	34.7
0745	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.7	26.7
0800	47	46	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22	25.1
0815	25	19	0	4	0	0	0	0	0	0	0	0	0	0	0	2	19.3	24.6
0830	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.7
0845	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.8
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	25.4
0915	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	29.5
0930	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.3
0945	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1000	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	23.1	-
1015	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1030	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
1045	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1115	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1130	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1215	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-

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2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	566	516	1	43	0	0	0	0	0	0	0	0	0	0	3	3	3	22.4	26.4
06-22	608	554	1	45	0	0	0	0	0	0	0	0	0	0	5	3	3	22.7	26.6
06-00	612	558	1	45	0	0	0	0	0	0	0	0	0	0	5	3	3	22.7	26.6
00-00	613	558	1	46	0	0	0	0	0	0	0	0	0	0	5	3	3	22.7	26.6

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0715	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	21.1 -	
0730	14	1	0	6	7	0	0	0	0	0	0	0	0	0	0	0	25	29.9
0745	26	2	3	16	5	0	0	0	0	0	0	0	0	0	0	0	21.3	25.6
0800	43	2	10	22	9	0	0	0	0	0	0	0	0	0	0	0	20.8	25.7
0815	34	0	8	23	3	0	0	0	0	0	0	0	0	0	0	0	21.1	24.1
0830	28	1	1	18	8	0	0	0	0	0	0	0	0	0	0	0	22.9	27.8
0845	22	1	6	12	3	0	0	0	0	0	0	0	0	0	0	0	21.1	25.4
0900	15	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	25.5	29.2
0915	15	0	1	7	7	0	0	0	0	0	0	0	0	0	0	0	23.5	27
0930	8	0	1	2	4	0	1	0	0	0	0	0	0	0	0	0	25.7 -	
0945	17	0	2	10	5	0	0	0	0	0	0	0	0	0	0	0	22.8	27.7
1000	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	23 -	
1015	8	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	21.2 -	
1030	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	25.8 -	
1045	6	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	22.6 -	
1100	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	24.2 -	
1115	9	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	21.1 -	
1130	13	0	4	6	3	0	0	0	0	0	0	0	0	0	0	0	21.4	25.5
1145	9	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	23.6 -	
1200	10	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	24.4 -	
1215	8	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	19.9 -	
1230	7	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	21.1 -	
1245	9	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	19.1 -	
1300	11	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	20.8	26.3
1315	7	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	23.2 -	
1330	8	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	22 -	
1345	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	25.5 -	
1400	12	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	21.4	23.7
1415	9	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	23.8 -	
1430	11	1	1	3	5	1	0	0	0	0	0	0	0	0	0	0	23.7	28.7
1445	11	0	4	3	2	2	0	0	0	0	0	0	0	0	0	0	23.2	33.3
1500	7	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	24.4 -	
1515	6	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	17.4 -	
1530	15	0	2	11	2	0	0	0	0	0	0	0	0	0	0	0	22.3	25.4
1545	14	0	2	10	2	0	0	0	0	0	0	0	0	0	0	0	22.5	25.2

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0645	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	27.8 -	
0700	5	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	21.5 -	
0715	7	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	23 -	
0730	16	2	4	3	6	1	0	0	0	0	0	0	0	0	0	0	21.4	26.8
0745	23	2	2	15	4	0	0	0	0	0	0	0	0	0	0	0	21.2	25.4
0800	42	12	3	17	8	1	0	1	0	0	0	0	0	0	0	0	19.8	25.7
0815	25	1	5	13	6	0	0	0	0	0	0	0	0	0	0	0	21.8	27
0830	23	0	4	16	3	0	0	0	0	0	0	0	0	0	0	0	21.3	24.9
0845	24	0	1	19	4	0	0	0	0	0	0	0	0	0	0	0	22.7	25.5
0900	18	0	6	6	5	1	0	0	0	0	0	0	0	0	0	0	22.9	28.6
0915	14	0	3	9	2	0	0	0	0	0	0	0	0	0	0	0	22.8	25.6
0930	8	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	20.7 -	
0945	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	22.7 -	
1000	11	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.1
1015	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	21.9 -	
1030	8	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	18.9 -	
1045	11	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	22.9	26.4
1100	7	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	25.5 -	
1115	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	20.2 -	
1130	9	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	20.4 -	
1145	8	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	21.5 -	
1200	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1215	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1230	7	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1245	6	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	24.6 -	
1300	9	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	23.4 -	
1315	6	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	26.2 -	
1330	6	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	23.7 -	
1345	13	2	0	6	5	0	0	0	0	0	0	0	0	0	0	0	22.2	28.7
1400	16	0	3	11	2	0	0	0	0	0	0	0	0	0	0	0	21.2	25.2
1415	13	2	3	5	3	0	0	0	0	0	0	0	0	0	0	0	19.7	25.9
1430	6	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	24.1 -	
1445	10	0	1	3	6	0	0	0	0	0	0	0	0	0	0	0	23.7 -	
1500	11	1	0	4	4	0	2	0	0	0	0	0	0	0	0	0	25.9	39
1515	8	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	23.8 -	

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0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0600	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0615	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0630	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0645	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0700	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0715	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0730	10	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0745	19	0	1	10	8	0	0	0	0	0	0	0	0	0	0	0	0	23.4	26.3
0800	31	2	6	13	10	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.5
0815	19	1	5	5	8	0	0	0	0	0	0	0	0	0	0	0	0	21.2	26.7
0830	26	1	1	17	7	0	0	0	0	0	0	0	0	0	0	0	0	23.3	26.5
0845	22	1	0	13	7	1	0	0	0	0	0	0	0	0	0	0	0	24.1	28.6
0900	11	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	24.6	28.4
0915	14	1	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.6
0930	17	0	2	12	2	1	0	0	0	0	0	0	0	0	0	0	0	22.8	27.9
0945	12	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.8
1000	6	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	25.7	-
1015	7	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1030	7	2	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	22	-
1045	12	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	23.2	29.8
1100	9	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1115	12	0	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	25.1

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0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0630	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
0715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0730	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0745	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0800	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0815	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0830	8	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	25.6	-
0845	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0900	8	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0915	12	0	1	10	1	0	0	0	0	0	0	0	0	0	0	0	22.4	23.7
0930	8	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0945	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1000	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1015	8	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1030	9	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	23	-
1045	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	23	-
1100	9	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1115	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1130	7	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1145	7	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	24.6	-
1200	8	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1215	13	0	0	11	1	1	0	0	0	0	0	0	0	0	0	0	23.2	27.5
1230	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1245	6	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1300	9	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	26.2	-
1315	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1330	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1345	10	0	1	3	6	0	0	0	0	0	0	0	0	0	0	0	24	-
1400	9	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1415	9	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1430	7	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	25.3	-
1445	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1515	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1530	10	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1545	8	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1600	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1615	8	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1630	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	25.3	-

0030	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0630	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0715	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0730	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	28	-
0745	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1	-
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0815	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	27	-
0830	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0845	5	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	23.6	-
0900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0915	8	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0930	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0945	4	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1000	14	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	25.4	32.2
1015	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1030	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1045	10	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	17.5	-
1100	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	23.5	-

1115	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
1130	6	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-	
1145	9	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
1200	8	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	25	-	
1215	9	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
1230	7	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-	
1245	9	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
1300	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
1315	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-	
1330	8	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
1345	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
1400	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-	
1415	11	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	26.5	-	29.1
1430	6	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	24.1	-	
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1500	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	23.6	-	
1515	12	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	23.9	-	28.7
1530	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	28.6	-	
1545	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	26.6	-	
1600	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
1615	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-	
1630	7	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
1645	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	
1700	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
1715	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	21.3	-	
1730	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	
1745	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-	
1800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	
1815	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	24.2	-	
1830	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	23.2	-	
1845	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.6	-	
1900	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
1915	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19	-	
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1945	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
2000	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	23.7	-	
2015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20	-	
2030	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-	
2045	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	
2115	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26	-	
2130	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.3	-	
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	

