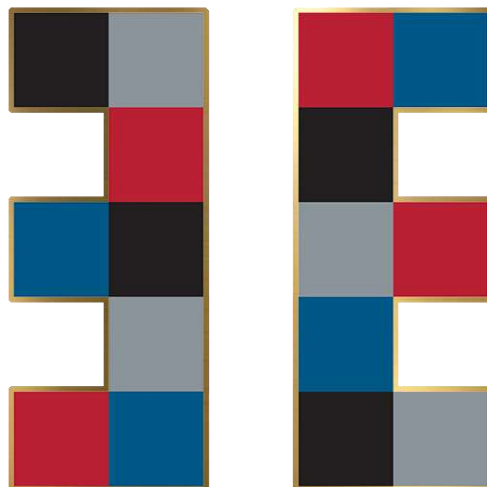




DESIGN & ACCESS STATEMENT

SITE ADDRESS: 205 NINE MILE RIDE, WOKINGHAM, RG40 3QA

PROPOSAL: ERECTION OF 3 NO. DWELLINGS WITH ASSOCIATED ACCESSES FOLLOWING DEMOLITION OF THE EXISTING DWELLING.

This Design and Access Statement has been prepared in support of a full planning application for the redevelopment of land at 205 Nine Mile Ride, Wokingham.

REVISION: A1

DATE: 11/03/2026

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1. INTRODUCTION

The proposed development comprises:

- Two semi-detached dwellings (Type A and Type B) fronting Nine Mile Ride
- One detached bungalow (Type C) located to the rear of the site and accessed from Bank Side Road

The site is located within the defined settlement of Finchampstead and lies within a predominantly residential environment characterised by low-density suburban development.

The purpose of this statement is to:

- Explain the design principles that have informed the proposal
- Demonstrate how the development responds positively to its context
- Show how the scheme complies with national and local planning policy
- Confirm that the proposal fully addresses the issues raised through the Council's pre-application advice



THE LOCATION PLAN

2. SITE LOCATION AND CONTEXT

The application site is located at 205 Nine Mile Ride, within a residential area of Finchampstead, Wokingham. The site extends to approximately 1,489 square metres (0.148 ha) and currently contains a detached bungalow with associated garden and parking.

The surrounding area is characterised by:

- Predominantly detached and semi-detached residential properties
- Two-storey family houses with some single-storey bungalows
- Buildings constructed primarily in brick and render with pitched roofs

Nine Mile Ride forms an established residential corridor within the settlement and is well connected to surrounding services and infrastructure.

The site benefits from a sustainable location, with:

- A bus stop located within approximately 100 metres
- Regular bus services connecting the site to Reading and surrounding settlements
- Local shops, services and leisure facilities within a 5–10 minute walking distance

The site is not located within the Green Belt, not within a Conservation Area, and does not contain any listed buildings.



Google maps image

3. PLANNING POLICY CONTEXT

The statutory Development Plan for the area comprises:

- Wokingham Borough Core Strategy (2010)
- Managing Development Delivery Local Plan (2014)

Core Strategy:

- CP1 – Sustainable Development
- CP3 – General Principles for Development
- CP4 – Infrastructure Requirements
- CP5 – Housing Mix
- CP8 – Thames Basin Heaths SPA
- CP9 – Transport
- CP11 – Proposals Outside Development Limits

Managing Development Delivery Local Plan:

- CC01 – Presumption in Favour of Sustainable Development
- CC03 – Green Infrastructure
- CC04 – Waste Storage
- CC07 – Parking Standards
- TB05 – Housing Mix
- TB06 – Residential Gardens
- TB07 – Residential Quality
- TB21 – Landscape Character
- TB23 – Biodiversity

The National Planning Policy Framework (NPPF) also represents an important material consideration. Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development, which means that planning permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits.

The Council currently cannot demonstrate a five-year housing land supply, with only approximately 2.5 years of deliverable housing sites available. As a result, relevant policies relating to housing supply are considered out-of-date, and the “tilted balance” within the NPPF is engaged.

The proposal therefore contributes positively to the delivery of additional housing within a sustainable settlement location, consistent with national planning policy objectives.

4. PLANNING HISTORY

The historic approvals demonstrate that the principle of residential redevelopment for multiple dwellings has previously been accepted on the site. Relevant planning applications include:

Application	Description	Decision
40177	Outline planning permission for the erection of three dwellings	Approved
991305	Renewal of outline approval for erection of three dwellings	Approved
141121	Proposed erection of detached dwellings following demolition of existing dwelling	Refused



Street view from Nine Mile Ride



Street view from Bank Side

5. PRE-APPLICATION AND DESIGN EVOLUTION

Pre-application advice was sought from Wokingham Borough Council, with a response issued under Reference 252676 dated 01 December 2025. The pre-application process identified several key areas requiring further consideration, including:

- Concerns regarding scale and massing of the front dwellings
- Potential perception of overdevelopment or a cramped layout
- Relationship with neighbouring properties
- Garden sizes, particularly for the rear dwelling
- Parking layout and turning provision
- Tree constraints and landscape character
- Design compatibility with the surrounding area

The current planning application has been significantly revised to address these matters. Key design improvements include:

Reduction in Built Form. The footprint and floor area of the front dwellings have been substantially reduced compared to the pre-application proposal.

