

Benjamin Hindle
Development Management
Wokingham Borough
Council
Civic Offices
Shute End
Wokingham
RG40 1BN

11 March 2025

Our Reference: 284402

Dear Benjamin,

REF: 242066

Ascot House, Finchampstead Road, Wokingham, RG40 2NW
Consultee Response Note

We write on behalf of our Client, Klara Ascot Limited, in response to consultee responses received in relation to planning application ref. 242066 at Ascot House, Finchampstead Road, Wokingham, RG40 2NW.

The application was validated on 21st October 2024 for:

Full application for the proposed raising and modification of the roof of the existing building plus the erection of an extension to form additional first, second and third floor accommodation in order to create 10 no. additional dwellings with car parking, cycle parking, refuse stores, landscaping and associated works.

Below we have provided responses where relevant to various statutory consultees and thematically provided responses to the various points raised by various members of the public.

Statutory Consultee Responses

Highway Officer Comments (

Key officer comments include:

- 1) *"Highways would require to see a plan showing the existing spaces for the 24 flats with the additional spaces clearly illustrated."*

Applicant Response: As part of planning ref. 212322 a total of 24 x car parking spaces were secured to support the existing 24 x residential units. The proposed development seeks permission for an additional 14 x parking spaces.

For delineation between existing and proposed, please see annotated FRNT_25.521_200.2_P02_Parking Plan_A3 at **Appendix I.**

- 2) *"There are currently 32 spaces [proposed] on site and 4 disabled bays which would be insufficient to cater for the 34 spaces required. Highways would recommend the removal of the disabled spaces."*

Applicant Response: Please see annotated FRNT_25.521_200.2_P02_Parking Plan_A3 at **Appendix I.**

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The newly submitted 'Parking Plan' includes an updated car park layout which replaces 4 x disabled spaces as 6 x standard 2.5m x 5.0m parking spaces. This results in a net uplift of 14 x parking spaces bringing total provision to 38 x parking spaces to serve the cumulative 34 x units (i.e. 1.1:1 ratio on site).

- 3) *"In Appendix ii of the Construction Management Plan (Document 82054-03 Rev F), sets out the relocated parking spaces during construction. Highways would expect the change in spaces to be included for the 10 new flats."*

Applicant Response: The construction site setup and parking plan set out at Appendix II of the Construction Management Plan is only to cover the construction phase of the development, i.e. prior to occupation, therefore only 24 x spaces are required to serve the existing development during construction, which are shown on the site setup and parking plan. Construction phase operatives will be expected to park off-site, predominantly within the adjacent Carnival public multi-storey car park.

- 4) *"It is not clear on the site plan where the cycle parking will be located. This needs to be shown."*

Applicant Response: The cycle store is shown located adjacent to the SW corner of the building along the western boundary of the site. Please refer to the following drawings at **Appendix I** for further details:

- FRNT_25.521_200.1_P03_Proposed Block Plan_Topo Omitted_A3;
- FRNT_25.521_202_P04_Proposed Ground Floor Plan_A1;
- 105_PL2_LA_01 Rev B_Proposed Cycle Store

- 5) *"Highways is content to secure the details of the cycle parking through a planning condition."*

Applicant Response: Details of the cycle store have been provided with the application therefore we do not consider it necessary to impose a planning condition. Please refer to the following drawing at **Appendix I** for further details:

- 105_PL2_LA_01 Rev B_Proposed Cycle Store

- 6) *"Swept paths of a large car have been submitted showing that vehicles can access and egress the spaces for these 10 flats safely which is welcome. However, these have been based on current parking layout and should have been carried out on the parking spaces that have been included in the Construction Management Plan and recommended as permanent by highways."*

Applicant Response: Please refer to updated drawing 'Swept Path Analysis using a Large Car' (dwg ref. no. 2020-3964-AT-109) provided at **Appendix I** which demonstrates acceptable turning radii for large cars along the amended northern boundary parking layout.

Final details of the temporary parking plan at the construction stage are suggested to be secured via planning condition.

- 7) *"It is welcome that for the new flats will be provided with EVC charging points in line with Building Control Regulations Approved Document S. These will need to be shown on a plan."*

Applicant Response: Please see annotated FRNT_25.521_200.2_P02_Parking Plan_A3 at **Appendix I** which indicates locations where EV charging infrastructure will be provided to the newly proposed car parking spaces.

Please note, given there is already existing EV charging infrastructure and cabling located in the southern part of the site, we would propose the provision of additional 14 x EV charging parking spaces to be allocated to existing parking spaces (rather than the newly proposed bank of 11 x spaces along the northern boundary) to improve infrastructure efficiency and to minimise disruption access via Kendrick Close.

Landscape Officer Comments

- 1) *"It is not clear from the methodology in Appendix A what the definition of 'moderate' is in relation to the effect given in Table A.7. If the effect is neutral as listed in Table A.8 where the effect is indiscernible on the existing visual amenity of the four viewpoints as listed, how can this change be 'Moderate' as well. The 'Moderate' definition will need further explanation."*

Applicant Response: Please see *Clarification Note* (ref. 158-NT-01_A) prepared by Bryant Landscape Planning at **Appendix II**.

The appended note clarifies the effects on the townscape as 'moderate', which acknowledges that there will be a change in views from public locations along Kendrick Close and Wellington Road. The TVIA assessment concludes the townscape effects as 'neutral' in direction – rather than adverse –because change does not automatically equate to harm and the proposals will not introduce any incongruous features to the prevailing pattern of townscape and there would be neither a worsening nor a betterment of the existing situation.

- 2) *"In my opinion I don't agree that the change will have an indiscernible effect on the views listed above, as the proposed taller building will be seen above the existing vegetation on the western boundary of the site and so will become a significant structure on the skyline above a mostly well vegetated horizon. I consider this to be of detriment to the edge of the town centre where it transitions to the residential area of mainly individual dwellings rather than apartments. The change in scale of the building can be clearly seen in representative View 1 on page 31 of the TVIA. It is noted that the existing residents of Kendrick Close have a view of the current extent of Ascot House, however this will increase in size which may feel overbearing from some outlooks although it is understood that the set back of the second floor should alleviate some of those concerns The form of the development will be larger than the existing building and will be seen above the existing vegetated skyline when looking towards the site from the west along Waterloo Road, however the proposals will be seen in the context of other larger buildings such as Carnival Hub and the Premier Inn. The main detrimental visual effects will be in relation to the existing dwellings in Kendrick Close and Norton Road and will be a matter to be considered in the wider planning balance."*

Response: Whilst the TVIA (para 4.17) acknowledges that there will be changes in the view from some neighbouring properties, the report provides an assessment of the effects on views from publicly accessible locations and it is not a residential amenity assessment. The accurate visual representations (AVRs) utilised within the TVIA demonstrate that the proposed extension to the existing building will not appear out of scale or introduce disproportionate form or overly intrusive elements to the townscape within a town centre location. As the TVIA notes, it represents a gradual increase in scale from the lower rise residential form to the east to the larger scale built form to the west, complementing the

existing varied local roofscape, as required by the Wokingham Town Centre Masterplan SPD.

To supplement the above, we have also prepared a supplementary pack of 6 x representative 3D views, which are provided at **Appendix III**. These representative views have been taken from the closest neighbouring residential gardens surrounding the site from Kendrick Close and Norton Road. As demonstrated by 3D views, the proposed increase in built form is marginal when compared to the existing context, largely due to the strategic decision to setback the upper storey from Kendrick Close and the pitched roof form. This is particularly evident in View 4 and 5 which are the closest located residential gardens where there is only a limited change to perceptible built form. The submitted daylight and sunlight assessment (neighbouring) further demonstrates that there will be nominal changes to daylight and sunlight to neighbouring windows and/or overshadowing to neighbouring gardens.