[illegible]

24 November 2025

[illegible]

0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0615	5	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	28	-
0630	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0645	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0700	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0715	9	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0730	12	1	1	5	3	2	0	0	0	0	0	0	0	0	0	0	0	24	34.7
0745	22	0	3	13	6	0	0	0	0	0	0	0	0	0	0	0	0	22.7	26.7
0800	47	3	12	25	6	0	0	0	0	0	0	0	0	0	0	1	0	22	25.1
0815	25	1	9	12	3	0	0	0	0	0	0	0	0	0	0	0	0	19.3	24.6
0830	27	0	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.7
0845	25	0	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.8
0900	12	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	22.9	25.4
0915	13	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	24.2	29.5
0930	13	1	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.3
0945	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1000	6	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1015	4	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1030	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
1045	6	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1100	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1115	8	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1130	10	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1145	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1200	10	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1215	6	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1230	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1245	7	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1300	7	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1315	7	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1330	9	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1345	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1400	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1415	7	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	25	-
1430	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1445	14	0	2	4	8	0	0	0	0	0	0	0	0	0	0	0	0	24.4	30.3
1500	7	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1515	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1530	11	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.5
1545	17	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	24.2	27.6
1600	9	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1615	14	3	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	19.3	25.4

1630	9	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1645	21	0	1	19	1	0	0	0	0	0	0	0	0	0	0	0	0	23	24.5
1700	20	0	3	15	2	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.5
1715	15	0	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.8
1730	21	0	6	10	5	0	0	0	0	0	0	0	0	0	0	0	0	20.5	26.7
1745	23	1	7	8	7	0	0	0	0	0	0	0	0	0	0	0	0	20.8	25.9
1800	19	0	2	12	5	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
1815	9	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1830	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
1845	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1915	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1930	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22	-
1945	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
2000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2015	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-
2030	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
2045	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	26	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2115	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2130	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
2145	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
2215	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
2230	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
07-19	566	16	80	328	129	12	0	0	0	0	0	0	0	0	0	1	0	22.4	26.4
06-22	608	16	83	342	147	19	0	0	0	0	0	0	0	0	0	1	0	22.7	26.6
06-00	612	16	83	343	150	19	0	0	0	0	0	0	0	0	0	1	0	22.7	26.6
00-00	613	16	83	344	150	19	0	0	0	0	0	0	0	0	0	1	0	22.7	26.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	3868	112	511	2114	1039	83	7	1	0	0	0	0	0	0	1	0	22.7	26.8



SITE: ATC - Edneys Hill, Wokingham

LOCATION: Attached to signpost

GRID REFERENCE: 51.398228, -0.872766

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Tue 18-Nov	Wed 19-Nov	Thu 20-Nov	Fri 21-Nov	Sat 22-Nov	Sun 23-Nov	Mon 24-Nov	Averages 1-5. 1-7.	
Hour									
0000-0100	0	0	0	0	4	2	0	0	0.9
0100-0200	0	0	0	0	2	1	0	0	0.4
0200-0300	1	0	0	0	1	0	0	0.2	0.3
0300-0400	0	0	1	0	1	0	0	0.2	0.3
0400-0500	0	2	0	0	2	0	1	0.6	0.7
0500-0600	3	2	1	3	1	0	0	1.8	1.4
0600-0700	14	14	18	16	2	2	15	15.4	11.6
0700-0800	47	51	44	40	11	6	46	45.6	35
0800-0900	127	114	110	98	24	15	124	114.6	87.4
0900-1000	55	48	39	54	34	18	46	48.4	42
1000-1100	26	38	30	32	37	37	21	29.4	31.6
1100-1200	38	27	26	36	30	23	32	31.8	30.3
1200-1300	34	25	31	39	32	33	29	31.6	31.9
1300-1400	31	34	32	26	27	20	28	30.2	28.3
1400-1500	43	45	32	41	30	21	31	38.4	34.7
1500-1600	42	53	60	48	22	25	41	48.8	41.6
1600-1700	68	61	65	58	25	16	53	61	49.4
1700-1800	78	87	77	62	25	15	79	76.6	60.4
1800-1900	37	45	40	33	16	10	36	38.2	31
1900-2000	19	16	11	17	7	8	9	14.4	12.4
2000-2100	8	9	3	6	17	9	13	7.8	9.3
2100-2200	11	6	5	5	2	5	5	6.4	5.6
2200-2300	4	7	6	4	2	0	3	4.8	3.7
2300-2400	0	2	1	4	8	1	1	1.6	2.4
Totals									
0700-1900	626	628	586	567	313	239	566	594.6	503.6
0600-2200	678	673	623	611	341	263	608	638.6	542.4
0600-0000	682	682	630	619	351	264	612	645	548.6
0000-0000	686	686	632	622	362	267	613	647.8	552.6
AM Peak	800	800	800	800	1000	1000	800		
	127	114	110	98	37	37	124		
PM Peak	1700	1700	1700	1700	1200	1200	1700		
	78	87	77	62	32	33	79		



SITE: ATC - Edneys Hill, Wokingham

LOCATION: Attached to signpost

GRID REFERENCE: 51.398228, -0.872766

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

18 November 2025

[illegible]

0700

3

3

0

0

0

0

0

0

0

0

0

0

0

0

0

21.1 -

0715	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0730	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	26.6
0745	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	26.4
0800	21	19	0	1	1	0	0	0	0	0	0	0	0	0	0	22.5	26.6
0815	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	28.2
0830	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	27
0845	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	23.1	27.6
0900	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	24.5
0915	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0930	7	6	0	0	0	1	0	0	0	0	0	0	0	0	0	20.5	-
0945	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1015	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1030	9	5	0	3	0	0	0	0	0	0	0	0	0	0	1	22.5	-
1045	11	7	0	2	2	0	0	0	0	0	0	0	0	0	0	22.1	26.9
1100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1115	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1130	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	18.1	-
1145	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	24.5	-
1200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1215	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1230	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1245	8	6	0	1	0	1	0	0	0	0	0	0	0	0	0	21.4	-
1300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1315	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1330	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	24	-
1345	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1415	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4	27.6
1430	18	15	0	2	0	1	0	0	0	0	0	0	0	0	0	23.3	26.1
1445	7	4	0	2	0	0	1	0	0	0	0	0	0	0	0	22.1	-
1500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1515	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	23.2	28.3
1530	10	5	0	4	0	0	0	0	0	0	0	0	0	1	0	22.3	-
1545	16	12	1	3	0	0	0	0	0	0	0	0	0	0	0	23.1	27.8

1600	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.6
1615	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21	23.4
1630	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.1
1645	18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21.6	27
1700	22	20	0	1	0	0	0	0	0	0	0	0	0	0	0	1	22.1	27.4
1715	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	29.1
1730	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	24.8
1745	19	18	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23.2	26.1
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
1815	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -	
1830	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
1845	16	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24.8	30.6
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1915	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	30.6
1930	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4 -	
1945	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1 -	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5 -	
2030	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1 -	
2045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2 -	
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -	
2115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -	
2130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -	
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8 -	
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4 -	
2215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -	
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2 -	
2245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8 -	
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	582	515	2	49	4	3	1	0	0	0	0	0	0	0	2	6	22.8	26.5
06-22	634	565	2	51	4	3	1	0	0	0	0	0	0	0	2	6	22.9	26.5
06-00	644	574	2	52	4	3	1	0	0	0	0	0	0	0	2	6	22.9	26.5

00-00	646	575	2	53	4	3	1	0	0	0	0	0	0	2	6	22.9	26.5
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1530	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27.4
1545	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.7
1600	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.9	27
1615	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.6	25.9
1630	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.1	28.4
1645	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	28.2
1700	20	16	0	1	0	0	0	0	0	0	0	0	0	0	1	2	21.5	24.5
1715	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	25.7
1730	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	27.9
1745	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.7
1800	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	28.1
1815	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1830	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1845	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22.3	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1915	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1930	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1945	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
2000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
2030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
2045	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
2130	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
2145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	591	519	5	55	1	1	1	0	0	0	0	0	0	0	4	5	22.8	26.3