TYPE HOUSE	FOOTPRINT (m ²)	GIFA (m ²)	No Bedrooms/ No Persons
TYPE 'A'	78,24 m ²	151,14 m ²	4B/ 7P
TYPE 'B'	78,24 m ²	151,14 m ²	4B/ 7P
TYPE 'C'	116,46 m ²	157,42 m ²	3B/ 6P

Pre-App area specification table

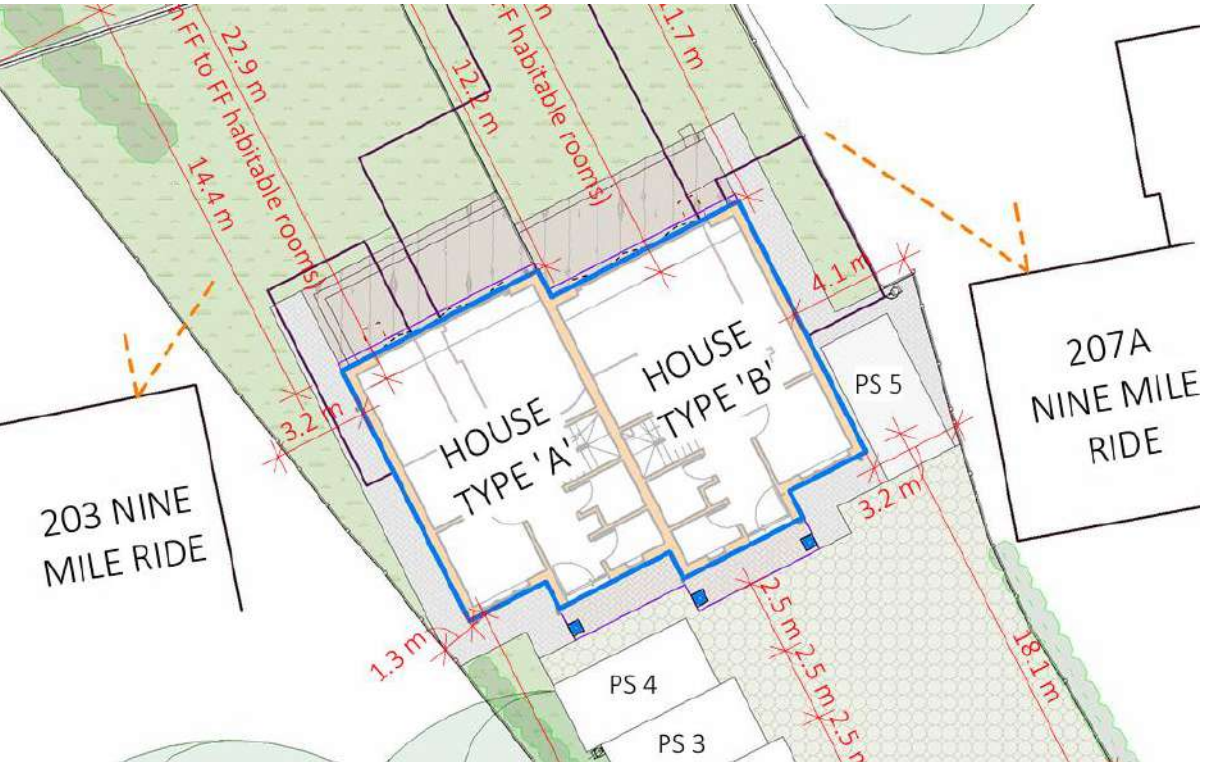
TYPE HOUSE	FOOTPRINT (m ²)	GIFA (m ²)	Bedrooms Persons
TYPE 'A'	72,26	114,10	3B/ 6P
TYPE 'B'	72,26	114,10	3B/ 6P
TYPE 'C'	113,77	152,90	3B/ 6P

Current area specification table

Improved Boundary Separation. The revised layout now provides a minimum of approximately 1.3 metres separation to side boundaries, exceeding the 1 metre guidance within the Borough Design Guide. This improves the visual spacing between buildings and reduces any perception of overdevelopment.



Pre-App submitted Site Plan



Current submitted Site Plan



Pre-App submitted House Types 'A' & 'B' Front Elevation

PROPOSED FRONT
ELEVATION -
TYPES 'A' & 'B'



HOUSE TYPES 'A' & 'B' - PROPOSED SOUTH (FRONT) ELEVATION

Current submitted House Types 'A' & 'B' Front Elevation



Pre-App submitted House Type 'C' Front Elevation

PROPOSED FRONT
ELEVATION - TYPE 'C'



HOUSE TYPE 'C' - PROPOSED FRONT (WEST) ELEVATION

Current submitted House Type 'C' Front Elevation

Improved Garden Provision. Garden layouts have been redesigned to ensure:

- Minimum garden depths in line with the 11m guidance
- More usable outdoor amenity space
- Improved garden arrangement for the rear bungalow