Given the town centre location, the proposed height, scale and massing is considered an appropriate transitional scale that mitigates against any perceived or demonstrated harm to neighbouring residential properties. Given the significant planning benefits delivered by the scheme, primarily new residential housing within a sustainable town centre location, the proposed development is acceptable in planning terms.

Public Consultation Responses

We note during the consultation period, there have been a total of 26 no. of public consultation responses and objections issued to WBC in response to the application, primarily from directly surrounding properties or from existing residents within Ascot House.

We can very much appreciate the concern that neighbouring development can cause existing local residents which is why the applicants and the design team have sought from the outset to ensure that the proposed development would be sensitively designed (and delivered) to ensure any perceived or real impacts would be mitigated against.

In terms of material planning considerations, we have noted the following issues raised by local residents which we provide responses to below:

1) Transport – parking and trip generation

Applicant Response: Noting WBC's Highway Officer suggestion to replace the 4 x proposed disabled parking spaces with standard parking spaces, we have amended plans accordingly which has subsequently resulted in a net increase of 2 x additional parking spaces (38 x total spaces). We have sought to balance parking provision alongside various landscape improvements within the surface car park, which includes a number of Silver Birch trees which we consider a positive balance between transport needs and landscape/BNG improvements. Further the applicant would be willing to accept a condition to prepare and submit a parking management plan which will detail how parking management will be undertaken post-completion.

Regarding trip generation and traffic congestion, the submitted Transport Statement by TTP Consulting clearly demonstrates that an additional 10 x residential units would have a nominal impact on trip generation within the local network and is therefore acceptable in highway terms.

2) Built form – height, scale and massing / overlooking

Applicant Response: As previously outlined above in relation to responses to WBC's Landscape Officer comments, we would highlight that beyond the strategic approach that has been applied in relation to the height, scale and massing of the building, various design mitigation measures have been incorporated where suitable to further ensure any real or perceived overlooking of neighbouring properties has been successfully mitigated against. Primarily this has been achieved through the provision of 1.7m high opaque external corridor and balcony balustrades which mitigate against overlooking to protect neighbouring privacy. The final design and detail of these features would be controlled via planning condition. These measures are detailed on the submitted plans, section drawings and within the Design & Access Statement.

3) Daylight & sunlight

Applicant Response: Following further review of daylight and sunlight impacts, the project team have amended the southern elevation to remove the external balcony stack that was negatively impacting daylight/sunlight results to window ref. 160 of the existing SE corner ground floor unit.

The amendments have resulted in the loss of a 9.7sqm balcony to proposed Flat 1.03, but this unit still benefits from a 11sqm terrace along the western elevation. The subsequent amended daylight sunlight testing of the this window (see *Daylight and Sunlight Report (Neighbouring Properties) – Appendix 4 – 07 March 2025*) confirms the amended design results in a 3.6% Vertical Sky Component reduction and a retained 0.9 result and is therefore acceptable in daylight/sunlight terms.

The original (Oct. 2024) and amended (Mar. 2025) southern elevations are shown below:



Figure 1 - Original Submission - S Elevation (Oct. 2024)
(dwg. ref: 105_PL2_GA_01_Rev D)



Figure 2 - Amended Submission - S Elevation (March 2025)
(dwg. ref: FRNT_25.521_210_P04_Proposed South Elevation_A1)

As detailed within the *Daylight and Sunlight Report (Neighbouring Properties)* – 07 March 2025) there is nearly full compliance with BRE Daylight Guidance with only 2 x windows (193 & 213) not achieving guidance expectations. In both instances, each window still benefits from a 20% or more retained VSC score (20.5% and 26.5% respectively) against a BRE target of 27%. In BRE Guidance terms, and particularly in town centre locations, VSC results >20% are considered reasonably good retained daylight results and therefore acceptable. Overall, there is an overall very high degree of compliance which demonstrates the proposed development will have a relatively low impact on light received by neighbouring properties.

4) Construction management and impacts

Applicant Response: The applicant has provided the following summary of proposed construction strategy, construction programme and mitigation measures that will be implemented to ensure limited impacts to existing and surrounding neighbours throughout the construction phase.

Klara Homes have substantial experience in the delivery of similar “air-space” developments carried out over a 20 year period. It is always our aim to minimise disruption and inconvenience for occupants of the donor building and this is a key element of our design and delivery plan.

Communication Channels

Klara Homes will provide residents with various communication channels including the direct phone and email contact details of the site manager to ensure any on site matters are dealt with efficiently and as a matter of priority.

Limited internal disruption

During the Ascot House phase 1 works (completed in 2023) Klara Homes implemented the installation of a structural frame to accommodate a potential later air-space development and this structure is in place and ready to accept any future structural frame with stub columns protruding the existing flat roof ready for connections. This negates the need to make any invasive penetrations into the existing building envelope and will minimise disruption and noise/vibration through the existing building. In addition, we have extended drainage and incoming utilities to a service point ready for any future connection and thereby avoiding any service supplier excavations around the property.

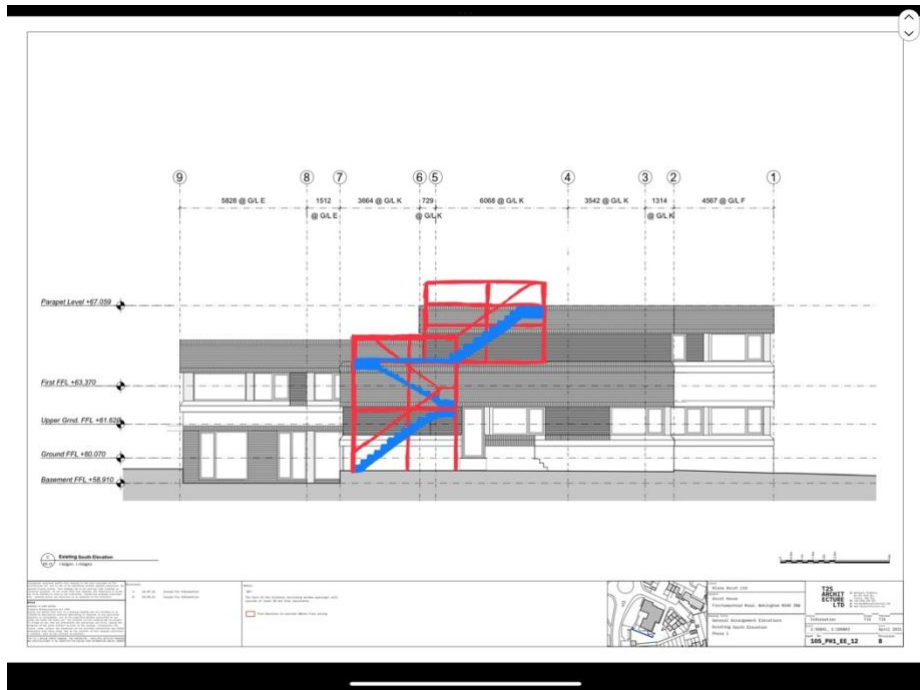
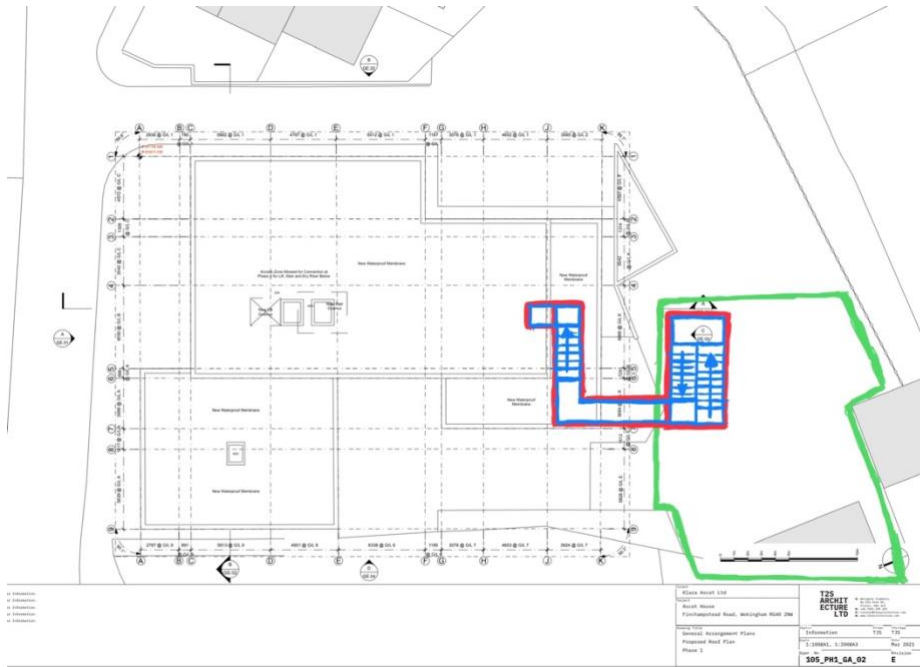
All in all, the building is very well prepared to receive the proposed roof addition with minimal invasive works required and therefore limited internal disruption to the current occupants.