0730	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	23	27.5
0745	21	19	0	1	0	1	0	0	0	0	0	0	0	0	0	23.3	26.7
0800	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	25.3
0815	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	24.9
0830	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	21.6	25.9
0845	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
0900	7	4	0	1	2	0	0	0	0	0	0	0	0	0	0	21.2 -	
0915	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2 -	
0930	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	21.7 -	
0945	12	9	0	2	0	1	0	0	0	0	0	0	0	0	0	23.5	27.2
1000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
1015	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9 -	
1030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1045	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	22.7 -	
1100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23 -	
1115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1130	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4 -	
1145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4 -	
1200	11	4	1	6	0	0	0	0	0	0	0	0	0	0	0	20.9	24.4
1215	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	23.1 -	
1230	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8 -	
1245	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4 -	
1300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	24.2 -	
1315	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8 -	
1330	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20 -	
1345	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4 -	
1400	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	22.2 -	
1415	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1430	4	2	0	1	0	0	1	0	0	0	0	0	0	0	0	20.5 -	
1445	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -	
1500	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	26.8
1515	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	24.8	27
1530	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
1545	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1 -	
1600	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	27.4
1615	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	23.1	27.3
1630	15	14	0	0	0	0	1	0	0	0	0	0	0	0	0	23.2	26.3
1645	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	28.8
1700	15	13	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	25.4
1715	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.5
1730	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	23.2	25.8

0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0700	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0715	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0730	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	21.2	24.4
0745	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.1
0800	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	23.8	27
0815	21	20	0	0	0	1	0	0	0	0	0	0	0	0	0	21.6	25.7
0830	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	24	26.6
0845	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0900	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	22.4	27.8
0915	15	11	0	4	0	0	0	0	0	0	0	0	0	0	0	22.5	26.2
0930	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0945	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1015	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	23.7	-
1030	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1045	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	21.7	-
1100	14	9	0	3	2	0	0	0	0	0	0	0	0	0	0	20.3	23.7

1115	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	20.9	-
1130	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.4
1145	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23	-
1200	10	7	0	2	0	0	1	0	0	0	0	0	0	0	0	21.1	-
1215	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1230	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	24.9	-
1245	7	3	0	4	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1315	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	24	-
1330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
1345	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1400	6	4	0	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
1415	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	23	-
1430	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	21.3	23.6
1445	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1500	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	26.5
1515	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1530	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	23.3	25.6
1545	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	27.8
1600	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1615	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	23.5	25.8
1630	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	23.7	26.8
1645	14	12	1	1	0	0	0	0	0	0	0	0	0	0	0	23.5	27.9
1700	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1715	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	27.7
1730	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	28.4
1745	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	25.1
1800	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	20.6	24.3
1815	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1830	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1845	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1915	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1930	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1945	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2015	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	-
2030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-

[illegible]

1500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24 -
1515	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -
1530	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8 -
1545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -
1600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5 -
1615	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8 -
1630	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7 -
1645	7	4	0	2	0	0	0	0	0	0	0	0	0	0	1	0	22.8 -
1700	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.5 -
1715	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4 -
1730	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24 -
1745	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -
1800	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4 -
1815	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4 -
1830	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -
1845	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1 -
1915	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
1945	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21 -
2000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1 -
2015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1 -
2030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21 -
2145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6 -
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1 -
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3 -
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1 -
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1 -
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
07-19	257	236	0	17	0	0	1	0	0	0	0	0	0	0	2	1	22.6 25.5
06-22	290	266	0	20	0	0	1	0	0	0	0	0	0	0	2	1	22.6 25.6
06-00	301	276	0	21	0	0	1	0	0	0	0	0	0	0	2	1	22.6 25.6
00-00	307	281	0	22	0	0	1	0	0	0	0	0	0	0	2	1	22.6 25.6

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0745	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0815	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0830	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-

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0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0615	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0715	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0730	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.5	34.7
0745	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.1	24.6
0800	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	55.4
0815	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	0	23.4	25.9
0830	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	25.3
0845	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0900	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.4
0915	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
0930	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0945	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.5	26.3
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1015	6	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1030	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	0	24.8	-
1045	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1100	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
1115	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1130	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1145	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1215	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-

1230	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1245	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.9 -	
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
1315	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1330	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5 -	
1345	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4 -	
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1 -	
1415	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1 -	
1430	6	4	0	1	0	0	1	0	0	0	0	0	0	0	0	20.1 -	
1445	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7 -	
1500	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	24	33.6
1515	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2 -	
1530	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2 -	
1545	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	20.9 -	
1600	17	16	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	26.9
1615	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	26.5
1630	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	26.3
1645	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	27.5
1700	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	22.8	24.4
1715	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.2
1730	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	22	27.2
1745	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	23.2	27.5
1800	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21 -	
1815	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1830	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
1845	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.5
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8 -	
1915	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -	
1930	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5 -	
1945	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	24.1 -	
2000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8 -	
2015	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 -	
2030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
2045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7 -	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7 -	
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4 -	
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2 -	
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7 -	
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

2245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	538	493	2	39	1	0	1	0	0	0	0	0	0	0	2	0	23.1	25.9
06-22	582	534	2	42	1	0	1	0	0	0	0	0	0	0	2	0	23.2	26.2
06-00	591	543	2	42	1	0	1	0	0	0	0	0	0	0	2	0	23.2	26.2
00-00	593	545	2	42	1	0	1	0	0	0	0	0	0	0	2	0	23.2	26.2

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0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	6	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0715	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0730	20	0	1	13	6	0	0	0	0	0	0	0	0	0	0	0	0	23.3	26.3
0745	31	0	2	17	12	0	0	0	0	0	0	0	0	0	0	0	0	23.3	26.4
0800	17	0	1	9	3	2	0	2	0	0	0	0	0	0	0	0	0	26.9	36.2
0815	35	0	2	28	5	0	0	0	0	0	0	0	0	0	0	0	0	22.5	24.9
0830	23	0	1	18	4	0	0	0	0	0	0	0	0	0	0	0	0	24	26.2
0845	9	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0900	15	0	5	3	7	0	0	0	0	0	0	0	0	0	0	0	0	22.9	27
0915	11	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26
0930	6	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0945	14	0	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	20.8	25.5
1000	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1015	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1030	11	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	24.1
1045	6	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1100	7	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1115	6	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1130	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1145	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1200	8	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1215	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1230	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1245	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1300	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1315	8	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1330	15	0	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.7
1345	9	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1400	8	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1415	10	1	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1430	10	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1445	8	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1500	19	0	2	11	4	0	2	0	0	0	0	0	0	0	0	0	0	24.8	29.8
1515	8	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-

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0615	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	27.2	-
0630	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0715	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0730	20	0	2	13	5	0	0	0	0	0	0	0	0	0	0	0	23	27.5
0745	21	0	3	11	7	0	0	0	0	0	0	0	0	0	0	0	23.3	26.7
0800	29	0	2	21	6	0	0	0	0	0	0	0	0	0	0	0	22.6	25.3
0815	23	0	3	17	3	0	0	0	0	0	0	0	0	0	0	0	22.2	24.9
0830	24	1	3	15	5	0	0	0	0	0	0	0	0	0	0	0	21.6	25.9
0845	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0900	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0915	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0930	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0945	12	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0	23.5	27.2
1000	10	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1015	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1030	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1045	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1100	9	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	23	-
1115	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1130	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1145	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1200	11	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.4
1215	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1230	10	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1245	9	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	24.4	-
1300	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1315	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1330	7	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	20	-
1345	8	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1400	10	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1415	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1430	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1445	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	25.3	-
1500	14	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	23.6	26.8
1515	15	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	24.8	27
1530	7	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1545	8	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1600	20	0	2	14	4	0	0	0	0	0	0	0	0	0	0	0	22.9	27.4
1615	18	0	1	13	4	0	0	0	0	0	0	0	0	0	0	0	23.1	27.3
1630	15	0	1	7	7	0	0	0	0	0	0	0	0	0	0	0	23.2	26.3
1645	15	0	1	7	7	0	0	0	0	0	0	0	0	0	0	0	24.4	28.8