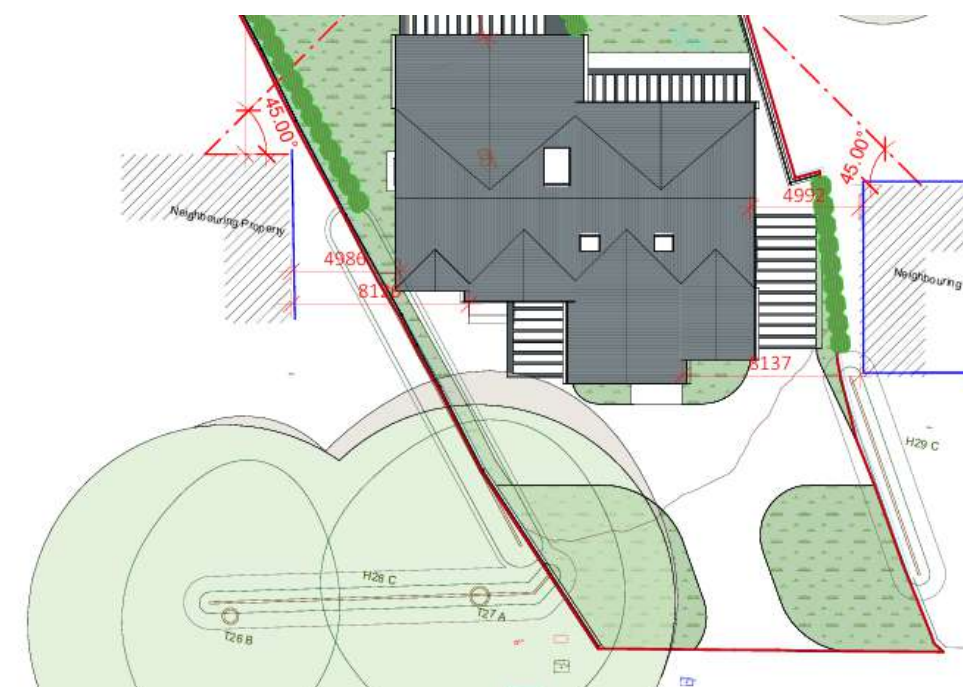


Current submitted Site Plan

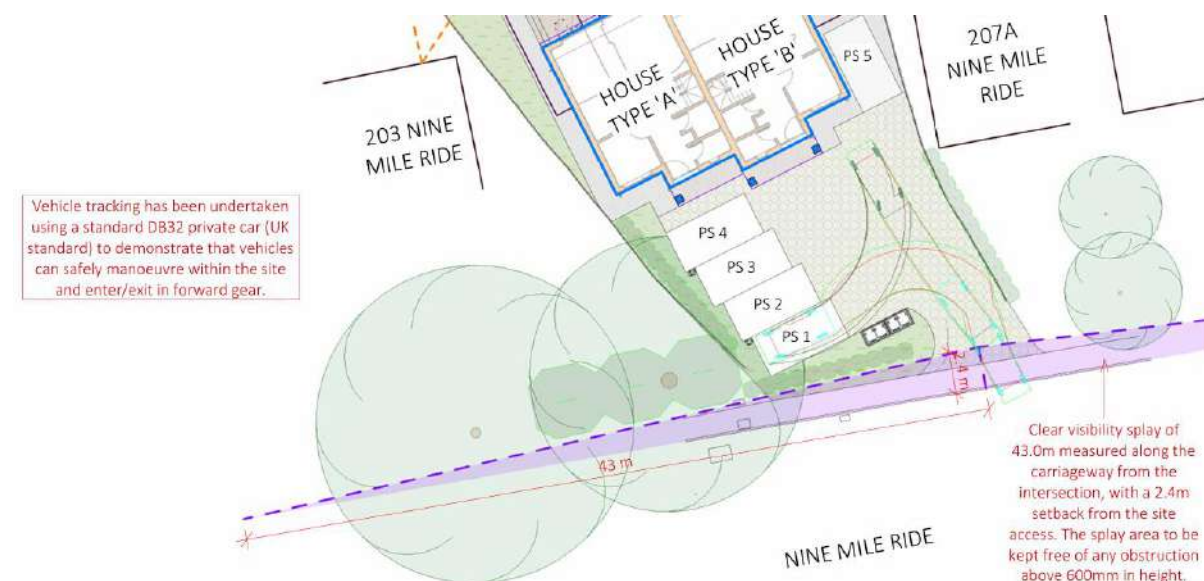
Improved Parking and Access. The access and parking strategy has been significantly refined:

- The existing access from Nine Mile Ride is retained and widened
- A separate access from Bank Side Road serves the rear bungalow
- Five parking spaces are provided for the front dwellings (including visitor space)
- Two parking spaces are provided for the rear bungalow
- Swept path analysis confirms vehicles can safely manoeuvre within the site

These changes ensure the scheme fully addresses the concerns raised by the Council's highways officer.



Pre-App submitted Site Plan



Current submitted Site Plan

Landscape and Ecology. Supporting technical reports have been prepared including:

- Arboricultural Assessment
- Ecology Survey
- Baseline Habitat Condition Assessment

These reports demonstrate how existing trees can be protected and biodiversity enhanced through the development.