The only disruptive works that will be intrusive to the existing building will occur when creating the opening for the staircase extension as operatives will need internal access to the existing building. Klara Homes anticipate this to take place at approximately week 16 with works to be completed within 1 week. Residents will be given a 2-4 week warning in advance.

Access and Scaffolding

As outlined below in **Figures 3-5**, construction access will be via a scaffold tower which will house an access staircase, this will be fully enclosed to avoid any overlooking from site personnel into any apartments if required. The access frame will be located adjacent

the southern elevation of the building in a position designed to not obstruct the windows of apartments, this may require a stand-alone stair tower and bridge access on to the roof area subject to detailed investigations by contractors if a suitable location cannot be identified. See initial sketches below showing the access tower and bridge which is positioned to avoid any windows.



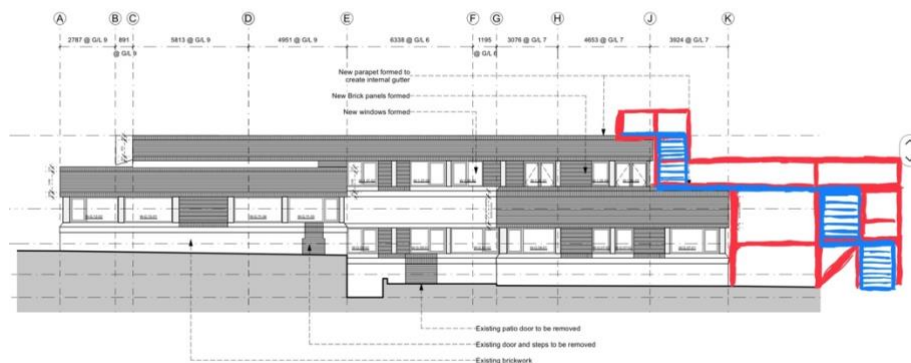


Figure 5 - Roof Access Scaffold System West Elevation

Access for materials will be via a powered hoist located at roof level and for larger items we will utilise a tele-handler to deliver materials to a roof level loading bay.

Scaffolding for the remaining elevations of the existing building will be working lift scaffold located just below the parapet height and above the existing windows. This means the deck and all work will be carried out above first floor window level maintaining privacy for residents. A handrail and netting will be erected to ensure a safe working area and to provide edge protection. On the northern and eastern elevations opaque netting will be utilised to limit any overlooking by contractors onto neighbouring properties. Any down stands will be strategically located between windows and avoiding opening windows to ensure existing residents retain good internal daylight/sunlight and an unrestricted outlook from their properties.

Where the proposed vertical extension is set back from the perimeter of the existing building parapet, no scaffolding is required. A fan and handrail (and opaque netting) will be erected to the roof perimeter to ensure a safe working area and to provide edge protection ensuring no materials are able to fall from the workspace.

We anticipate scaffolding to be erected for 4-5 months.

Programme (9-months)

Site set-up – Scaffold, Site containers, temp supplies & site compound	weeks 1-6
Installation of steel frame	weeks 7-10
Building envelope & windows	weeks 11-19
Internal fit-out	weeks 20-35
Commission services, snag & handover	weeks 36-39

Service Charge suspension

To assist with offsetting potential disruptions to existing residents, service charges will be suspended for the period of construction and the developer to is cover this cost.

Parking - Residents

As part of the 'site set up' phase of the build programme we will remove the planter at the front of the property on Kendrick close to create additional parking space for residents to be re-located from the rear where the site compound will be located as per Appendix 2 of CMP report shown below. We will ensure that 24 x parking spaces are available for existing residents at all times from the onset of construction through to completion. As needed a detailed construction phase parking strategy can be secured via planning condition.

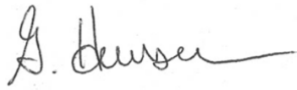


Parking - Operatives

Throughout the construction phase of the development all operatives will be recommended to utilise the neighbouring Carnival Public Car Park whilst working on site. This will ensure no impacts to existing resident parking provision nor adding any parking stress to surrounding residential/town centre streets.

We trust this consultation response note has provided helpful clarifications and responses to both statutory consultees as well as consultation responses from local residents. Should any further queries or clarification be required, please don't hesitate to contact myself as per details provided below.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'G. Hanson', with a long horizontal flourish extending to the right.

Gardiner Hanson

Technical Director

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KEY:

- Existing Active Charging Space
- Existing Passive Charging Space
- Proposed Active Charging Space
- Proposed Passive Charging Space

- Proposed Parking Provision
- Existing Parking Provision

PROJECT:
ASCOT HOUSE
FINCHAMPSTEAD ROAD,
WOKINGHAM, RG40 2NW

CLIENT:
KLARA HOMES
DRAWING TITLE:
PARKING PLAN
//

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NORTH



PROJECT:
ASCOT HOUSE
FINCHAMPSTEAD ROAD,
WOKINGHAM, RG40 2NW

CLIENT:
KLARA HOMES
DRAWING TITLE:
PROPOSED BLOCK PLAN
TOPO OMITTED

xx	xx	xx	xx
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PROJECT NO.	REVISION.	DRAWING NO.	
25.521	P04	200.1	
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- KEY:
- Existing Retained
 - 1-Bedroom Unit
 - 2-Bedroom Unit
 - Amenity



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1			

PROJECT
ASCOT HOUSE
FINCHAMPSTEAD ROAD,
WOKINGHAM,
RG40 2NW

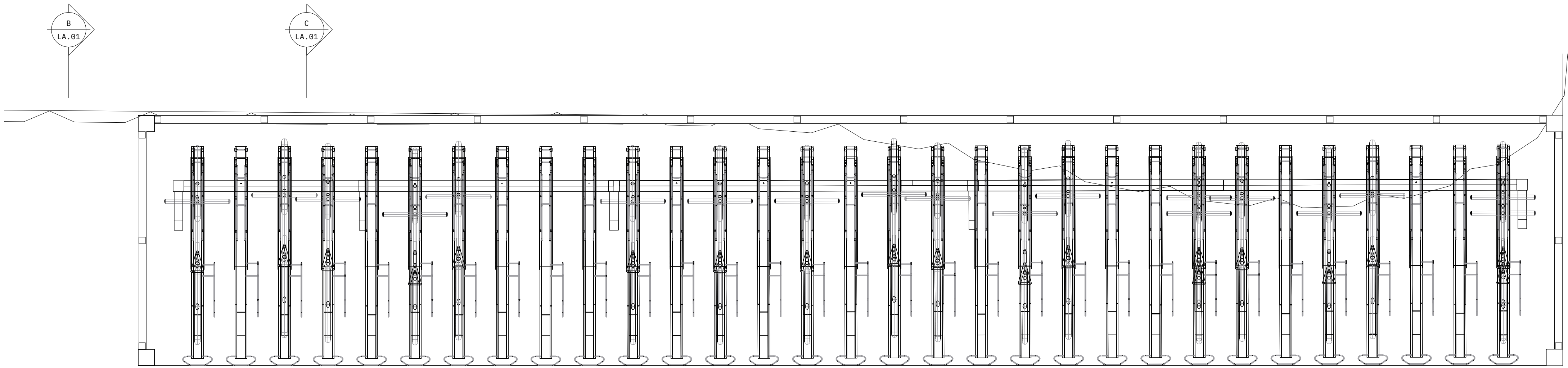
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PROPOSED GROUND FLOOR PLAN
AS EXISTING