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0600	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7 -	24.2
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	
0630	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8 -	
0715	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5 -	
0730	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -	
0745	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	25.8 -	
0800	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24 -	
0815	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
0830	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	19.4 -	
0845	6	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	19.6 -	
0900	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.7 -	
0915	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	22.1 -	
0930	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -	
0945	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	23.6 -	
1000	7	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	19.3 -	
1015	8	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	23.3 -	
1030	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	21.9 -	
1045	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -	
1100	12	0	1	10	1	0	0	0	0	0	0	0	0	0	0	0	22.5	
1115	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	25.7 -	
1130	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	22.4 -	
1145	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	23.2 -	
1200	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	20.6 -	
1215	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	20.5 -	
1230	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.4 -	
1245	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	22.4 -	
1300	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	24.6 -	
1315	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	22.6 -	
1330	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	20.1 -	
1345	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	22.2 -	
1400	6	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1415	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	23.9 -	
1430	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1445	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1500	9	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	24 -	
1515	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1530	10	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	23.8 -	
1545	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25 -	
1600	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	23.5 -	
1615	6	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	24.8 -	
1630	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	24.7 -	

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1115	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	21.3 -
1130	6	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	18.8 -
1145	9	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	24.3 -
1200	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	24.1 -
1215	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	23.3 -
1230	7	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	23.3 -
1245	6	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	24.9 -
1300	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20.4
1315	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	23.3 -
1330	9	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	21.5 -
1345	8	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	24.4 -
1400	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	24.9 -
1415	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	25.7 -
1430	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	21.5 -
1445	6	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	24.4 -
1500	9	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	22.3 -
1515	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	20.5 -
1530	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	21.5 -
1545	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	23.5 -
1600	8	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	23.3 -
1615	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26 -
1630	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	24.8 -
1645	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	24 -
1700	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	23.9 -
1715	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	25.2 -
1730	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.1 -
1745	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	25.2 -
1800	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	21.6 -
1815	6	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	23.5 -
1830	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.1 -
1845	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20 -
1900	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	24.2 -
1915	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	23.4 -
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1945	4	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	23.3 -
2000	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	20.1 -
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -
2045	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8 -
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4 -
2115	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.7 -
2130	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.8 -
2145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6 -

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1630	14	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	22.3	26.3
1645	21	0	2	12	7	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.5
1700	23	0	2	19	2	0	0	0	0	0	0	0	0	0	0	0	0	22.8	24.4
1715	22	0	2	16	3	1	0	0	0	0	0	0	0	0	0	0	0	22.8	25.2
1730	28	1	4	15	8	0	0	0	0	0	0	0	0	0	0	0	0	22	27.2
1745	17	0	1	11	5	0	0	0	0	0	0	0	0	0	0	0	0	23.2	27.5
1800	10	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1815	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1830	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1845	11	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.5
1900	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1915	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1930	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1945	5	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
2015	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
2030	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
2045	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
2115	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2145	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2200	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
2215	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2245	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
07-19	538	1	65	336	123	8	0	0	3	0	0	0	0	0	0	2	0	23.1	25.9
06-22	582	1	66	359	143	8	0	0	3	0	0	0	0	0	0	2	0	23.2	26.2
06-00	591	1	66	366	145	8	0	0	3	0	0	0	0	0	0	2	0	23.2	26.2
00-00	593	1	66	367	146	8	0	0	3	0	0	0	0	0	0	2	0	23.2	26.2

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	3654	20	373	2218	992	41	3	2	3	0	0	0	0	0	2	0	23	26.3



SITE: ATC - Edneys Hill, Wokingham

LOCATION: Attached to signpost

GRID REFERENCE: 51.398228, -0.872766

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Tue 18-Nov	Wed 19-Nov	Thu 20-Nov	Fri 21-Nov	Sat 22-Nov	Sun 23-Nov	Mon 24-Nov	Averages 1-5.	1-7.
Hour									
0000-0100	1	0	0	2	3	4	1	0.8	1.6
0100-0200	0	0	0	0	1	1	0	0	0.3
0200-0300	1	0	0	1	1	1	0	0.4	0.6
0300-0400	0	0	1	0	1	1	0	0.2	0.4
0400-0500	0	2	0	0	0	1	0	0.4	0.4
0500-0600	0	0	1	0	0	0	1	0.4	0.3
0600-0700	9	7	7	7	3	2	7	7.4	6
0700-0800	63	62	50	53	8	2	56	56.8	42
0800-0900	88	84	83	74	15	7	85	82.8	62.3
0900-1000	33	46	34	42	10	10	40	39	30.7
1000-1100	29	30	24	31	32	18	26	28	27.1
1100-1200	22	22	19	39	25	30	28	26	26.4
1200-1300	27	28	38	35	23	22	31	31.8	29.1
1300-1400	29	39	24	27	30	26	20	27.8	27.9
1400-1500	44	36	25	32	20	16	27	32.8	28.6
1500-1600	48	51	44	61	28	23	37	48.2	41.7
1600-1700	68	82	68	54	25	18	70	68.4	55
1700-1800	95	79	85	65	23	15	90	82.8	64.6
1800-1900	36	32	45	37	18	13	28	35.6	29.9
1900-2000	27	21	21	18	13	11	20	21.4	18.7
2000-2100	9	22	16	10	10	5	11	13.6	11.9
2100-2200	7	7	7	5	7	6	6	6.4	6.4
2200-2300	8	3	12	8	7	5	8	7.8	7.3
2300-2400	2	3	2	5	4	3	1	2.6	2.9
Totals									
0700-1900	582	591	539	550	257	200	538	560	465.3
0600-2200	634	648	590	590	290	224	582	608.8	508.3
0600-0000	644	654	604	603	301	232	591	619.2	518.4
0000-0000	646	656	606	606	307	240	593	621.4	522
AM Peak	800	800	800	800	1000	1100	800		
	88	84	83	74	32	30	85		
PM Peak	1700	1600	1700	1700	1300	1300	1700		
	95	82	85	65	30	26	90		

Appendix G

CB
X

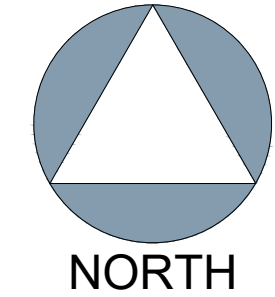


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- THE VISIBILITY SPLAY ASSESSMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE 85TH PERCENTILE VEHICLE SPEEDS RECORDED ALONG EDNEY'S HILL. THE 85TH PERCENTILE VEHICLE SPEEDS RECORDED NORTHBOUND ARE 26.8MPH AND SOUTHBOUND ARE 26.3MPH.