6. THE PROPOSED DEVELOPMENT

The application proposes the demolition of the existing detached bungalow and the construction of three new dwellings within the site. The development has been carefully designed to make efficient use of the land while respecting the character, scale and spatial qualities of the surrounding residential area.

Overall, the proposal represents a net gain of two dwellings, contributing modestly to local housing supply while maintaining an appropriate level of development for the site.

The development achieves a density of approximately 25 dwellings per hectare, which remains compatible with surrounding suburban densities and significantly lower than nearby development on Bank Side.

7. LAYOUT AND URBAN DESIGN RESPONSE

The layout of the proposed development has been designed to respond carefully to the existing spatial characteristics of the surrounding area, including established building lines, plot patterns and landscape features.

The proposal follows a logical and legible site arrangement that reflects the surrounding pattern of development.

Frontage Development. The two semi-detached dwellings are positioned along the Nine Mile Ride frontage, maintaining the established residential presence along the street. Key design principles include:

- Maintaining a setback consistent with neighbouring properties
- Creating a strong street frontage
- Ensuring dwellings face the street in accordance with the established character
- Providing front gardens and landscaping to soften the built form

The semi-detached form has been designed to visually read as a pair of well-proportioned family homes, with articulation and architectural detailing that reduces the perceived mass across the frontage.

Rear Plot Development. The rear dwelling is located within the eastern part of the site and accessed from Bank Side Road. This arrangement avoids tandem development and instead creates a well-integrated additional dwelling that relates to the surrounding residential context. The single-storey form ensures that the rear dwelling:

- Maintains a subordinate visual presence
- Avoids overlooking or dominance over neighbouring properties
- Responds appropriately to nearby bungalows along Bank Side

The layout ensures adequate separation between all dwellings and provides sufficient space for:

- Landscaping
- Parking
- Vehicle turning
- Private amenity space

Overall, the arrangement creates a balanced and well-spaced development that integrates effectively within the site.



8. SCALE, MASSING AND APPEARANCE

The scale and massing of the proposed development have been carefully refined following the Council's pre-application feedback. The pre-application advice raised concerns regarding the potential perception of overdevelopment and excessive bulk across the frontage. These concerns have been directly addressed through several key design changes.

Reduction in Building Width and Footprint. The width and footprint of the front dwellings have been reduced compared to the earlier pre-application proposal. This reduction allows:

- Greater separation from site boundaries
- Reduced visual mass across the plot
- Improved spacing between buildings

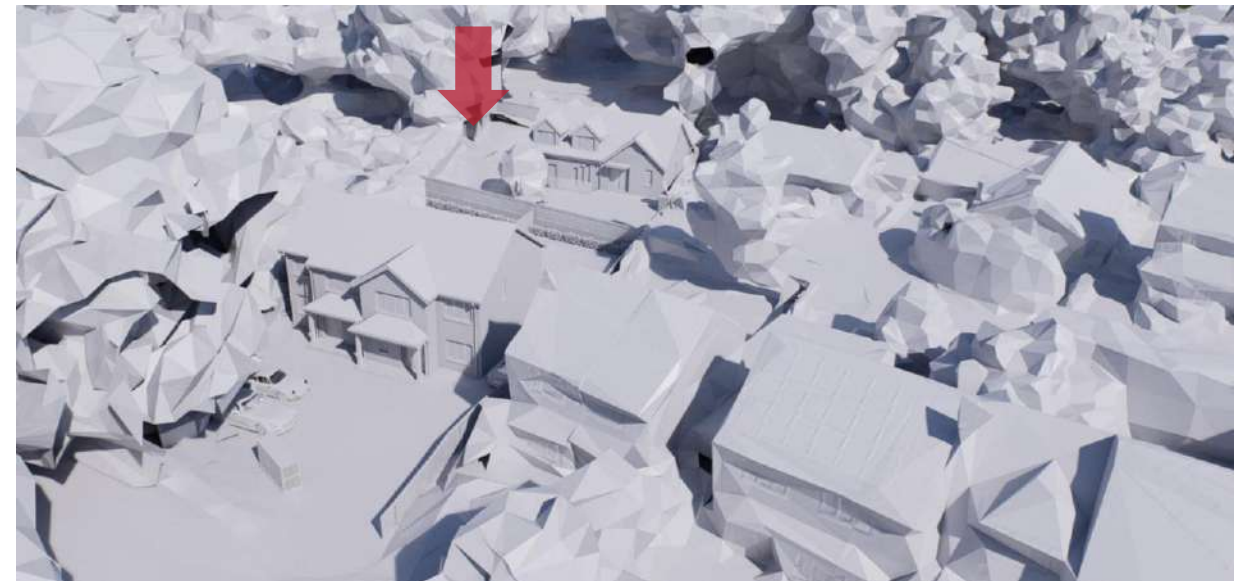
The revised layout now provides more than 1 metre separation to both side boundaries, with a minimum distance of approximately 1.3 metres, exceeding the Borough Design Guide guidance.

Articulation of Built Form. The massing of the dwellings has been further softened through architectural articulation. Design features include:

- Front porch projections
- Stepped building lines
- Variations in roof form

These elements break up the overall volume and ensure the buildings do not appear as a single continuous mass.