CLIENT
KLARA HOMES

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CYCLE STORE
62 spaces

JOSTA 2 Tier System

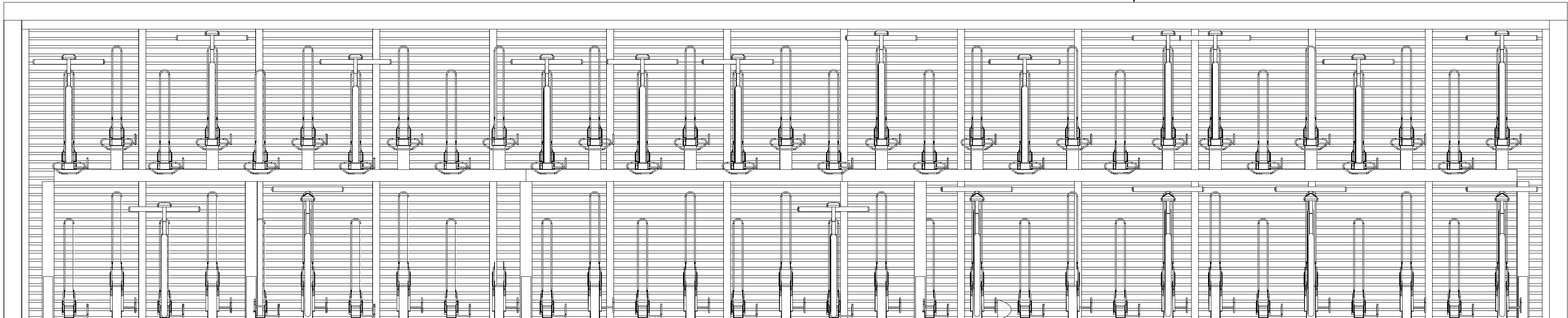
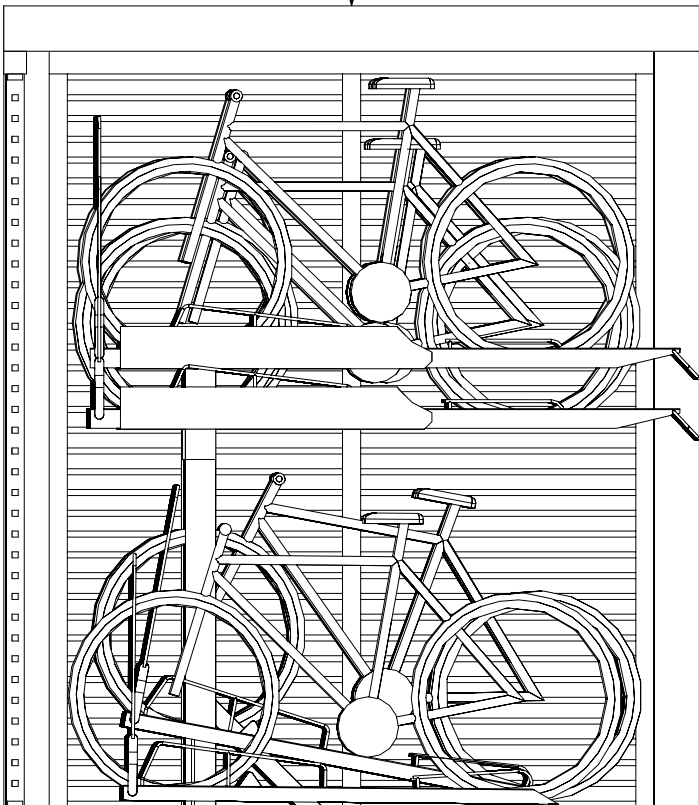
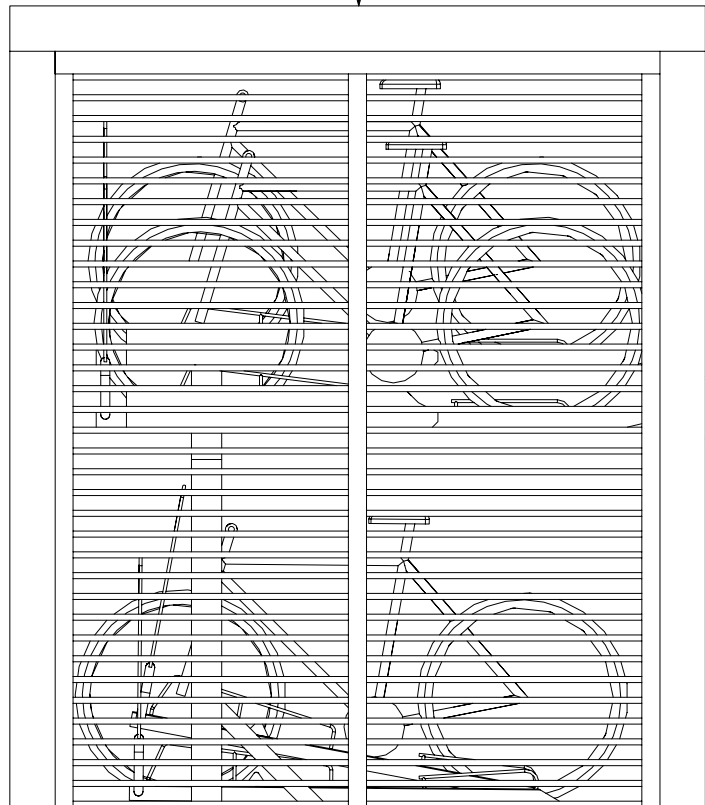
Proposed Cycle Store Plan
1:25@A1, 1:50@A3



Canopy to cover Bike Store

Canopy to cover Bike Store

Canopy to cover Bike Store



Proposed Cycle Store Elevation
1:25@A1, 1:50@A3

Proposed Cycle Store Short Section
1:25@A1, 1:50@A3

Proposed Cycle Store Long Section
1:25@A1, 1:50@A3

Revisions	
A	11.03.24 Issued for Planning.
B	21.05.24 Issued for Planning.