KEY



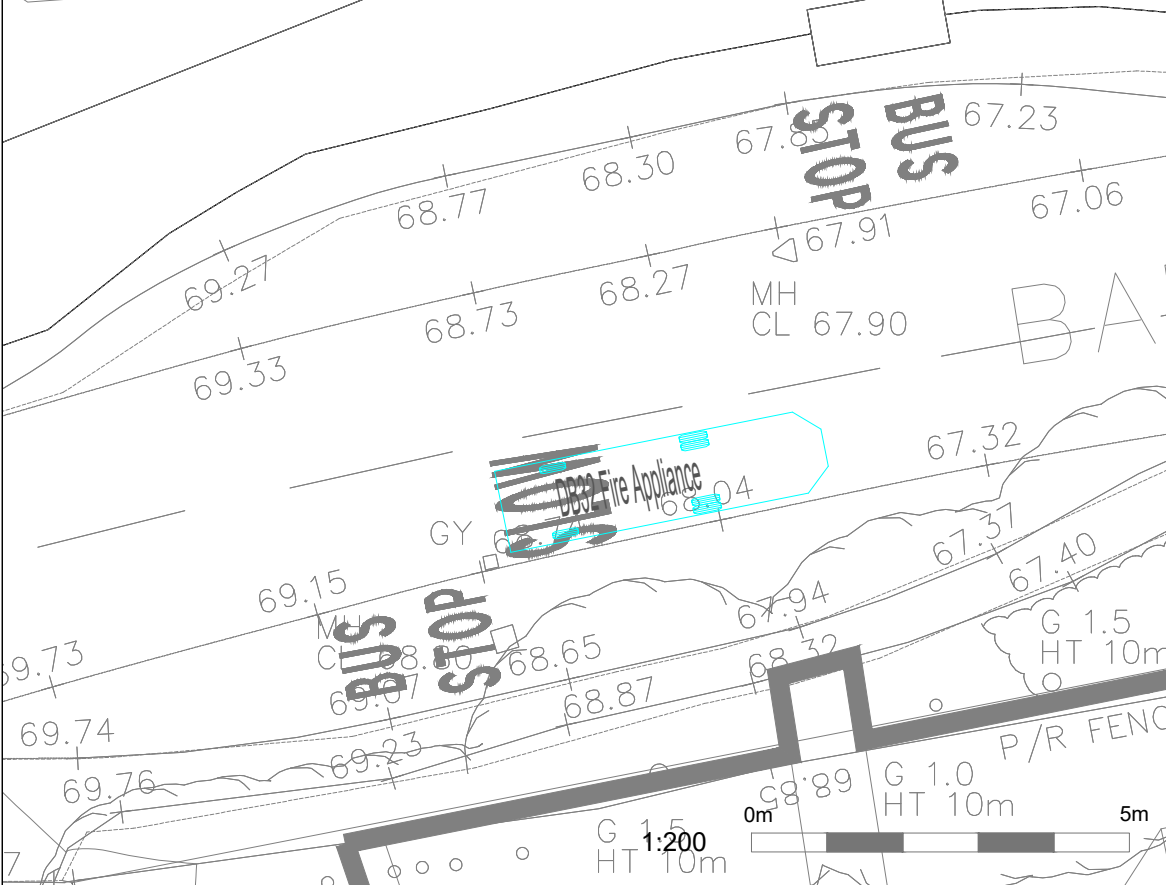
PRELIMINARY
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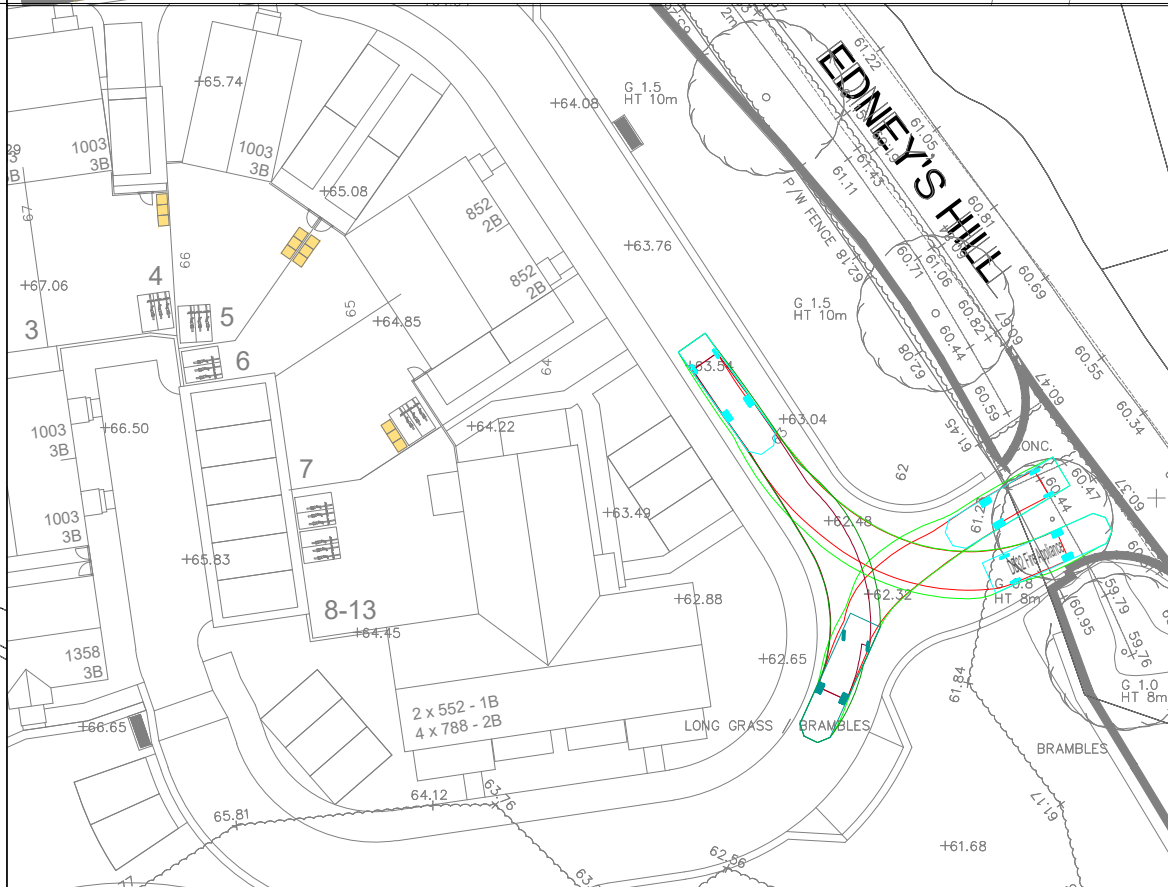
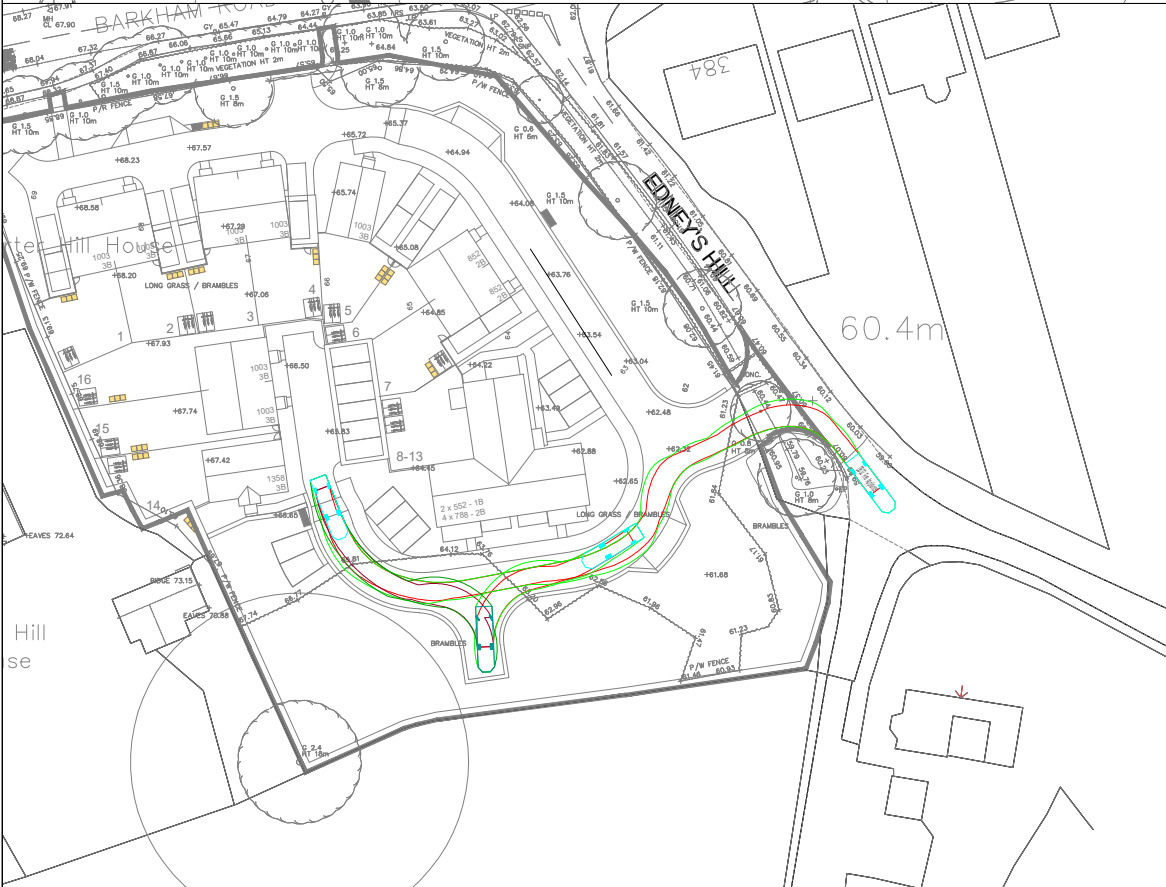
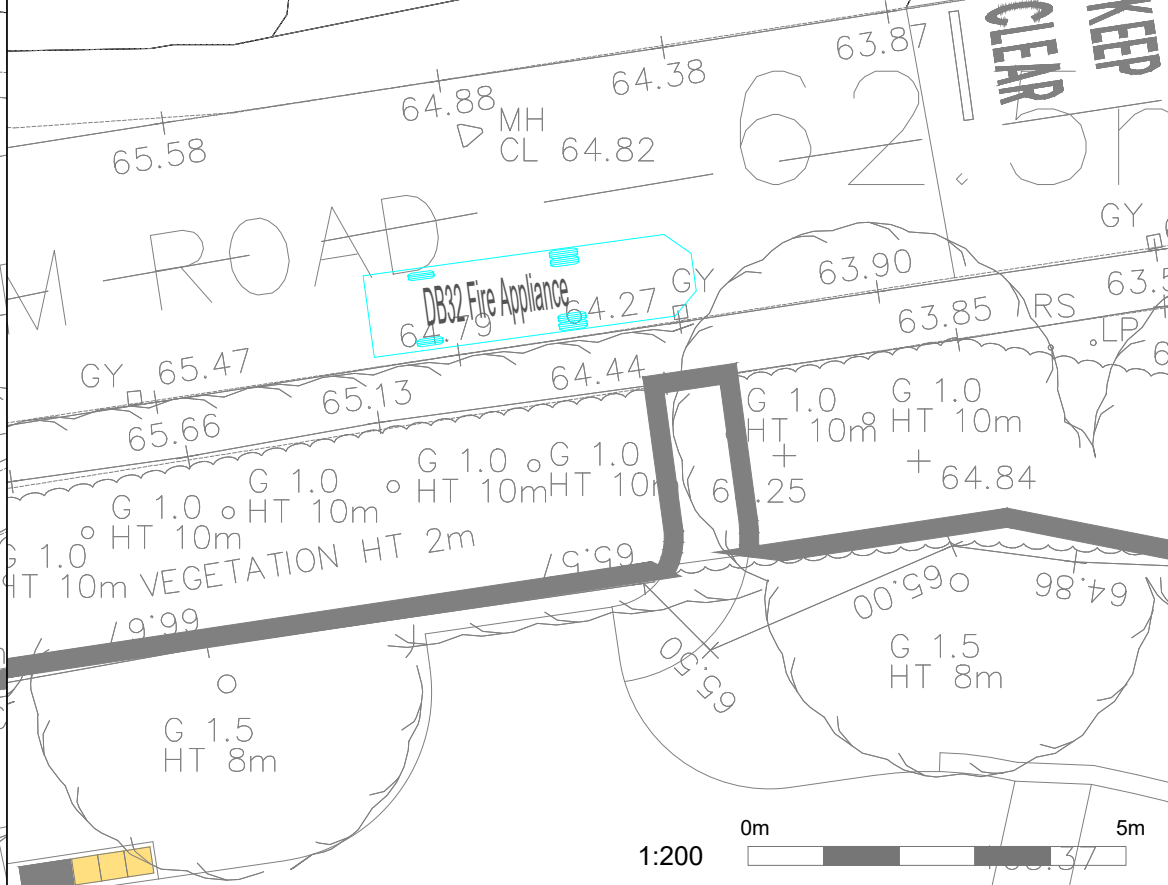
Project Name COPPID HILL HOUSE, WOKINGHAM	Title VISIBILITY SPLAY ASSESSMENT	paulbasham associates Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 07.04.25	Drawn By NBE	Approved By WJF	Suitability Code -
Project Phase PRELIMINARY			PBA Project Number 1052.0002	Scale 1:500 (AT A3)			
			PBA Drawing No: 1052.0002 - 0001	Revision P06			