Building Heights. The proposed ridge heights have been designed to remain consistent with surrounding residential properties. This ensures the development integrates appropriately within the existing skyline and avoids visual dominance. The rear dwelling is intentionally designed as a single-storey structure, which significantly reduces its visual impact and ensures compatibility with neighbouring bungalows along Bank Side.



Architectural Character. The design approach has evolved from the earlier modern concept presented at pre-application stage. The revised scheme now adopts a more traditional architectural language, reflecting the character of surrounding properties. Proposed materials include:

- Traditional brickwork
- Stone window cills
- Grey slate roof tiles

The rear bungalow incorporates timber cladding to dormer elements, providing visual interest while remaining sympathetic to the wider streetscape. This revised design approach ensures the proposal aligns more closely with the prevailing architectural character of Nine Mile Ride.



Material examples

9. RESIDENTIAL AMENITY

Ensuring high-quality living conditions for both future residents and neighbouring properties has been a key design objective throughout the development process. The proposal has been carefully designed to comply with the principles of Policy CP3 of the Core Strategy, Policy TB07 of the MDD Local Plan, and the Wokingham Borough Design Guide.

Internal Living Standards: All proposed dwellings exceed the Nationally Described Space Standards.

- A 3-bedroom, 6-person two-storey dwelling requires a minimum of 102 m². The proposed semi-detached dwellings provide approximately 114.1 m², rear bungalow 152.9 m². This ensures generous internal accommodation suitable for modern family living.
- Well-proportioned living spaces
- Adequate storage areas
- Good access to natural light and ventilation (double aspect). Large windows and appropriate fenestration ensure all habitable rooms receive sufficient daylight and outlook.

Private Garden Provision. The proposal provides private gardens for each dwelling. Garden spaces have been designed to:

- Provide usable outdoor amenity space
- Allow space for seating, cycle store and play
- Maintain reasonable privacy between neighbouring gardens

The gardens serving the front dwellings meet or exceed the 11 metre guideline depth set out within the Borough Design Guide.

The rear bungalow now also benefits from a significantly improved garden layout, ensuring adequate amenity space (>11m) and addressing concerns raised during the pre-application process.



Privacy and Overlooking. The layout has been carefully designed to maintain appropriate privacy distances between dwellings. Key considerations include:

- Rear-to-rear separation distances that comply with the 22-30 metre guidance
- No first-floor habitable windows facing neighbouring properties at close distances
- Side windows serving non-habitable rooms only

Where necessary, side windows are proposed with obscure glazing to ensure privacy is maintained. The proposal therefore maintains acceptable levels of visual privacy for both existing and future residents.

Overbearing Impact and Sense of Enclosure. The revised design significantly reduces potential impacts on neighbouring properties. Measures taken include:

- Increasing boundary separation distances
- Reducing building footprints
- Positioning the rear dwelling as a single-storey building
- Introducing stepped building forms

These changes ensure the development will not appear overly dominant or oppressive when viewed from neighbouring properties.

Daylight and Sunlight. The design respects the daylight and sunlight guidance set out in the Borough Design Guide. The proposal complies with the 45-degree rule, ensuring that habitable room windows of neighbouring properties are not adversely affected.

The orientation of the site and separation distances mean that no significant loss of daylight or sunlight is expected to surrounding homes.

10. ACCESS, PARKING AND TRANSPORT

A Transport Statement has been prepared in support of the application, having full regard to the requirements set out by the Wokingham Borough Council Highways Officer during the pre-application process (Ref: 252676, dated 1 December 2025). All key highways requirements identified at the pre-application stage have been incorporated within the scheme, including appropriate access width, visibility splays, vehicle tracking (DB32), parking layout and dimensions, as well as provision for electric vehicle charging, cycle parking and refuse storage.

Primary Access – Nine Mile Ride. The existing vehicular access from Nine Mile Ride will be retained and improved to serve the two semi-detached dwellings (Types A and B). Key improvements include:

- The driveway width increased to approximately 4.1 metres to accommodate two-way vehicle movement
- Visibility splays provided in accordance with highway standards
- Access designed to allow vehicles to enter and leave in a forward gear.

Retaining the existing access simplifies the highway arrangement and avoids unnecessary alterations to the established street environment.

Secondary Access – Bank Side Road. A new independent access is proposed from Bank Side Road to serve the rear dwelling (Type C). The access will be provided via a 3.6 metre dropped kerb crossing, consistent with the Council’s highway guidance. The access has been carefully positioned to avoid conflict with existing infrastructure, and site photographs confirm that no street lighting columns or other highway structures are affected.