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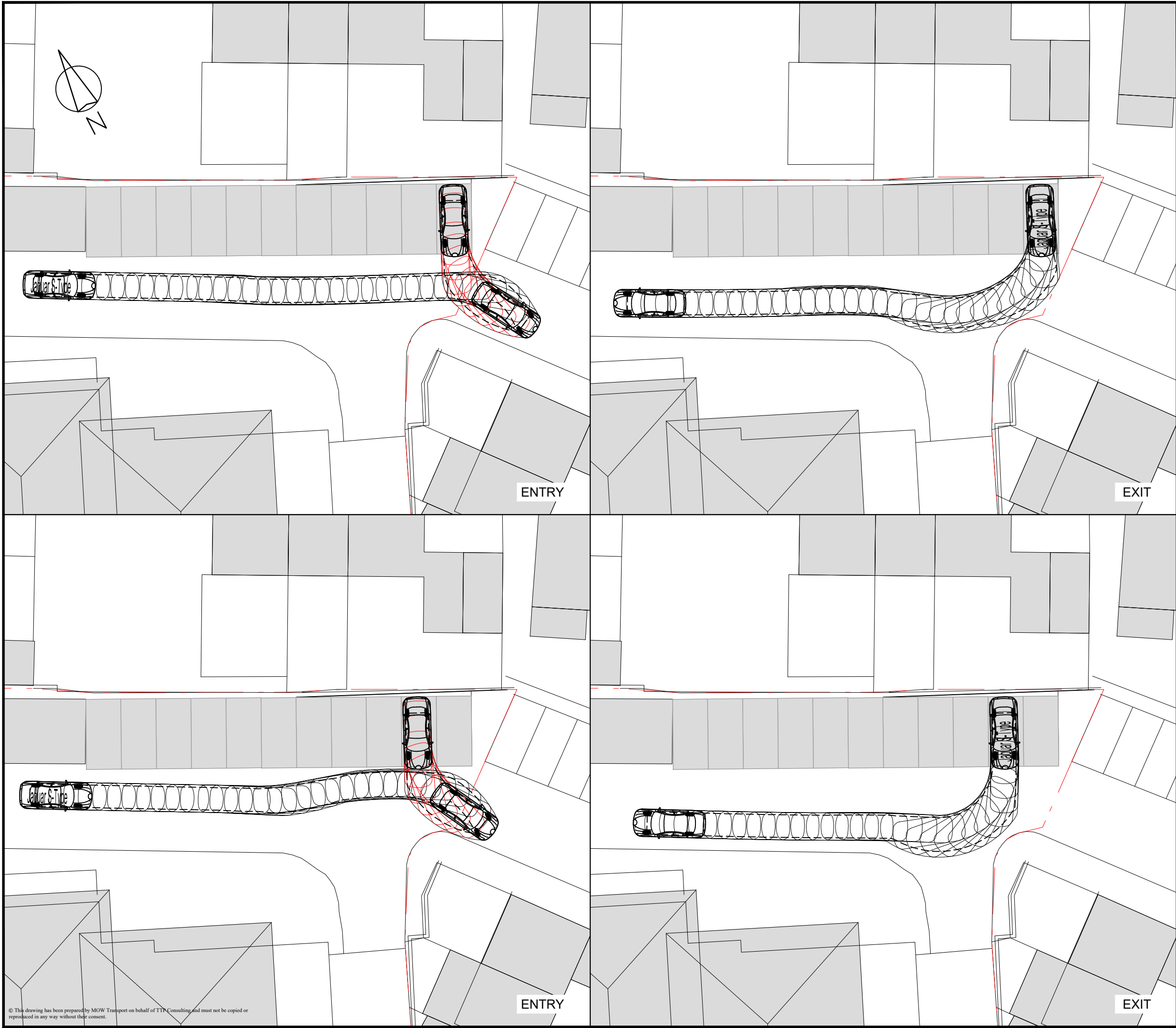


Client
Klara Ascot Limited
Project
Ascot House
Finchampsted Road,
Wokingham RG40 2NW
Drawing Title
Proposed Cycle Store

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Status Planning	Drawn KD	Checked TS
Scale 1:25@A1	Date March 2023	
Drwg. No. 105_PL2_LA_01	Revision B	



Rev	Details	Drawn	Checked	Date
1				
4.939  0.937 2.909 Jaguar S-Type Overall Length4.939m Overall Width1.878m Overall Body Height1.474m Min Body Ground Clearance0.259m Max Track Width1.544m Lock to Lock Time4.00 sec Kerb to Kerb Turning Radius6.000m				
Notes: 1. This is not a construction drawing and is intended for illustrative purposes only.				
Client -				
Project Ascot House				
Drawing Title Swept Path Analysis using a Large Car				
Scale 1:250 at A3				
Drawn		MG	17.01.25	
Checked		SD	17.01.25	
ttp consulting transport planning specialists				
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753				
Drawing Number				Rev
2020-3964-AT-109				1

Appendix I – Existing / Proposed Parking Plan

Proposal: Ascot House, Finchampstead Road, Wokingham, RG40 2NW

App no: 242066

Date: Nov 27th 2024

Ref: 158-NT-01_A

Clarification following comments from the WBC Landscape Officer

This note provides clarification on points raised by the WBC Landscape Officer on the appraisal of predicted visual effects in the Townscape and Visual Impact Assessment (TVIA) which accompanied the planning application.

WBC consider that for a few close viewpoints, particularly from existing dwellings in Kendrick Close and Norton Road, the effects will be adverse in direction, whilst the TVIA predicts that visual effects will be neutral i.e. neither beneficial nor adverse in direction.

Visualisations of the Proposals (Appendix B of the TVIA; appended to this note for convenience) demonstrate that the proposed extension to Ascot House will be visible in views looking east from Wellington Road and from Kendrick Close (although it will not be visible from further afield or from more sensitive locations such as areas of public open space or the conservation area).

Whilst the TVIA (para 4.17) acknowledges that there will be changes in the view from some neighbouring properties, the report provides an assessment of the effects on views from publicly accessible locations and it is not a residential amenity assessment. This is because, whilst residents can be sensitive to changes in views from their properties, there is no right to a private view in planning policy and the guidance in GLVIA3¹, from which the TVIA methodology is derived, places emphasis on assessing visual effects on public areas, rather than on private residential properties.

The visualisations demonstrate that the proposed extension to the existing building will not appear out of scale or introduce disproportionate form or overly intrusive elements to the townscape. As the TVIA notes, it represents a gradual increase in scale from the lower rise residential form to the east to the larger scale built form to the west, complementing the existing varied local roofscape, as required by the Wokingham Town Centre Masterplan SPD.

The TVIA concludes that there will be change in local views from some publicly accessible locations; the effects on the views are predicted to be 'moderate and neutral'. The assessment of the effects as 'moderate' acknowledges that there will be change in views from Kendrick Close and Wellington Road. The assessment of the effects as 'neutral' in direction - rather than adverse - is because change does not automatically equate to harm and the Proposals will not introduce any incongruous features to the prevailing pattern of townscape and there would be neither a worsening nor a betterment of the existing situation.

The landscaping scheme

WBC comment that, due to proximity to the building, the specified trees are not large growing species and will not provide any mitigation for the increased height and massing of the building.

This is agreed - the assessment of townscape and visual effects does not assume any mitigation resulting from the proposed tree planting.

¹ Landscape Institute and IEMA (2013) *Guidelines for Landscape and Visual Impact Assessment; Third Edition, 2013*

Representative View 1 – Kendrick Close



Representative View 1 - Existing view



*Representative View 1 - Proposed view following completion of construction (mortar and brickwork will weather and age in subsequent years)
N.B. Landscape proposals to frontage are not shown*

Representative View 2 – Pavement on Finchampstead Road



Representative View 2 - Existing view



Representative View 2 - Proposed view

Representative View 3 – Wellington Road

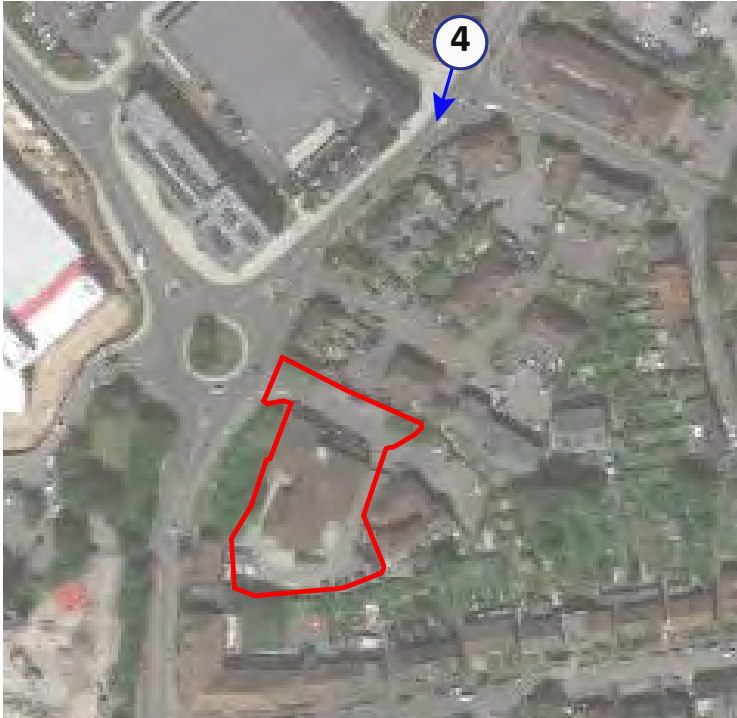


Representative View 3 - Existing view



*Representative View 3 - Proposed view following completion of construction (mortar and brickwork will weather and age in subsequent years)
N.B. Landscape proposals to frontage are not shown*