Appendix H

FIRE APPLIANCE WESTERN ACCESS FROM BARKHAM ROAD



FIRE APPLIANCE EASTERN ACCESS FROM BARKHAM ROAD



FIRE APPLIANCE MANOEUVRE

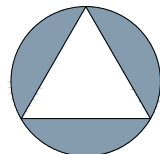
FIRE APPLIANCE MANOEUVRE

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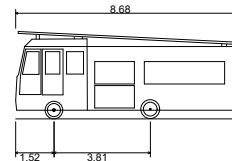
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KEY



NORTH



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

PRELIMINARY

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P04	REVISED SITE LAYOUT	18.02.26	AGC	CEC
P03	REVISED SITE LAYOUT	28.01.26	AGC	NBE
P02	REVISED ISSUE	07.04.25	NBE	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
07.04.25	NBE	WJF	-	
PBA Project Number		Scale	Suitability Code	
1052.0002		AS SHOWN	(AT A3)	
PBA Drawing No:			Revision	
1052.0002 - 0004			P04	

Project Name
COPPID HILL HOUSE, WOKINGHAM

Project Phase
PRELIMINARY

Title
FIRE TENDER SWEPT PATH
ANALYSIS

paulbasham
associates
Paul Basham Associates Ltd
Milton Hall, Ely Road, Milton,
Cambridge, CB24 6WZ
01223 253699
info@paulbashamassociates.com www.paulbashamassociates.com

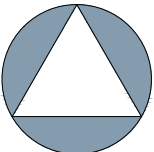
Client
PRIVATE CLIENT

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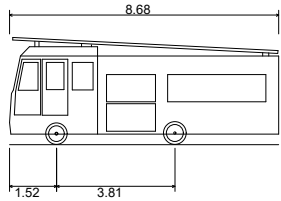
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KEY



NORTH



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

PRELIMINARY

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P02	REVISED SITE LAYOUT	18.02.26	AGC	CEC
P01	REVISED SITE LAYOUT	28.01.26	AGC	NBE
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
28.01.26	AGC	NBE	-	
PBA Project Number		Scale	(AT A3)	
1052.0002		1:1000		
PBA Drawing No:			Revision	
1052.0002 - 0005			P02	



Project Name	COPPID HILL HOUSE, WOKINGHAM	Title	FIRE TENDER 45M ACCESSIBILITY	Client	PRIVATE CLIENT
Project Phase	PRELIMINARY	Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com			

Appendix I

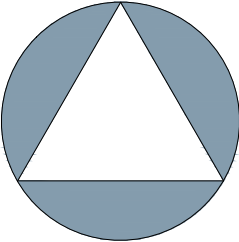


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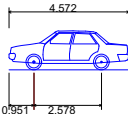
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KEY