Parking Provision: Parking provision has been designed to comply with Policy CC07 of the MDD Local Plan and the Wokingham Borough Parking Standards. The development provides:

Dwelling	Parking Spaces
Type A	2
Type B	2
Visitor Parking (Types A & B)	1
Type C	2



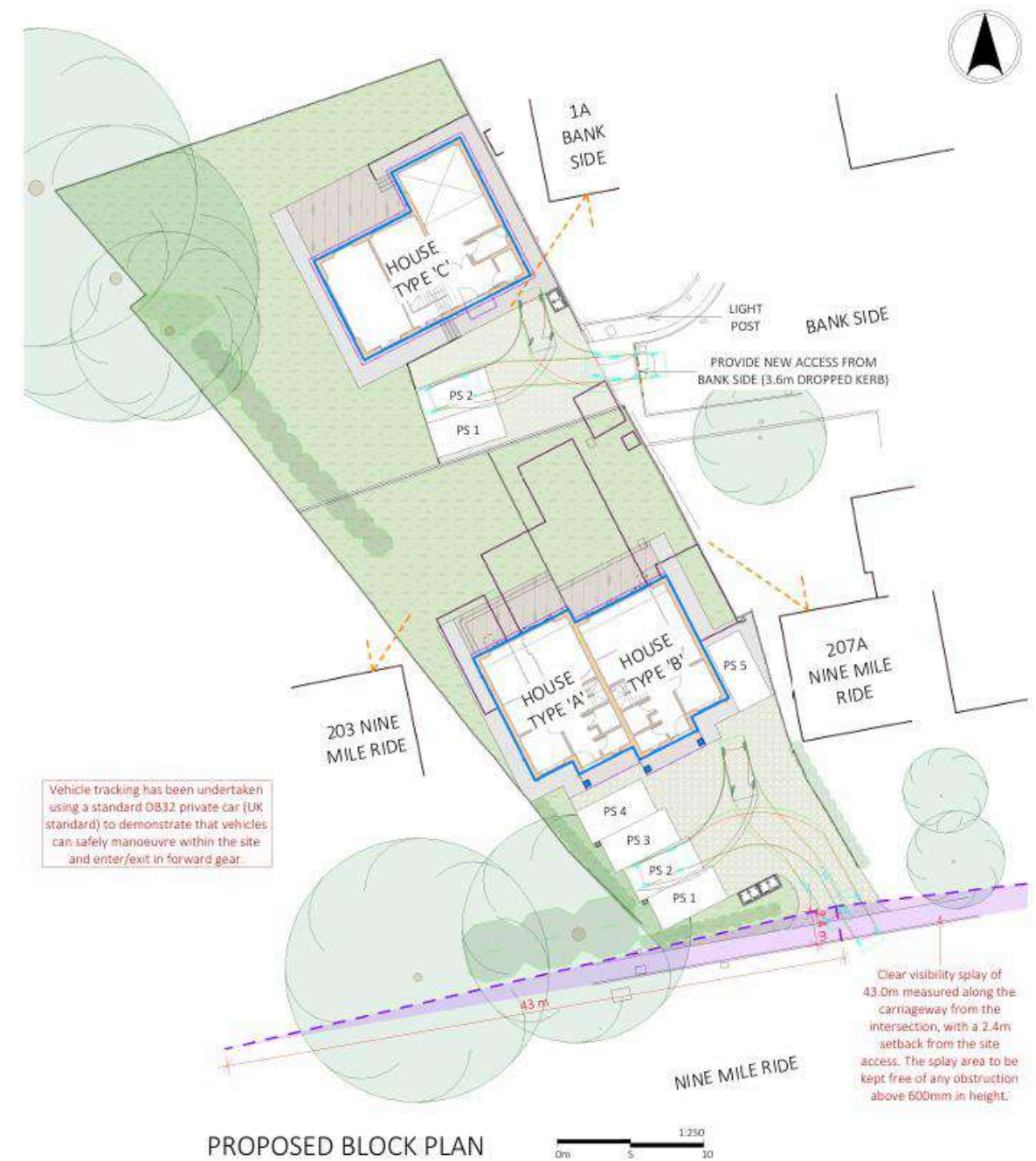
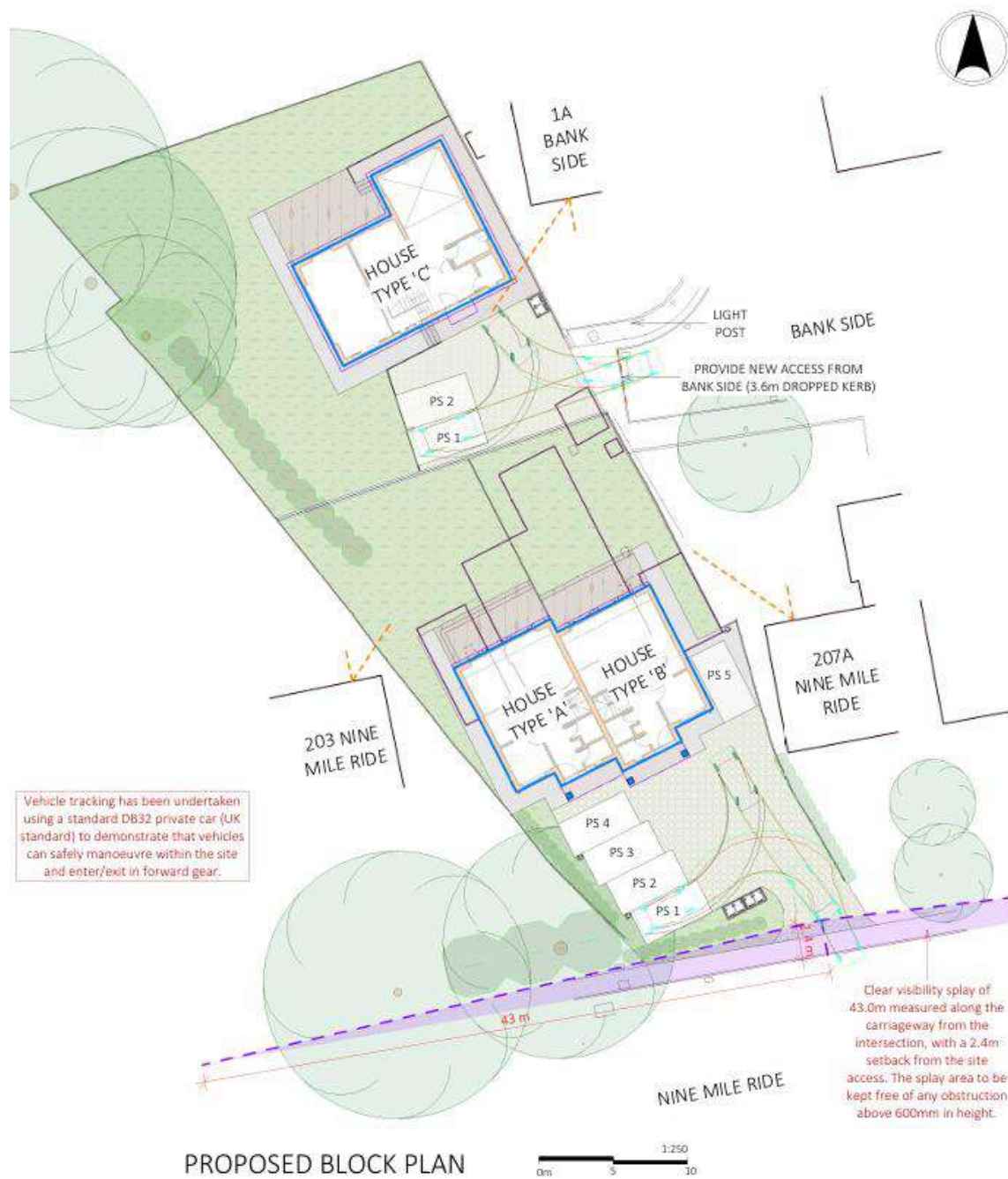
This results in a total of 7 parking spaces, which satisfies the expected parking provision for dwellings of this size within a village location. All parking spaces meet the minimum dimensions of 5.0m × 2.5m.