Representative View 4 – Denmark Street



Representative View 4 - Existing view



Representative View 4 - Proposed view

Representative View 5 – Wellington Road

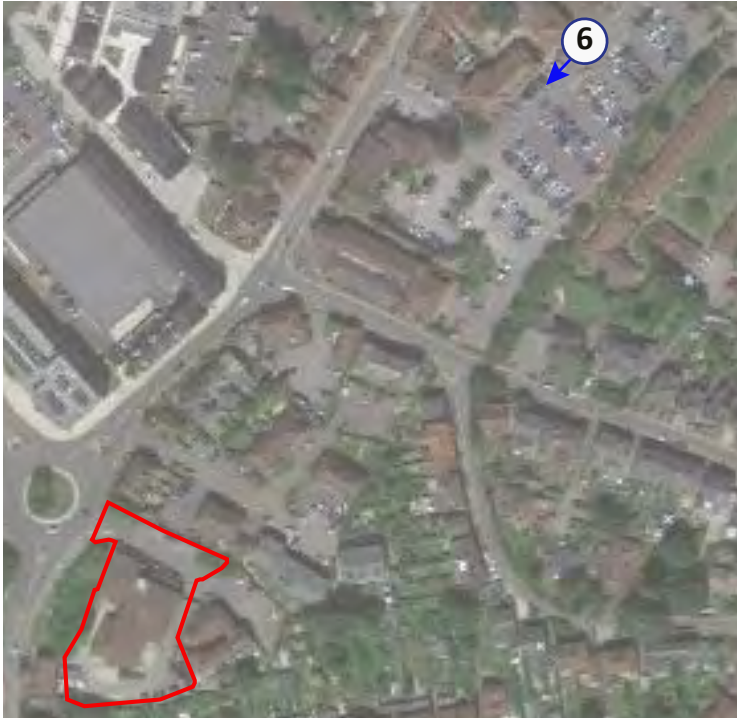


Representative View 5 - Existing view



Representative View 5 - Proposed view

Representative View 6 – Denmark Street Car Park



Representative view 6 - Existing view



Representative View 6 - Proposed view