NORTH

VEHICLE PROPERTIES



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

PRELIMINARY

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1:250

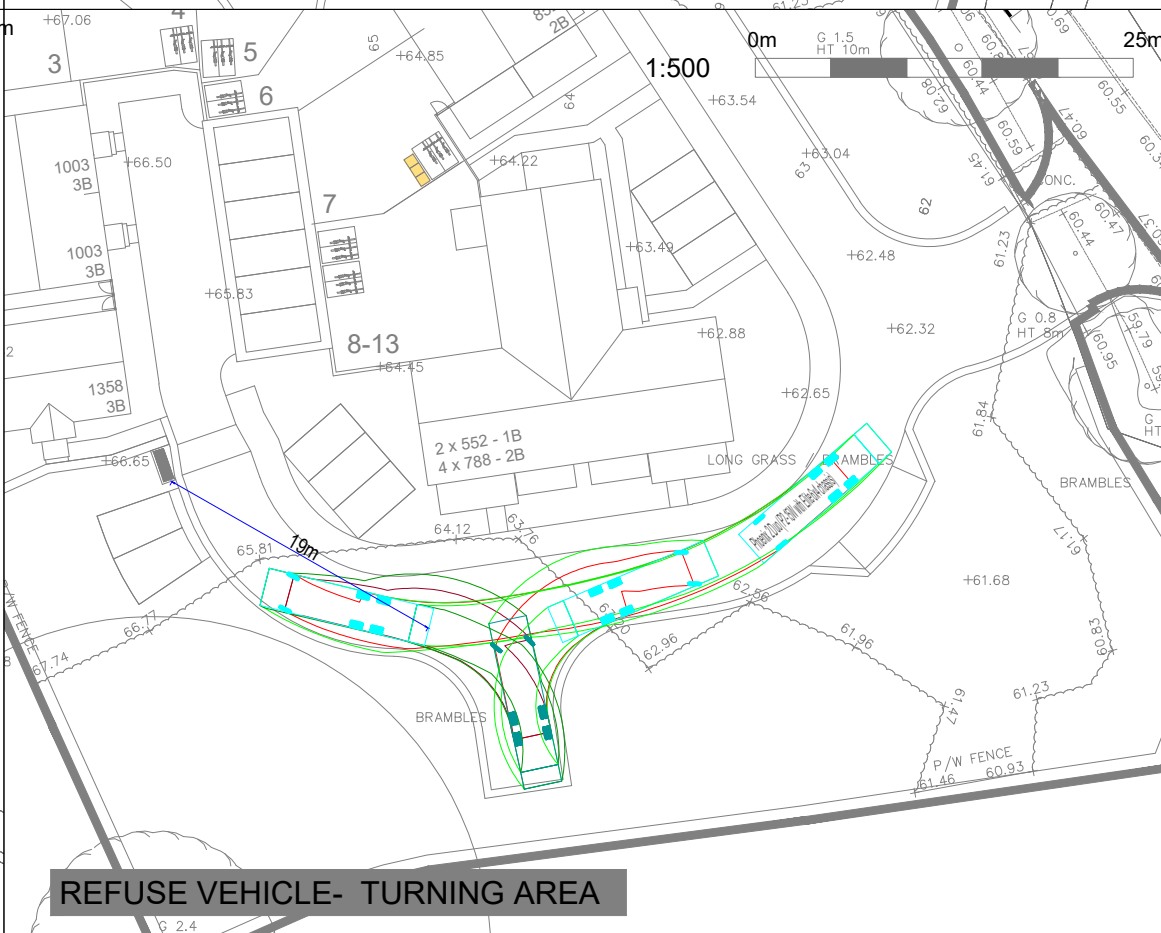
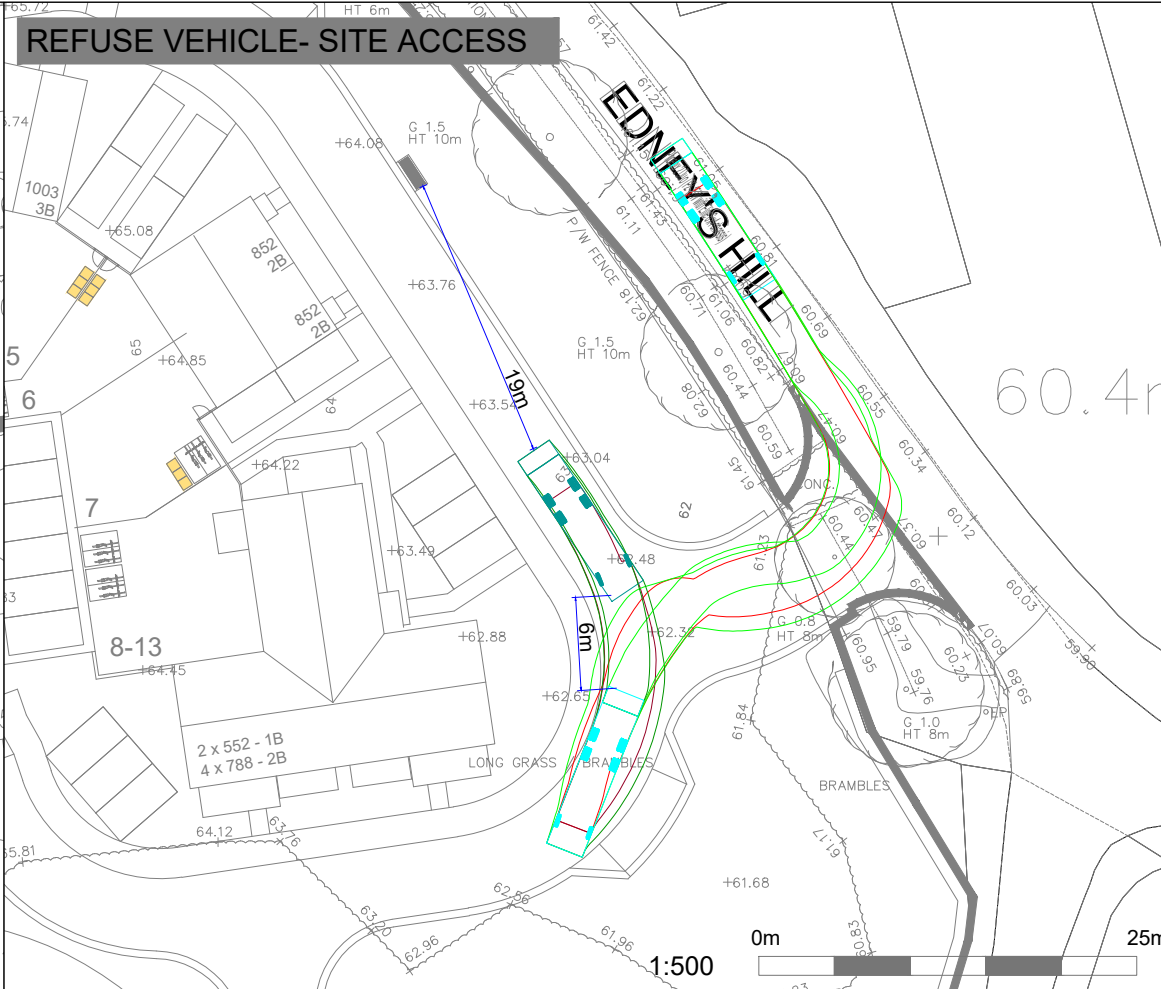
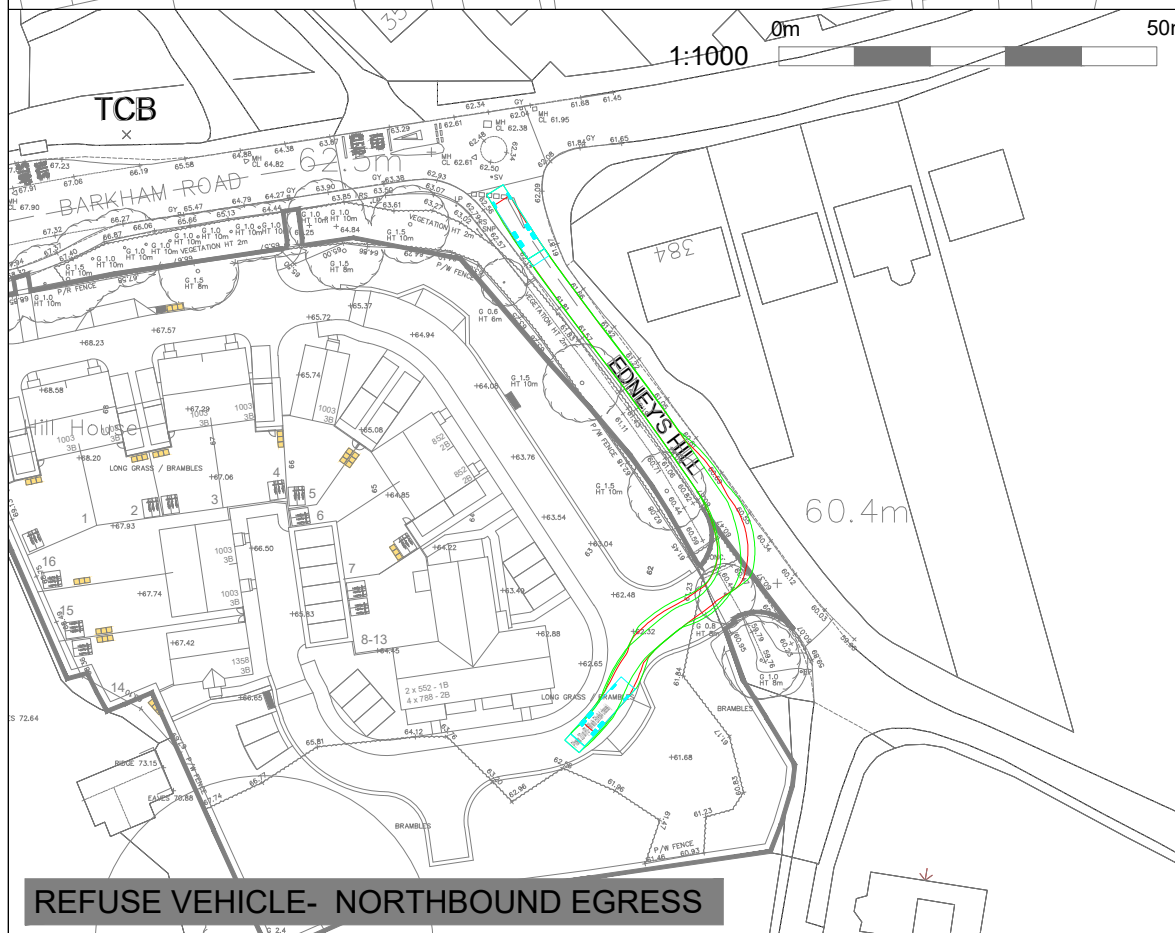
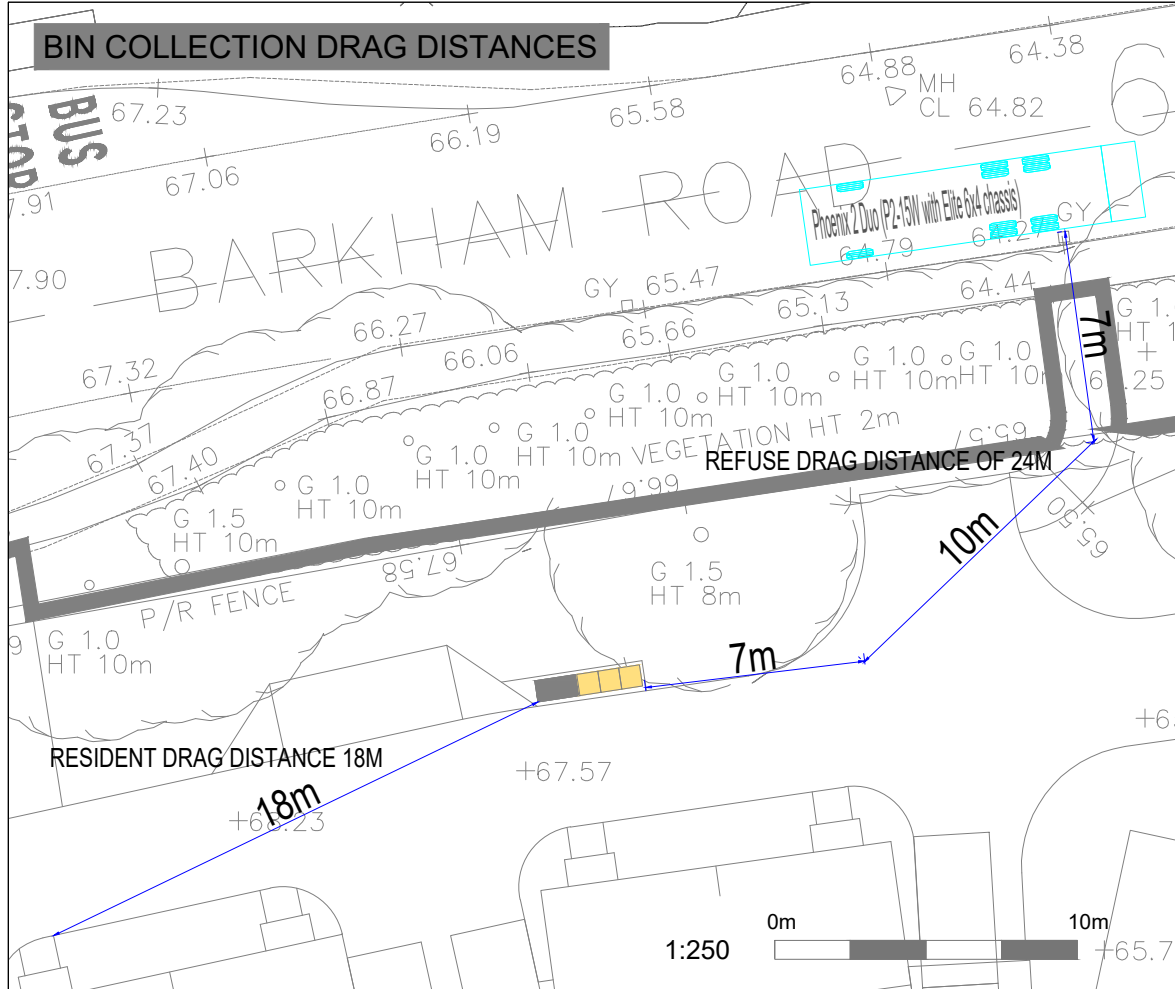
0m