Cycle Parking: Cycle storage will be provided for each dwelling in accordance with the Council’s parking standards. Secure cycle storage will be located within rear garden areas. Each dwelling also provides direct access to rear gardens via side gates, facilitating easy cycle movement.

Electric Vehicle Charging: Each parking space will be equipped with electric vehicle charging infrastructure.

Refuse and Recycling: Refuse storage has been incorporated within the site layout. Bins will be stored within private curtilages and presented for collection at the kerbside on collection days, in accordance with the requirements of Manual for Streets. The layout ensures that:

- Carrying distances for residents do not exceed 30 metres
- Distances for refuse operatives do not exceed 15 metres



The submitted Site Plans include sweep path analysis, visibility splays, and access details. Please also refer to the accompanying drawings and Transport Statement for further relevant information.

11. LANDSCAPE, TREES, BNG AND ECOLOGY

The landscape setting of Nine Mile Ride forms an important component of the character of the area. The development has therefore been designed to retain and enhance existing landscape features wherever possible.

Trees and Landscape Character: The site contains a number of mature trees and boundary vegetation which contribute positively to the surrounding environment.

An **Arboricultural Impact Assessment** prepared in accordance with BS5837:2012 has been undertaken and accompanies the planning application. The assessment identifies trees located along the site boundaries, including trees protected under Tree Preservation Order TPO 1278/2008. The assessment confirms that the proposal involves the limited removal of one hedge and part of another, both of which are of **low quality and limited visual or ecological value**. Importantly, **all significant boundary trees are retained, and no trees of moderate or high quality are proposed for removal**.

The layout has been carefully developed to safeguard the retained tree stock, ensuring that the established green character of the site and its contribution to the wider street scene are preserved. In addition, the scheme provides opportunities for new tree planting and soft landscaping, which can be secured through an appropriate planning condition and will further enhance the site's landscape setting. The implementation of the protective fencing, root protection measures and site supervision where necessary ensures that trees are safeguarded throughout the construction process. Subject to the implementation of these measures, the development will not result in any adverse impact on the contribution of trees to local character. Overall, the proposal maintains and reinforces the established landscape quality of the area and is therefore considered to be fully acceptable in arboricultural and visual terms.

A **Baseline Habitat Condition Assessment & BNG** has been undertaken in support of the application to establish the ecological baseline of the site. Based on the proposed plans, it is unlikely that net gain will be achieved by ways of habitat creation/enhancement without significant changes to the proposals on site or require unfeasible commitments off-site.

As such, a financial contribution to off-site ecological enhancements (i.e. purchasing biodiversity units) within an approved scheme is required to make up the +10% net gain for area-based habitat units.