Representative View 7 – Wellington Road



Representative View 7 - Existing view



Representative View 7 - Proposed view

Appendix II – 3D Representative View Pack

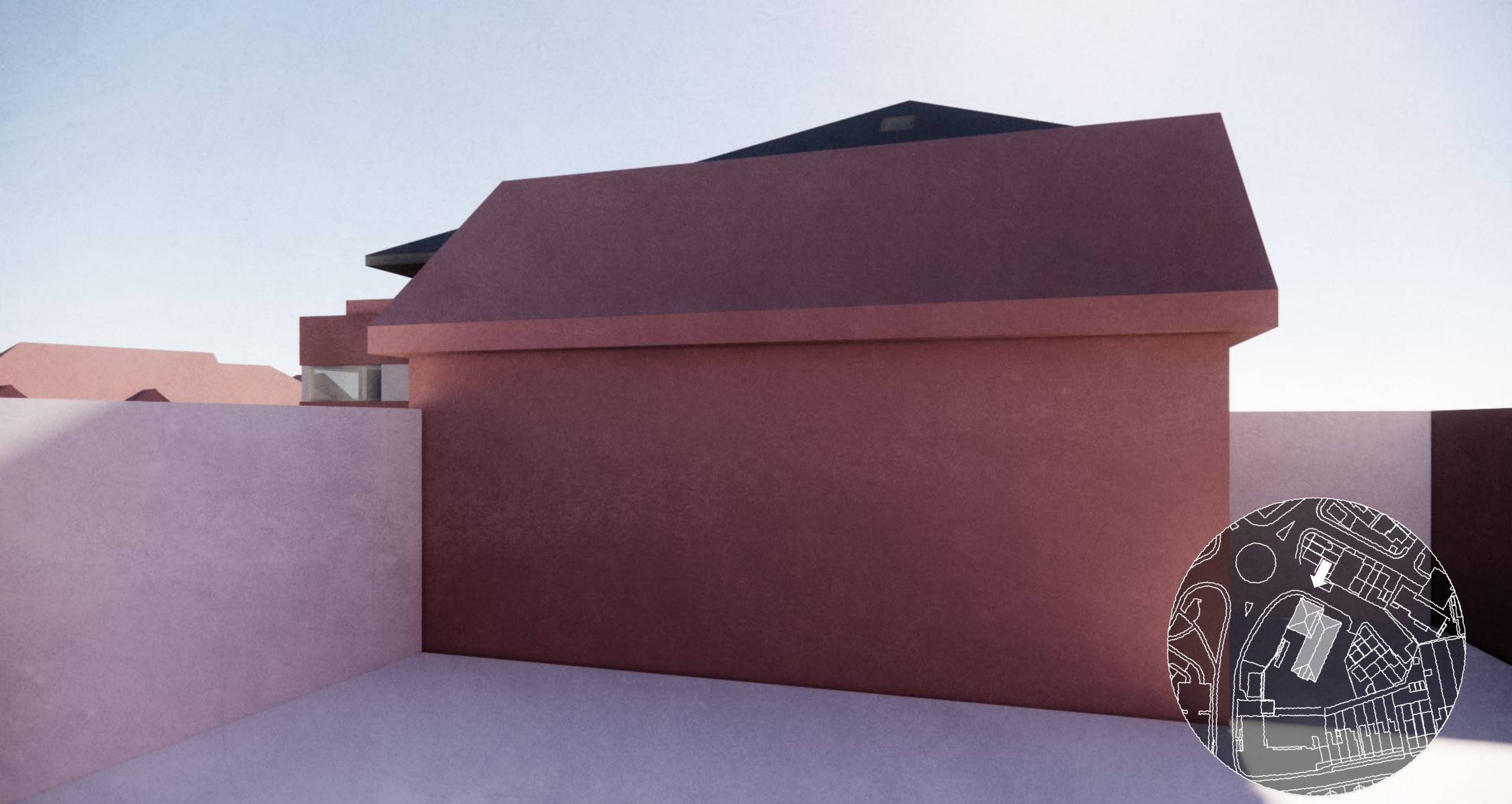
Ascot House, Wokingham

Illustrative views

January 2025

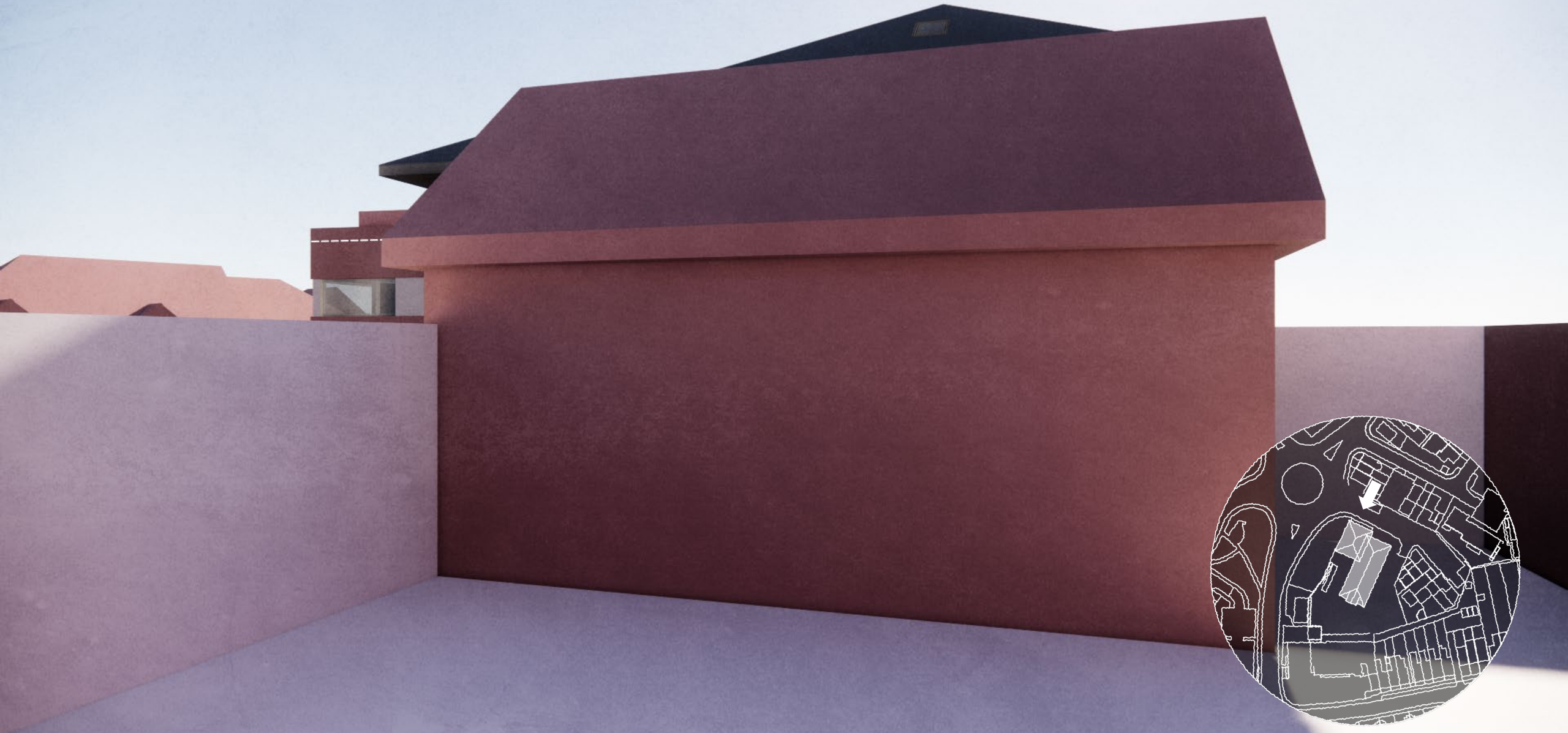


Views Summary

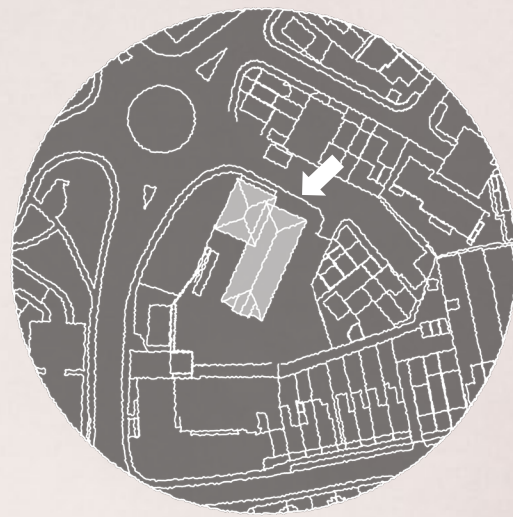
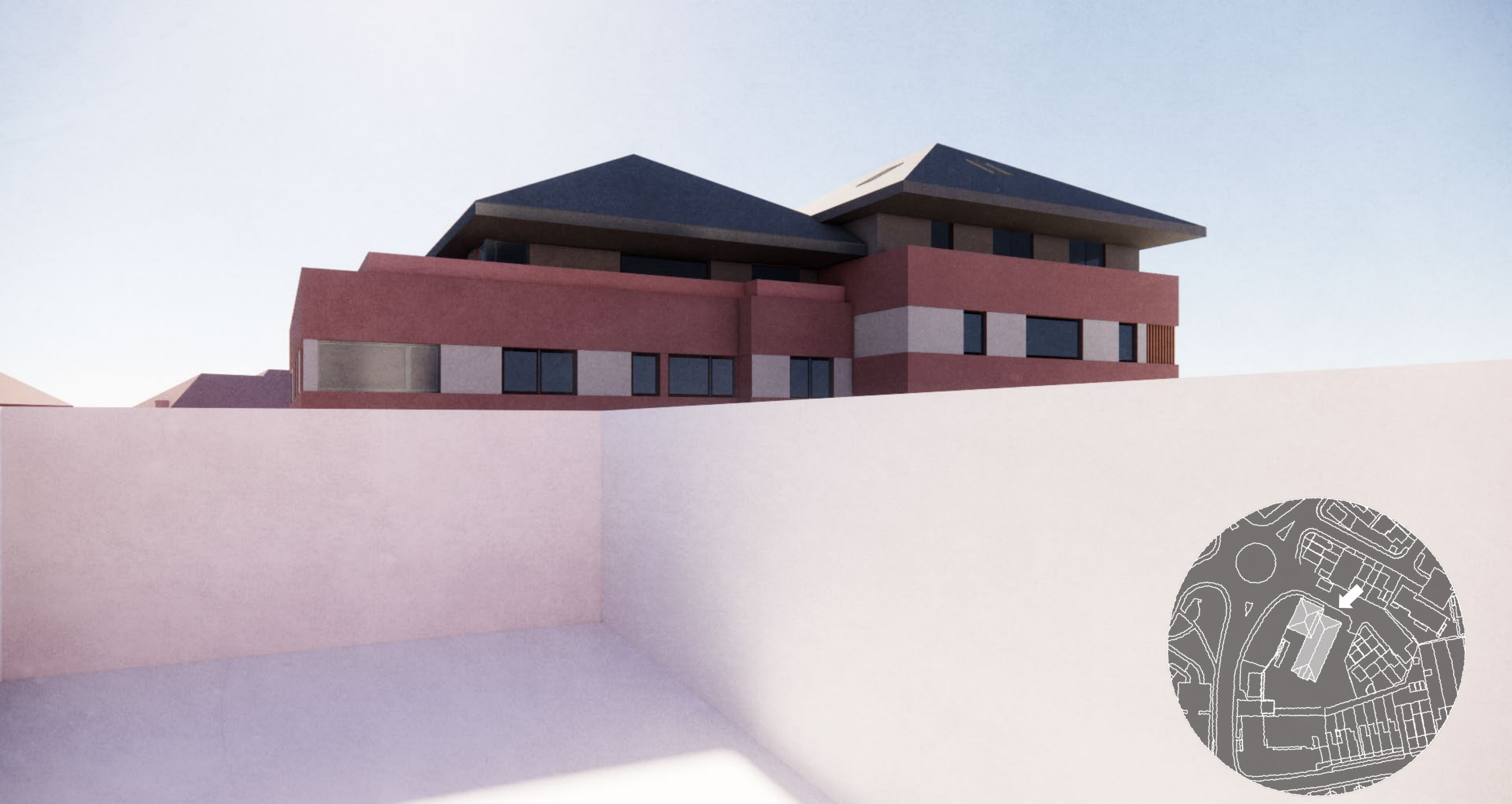