10m

P04	REVISED SITE LAYOUT	18.02.26	AGC	CEC
P03	REVISED SITE LAYOUT	28.01.26	AGC	NBE
P02	REVISED ISSUE	07.04.25	NBE	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
07.04.25	NBE	WJF	-	
PBA Project Number		Scale	(AT A3)	
1052.0002		1:250		
PBA Drawing No:			Revision	
1052.0002 - 0002			P04	

Project Name COPPID HILL HOUSE, WOKINGHAM	Title CAR SWEPT PATH ANALYSIS	paulbasham associates Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 07.04.25	Drawn By NBE	Approved By WJF	Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 1052.0002	Scale 1:250 (AT A3)		
PBA Drawing No: 1052.0002 - 0002				Revision P04			

Appendix J



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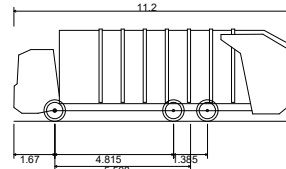
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KEY



NORTH

VEHICLE PROPERTIES



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

PRELIMINARY

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Project Name COPPID HILL HOUSE, WOKINGHAM	Title REFUSE VEHICLE SWEPT PATH ANALYSIS	 Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 07.04.25 Drawn By NBE Approved By WJF Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 1052.0002 Scale AS SHOWN (AT A3)
				PBA Drawing No: 1052.0002 - 0003 Revision P04