The mechanism for securing this off-setting will need to be proposed to and confirmed by the LPA and would be linked to the application through a planning obligation Section 106 (s106) agreement.

An **Ecological Appraisal and Bat Survey** has been prepared in support of the planning application. During a previous survey undertaken in 2014, a notable quantity of bat droppings was recorded within the loft space of the existing bungalow. This evidence was interpreted as indicating the presence of a low-level summer transient roost for brown long-eared bats (*Plecotus auritus*). The most recent survey recorded only small quantities of bat droppings, which are considered likely to originate from a solitary individual or a small number of bats.

Although ecological conditions during the 2024 survey season were favourable, the levels of bat activity recorded during the surveys were relatively low. This reflects patterns observed across other surveys undertaken within the county during the same period.

The submitted ecological report sets out an appropriate mitigation strategy, including measures to safeguard bats during demolition works and to provide continued roosting opportunities within the development. These measures are detailed within the accompanying ecological documentation and form part of the overall ecological strategy for the site.



New bat roosting opportunities will be provided within the fabric of the new dwellings through external bat boxes or bat bricks. Bee bricks and hedgehog crossing holes min. 150x150mm will be provided on suitable locations.

12. SUSTAINABILITY AND DRAINAGE

Energy Efficiency: The dwellings will be designed using a fabric-first approach, ensuring high levels of insulation and reduced energy demand. Key measures include: Highly insulated walls, roofs and floors; High-performance windows and doors; Airtight construction methods. Heating systems will utilise Air Source Heat Pumps and where feasible, solar photovoltaic panels will be installed to generate renewable electricity on site.

Water Efficiency: Water consumption will be limited to 105 litres per person per day, consistent with modern environmental standards.

Sustainable Drainage: The site is located within Flood Zone 1, indicating a very low risk of flooding. Nevertheless, a Sustainable Drainage System (SuDS) approach will be adopted. Surface water drainage will incorporate permeable driveway and parking surfaces. These measures ensure that the development will not increase surface water runoff and will contribute to sustainable water management.



Example for permeable paving & PV panels

Thames Basin Heaths SPA Mitigation: The earlier refusal of planning application O/2008/0791 referenced potential impacts upon the Thames Basin Heaths Special Protection Area (SPA). If required, the applicant will enter into the Council’s established mitigation framework through:

- Suitable Alternative Natural Greenspace (SANG) contributions
- Strategic Access Management and Monitoring (SAMM)

This approach ensures full compliance with Policy CP8 and the Habitat Regulations.

13. PLANNING BALANCE

The proposal has been carefully designed to respond to the site context, planning policy framework and the concerns raised during the pre-application process. The scheme delivers a well-considered residential development that integrates appropriately within the surrounding area. The key benefits of the proposal include:

Sustainable Development: The site is located within an established residential area with good access to public transport, services and facilities. This represents a sustainable location for residential development consistent with the objectives of the National Planning Policy Framework.

Housing Delivery: The development provides three family dwellings, resulting in a net gain of two homes. This contribution is particularly important given that the Council currently cannot demonstrate a five-year housing land supply.

High-Quality Design: The revised design adopts a traditional architectural approach that reflects the character of surrounding properties. The scale, massing and layout have been refined to address the Council’s concerns regarding potential overdevelopment.

Improved Residential Environment: The development provides:

- Spacious dwellings exceeding national space standards
- Private gardens for each property
- Adequate parking provision
- High levels of residential amenity

Landscape and Ecological Enhancements: The proposal retains existing trees where possible and introduces additional landscaping and biodiversity enhancements.

Pre-Application Engagement: The scheme has been significantly revised in response to the Council’s pre-application advice, including:

- Reduced building footprints & Improved boundary separations
- Enhanced garden provision & Revised architectural design
- Improved parking and access arrangements

These changes demonstrate a proactive and collaborative design process.



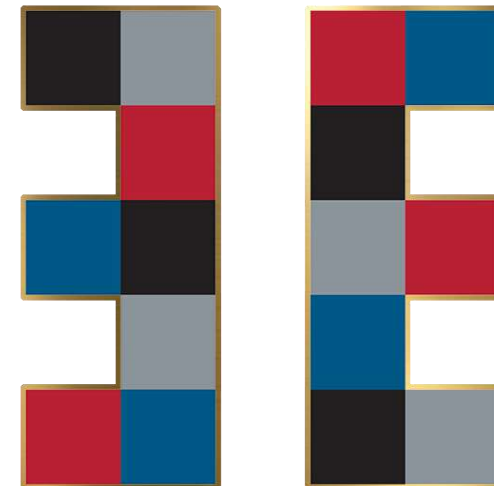
14. CONCLUSION

Taking all considerations into account, the proposed development represents a sustainable, well-designed and policy-compliant residential scheme.

The proposal:

- Makes effective use of a residential plot within the settlement
- Provides additional housing in a sustainable location
- Responds positively to local character
- Protects neighbouring amenity
- Enhances biodiversity and landscape quality

Accordingly, it is considered that the proposal accords with the relevant policies of the Development Plan and the National Planning Policy Framework and should therefore be supported and granted planning permission.



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APPENDIX – ARTISTIC VISUALS



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