View 1

----- Existing Building Line



View 1 Existing & Proposed

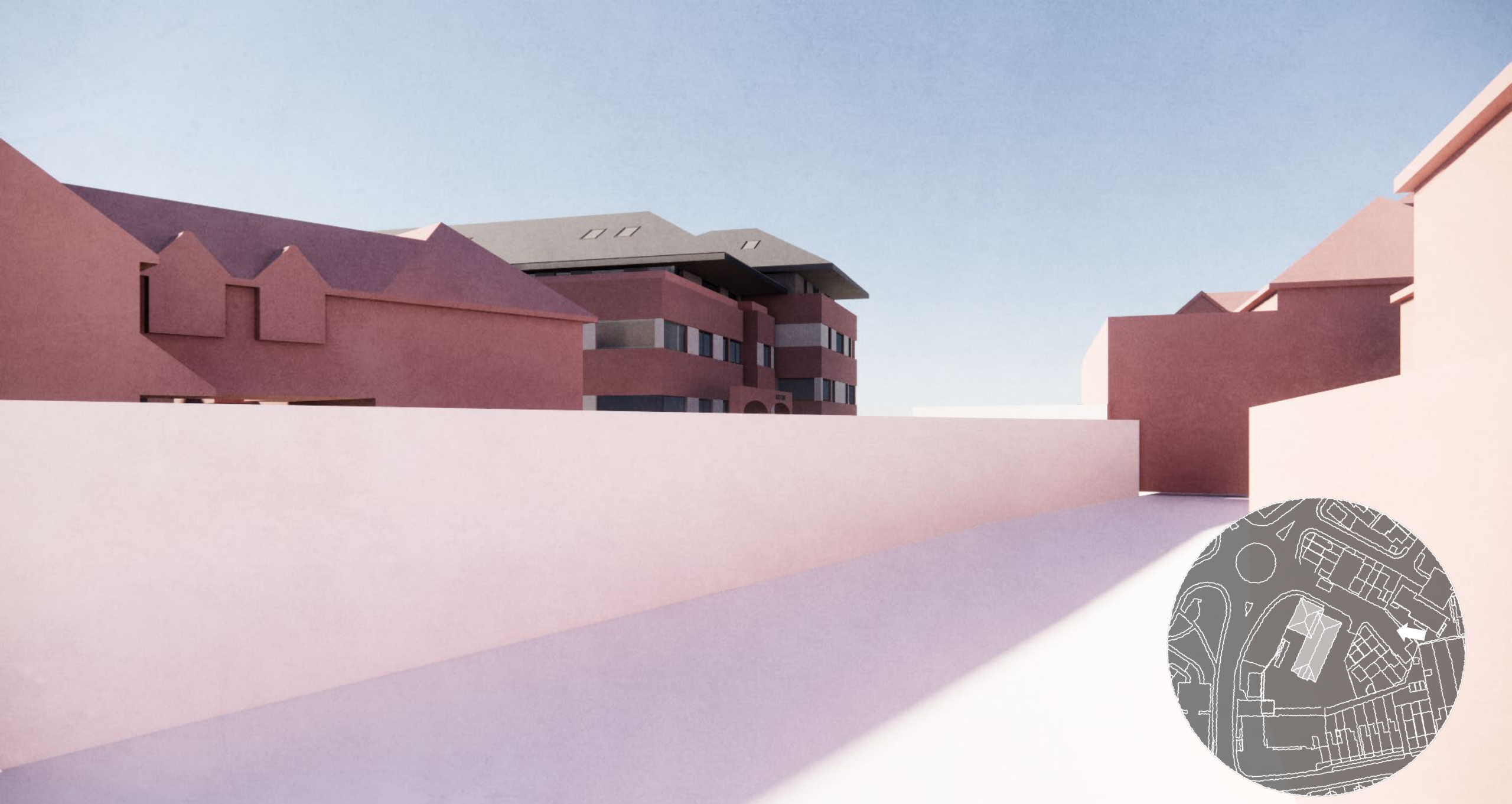


View 2

----- Existing Building Line

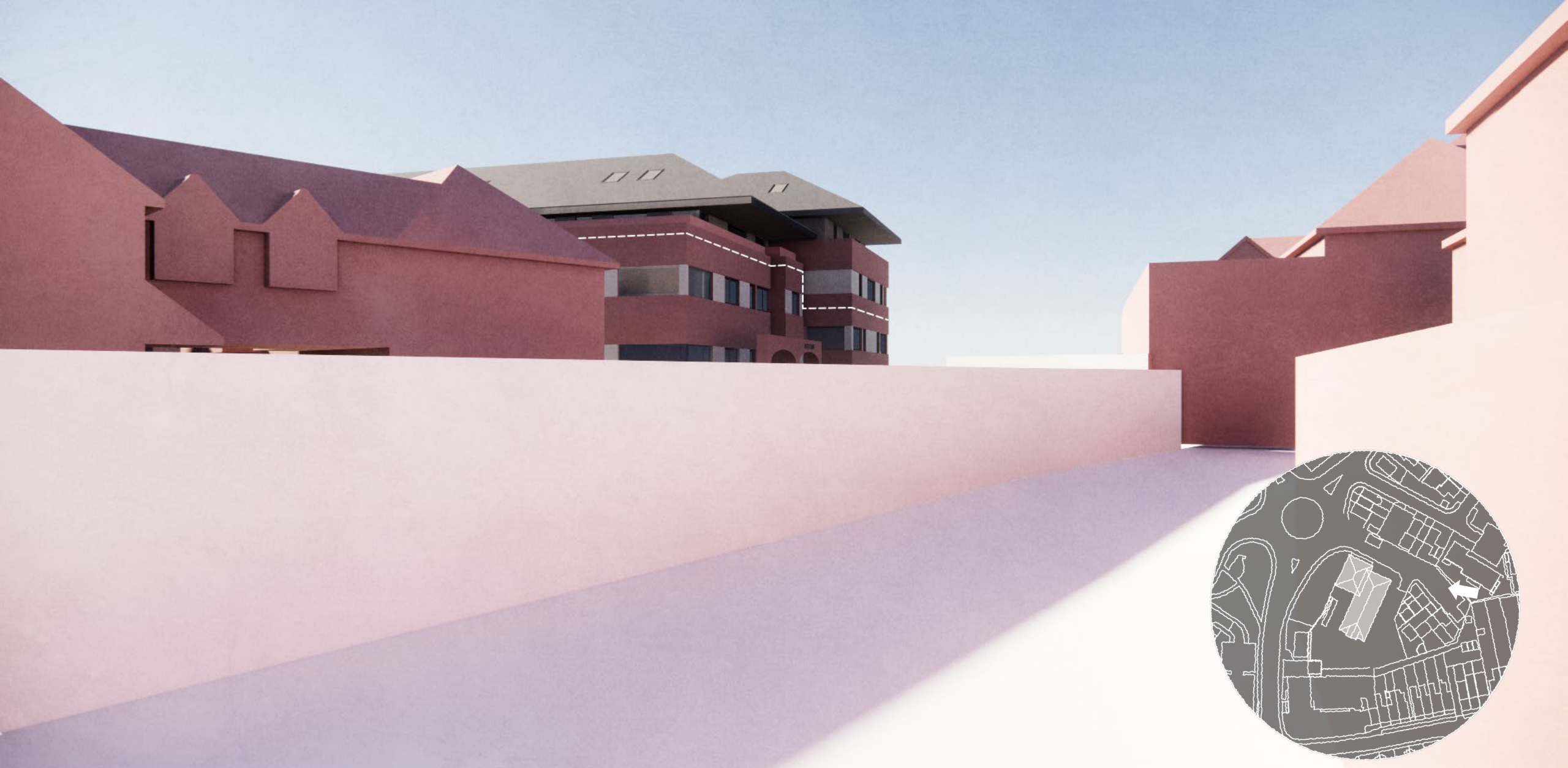


View 2 Existing & Proposed



View 3

----- Existing Building Line



View 3 Existing & Proposed



View 4

----- Existing Building Line



View 4 Existing & Proposed



View 5

----- Existing Building Line



View 5 Existing & Proposed



View 6

----- Existing Building Line



View 6 Existing & Proposed

