

Planning / Design & Access Statement

& Sustainability Statement

Land at 1 Norton Road | Riseley | RG7 1SH

February 2026

Document

Client/Applicant: Balforton Developments Ltd.

Document Reference: 23.24-DAS1

Revision: A

Date: 6th February 2026

Contents

1.0	Introduction	3.
2.0	Planning History	3.
3.0	Planning Policy	4.
4.0	Design Guidance	6.
5.0	Site Description	7.
6.0	Design Proposal	16.
7.0	Sustainability	22.
8.0	Planning Assessment	23.
9.0	Conclusion	27.

Introduction

- 1.1 This Statement has been prepared in support of a full planning application for the erection of a detached dwelling, together with associated carport, parking and access, on land at No. 1 Norton Road, Riseley.
- 1.2 The purpose of this Statement is to explain the design principles and concepts that underpin the proposed development. In particular, the document seeks to demonstrate:
- the design principles and concepts applied to the proposed development;
 - the appraisal of the site context and how the design responds positively to its surroundings;
 - how relevant national and local planning policies have informed the proposals;
 - the location of access points to the development, any consultation undertaken in relation to access, and how the outcomes of this consultation have influenced the design; and
 - details of the proposed use and the scale of development proposed.

Planning History

- 2.1 There is no planning history directly related to the application site for the proposed development. The known planning history associated with No. 1 Norton Road, as identified through an online planning search, is set out below:

Address: 1 Norton Road, Riseley

Application: 240471

Decision: Approve

Description: Householder application for proposed two storey side extension, two storey rear extension, plus changes to fenestration, following demolition of existing outbuilding.

- 2.2 There have been a number of planning applications within Norton Road relating to infill development. Relevant examples of consented development are outlined below:

Address: Bolet, Norton Road, Riseley

Application: 012057

Decision: Approve

Description: Proposed erection of two dwellings (Amendment to consent 2000/0525).

Address: Southview, Norton Road, Riseley

Application: 152353

Decision: Approve

Description: Application for the proposed erection of 2no dwellings following demolition and removal of existing dwelling.

Planning Policy

- 3.1 A brief overview of the relevant national and local planning policy framework is set out below.

National Planning Policy

- 3.2 The National Planning Policy Framework (NPPF), revised in December 2024, sets out the Government's planning policies for England and how these are to be applied.
- 3.3 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, including the delivery of new homes (paragraph 7).
- 3.4 The NPPF explains that achieving sustainable development involves three overarching objectives, economic, social and environmental, which are interdependent and must be pursued in mutually supportive ways (paragraph 8):

a) Economic – to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and by identifying and coordinating the provision of infrastructure;

b) Social – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes is provided to meet the needs of present and future generations, and by fostering well-designed, beautiful and safe places with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) Environmental – to protect and enhance the natural, built and historic environment, including through the effective use of land, the improvement of biodiversity, the prudent use of natural resources, the minimisation of waste and pollution, and the mitigation of and adaptation to climate change, including the transition to a low-carbon economy.

- 3.5 The NPPF also recognises that small and medium-sized sites can make an important contribution to meeting housing needs and are often built out relatively quickly. Paragraph 73 states that local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for housing.
- 3.6 A public consultation on further revisions to the NPPF was launched in December 2025 and is scheduled to close on 10th March 2026. The proposed revisions seek to reform the planning system in England, with a renewed emphasis on driving sustainable growth and significantly increasing housing delivery. As such, the emerging revised NPPF is a material consideration in the determination of this application.

Core Strategy

- 3.7 Wokingham Borough Council's Core Strategy Development Plan Document, adopted in January 2010, forms part of the statutory Development Plan for the Borough. The Core Strategy establishes the long-term vision for Wokingham and provides the strategic framework for subsequent Local Plan documents.

- 3.8 The following Core Strategy policies are of relevance to the proposal:

CP1 – Sustainable Development
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

CP17 – Housing Delivery

Managing Development Delivery Document

3.9 Wokingham Borough Council's Managing Development Delivery (MDD) Document, adopted on 21st February 2014, expands upon the objectives of the Core Strategy. The document allocates sites for development and provides detailed development management policies against which planning applications are assessed.

3.10 The following MDD policies are of relevance to the proposal:

CC01 – Presumption in Favour of Sustainable Development

CC02 – Development Limits

CC03 – Green Infrastructure, Trees and Landscaping

CC06 – Noise

CC07 – Parking

CC09 – Development and Flood Risk

CC10 – Sustainable Drainage

TB06 – Development of Private Residential Gardens

TB07 – Internal Space Standards

TB21 – Landscape Character

TB23 – Biodiversity and Development

Supplementary Planning Documents

3.11 Wokingham Borough Council's Borough Design Guide Supplementary Planning Document, adopted on 31st May 2012, forms part of the local development plan and is a material consideration in the determination of planning applications. The SPD provides guidance on achieving high-quality residential design and emphasises the importance of responding to local character and context.

Village Design Statement

3.12 The Riseley Village Design Statement, as amended in August 2009, has been prepared by the Parish Council to promote high-quality design within the village. The document recognises that some development within the Parish is inevitable, while seeking to ensure that the distinctive character of Riseley is retained and, where possible, enhanced through new development.

Design Guidance

- 4.1 The National Design Guide (2021) sets out ten characteristics of well-designed places and illustrates what good design means in practice. A summary of the key characteristics relevant to the proposed development is set out below.

Context

- 4.2 Development should respond positively to its surroundings and integrate successfully with the existing physical, social and environmental context.

Identity

- 4.3 Development should create a positive and coherent identity that is attractive and distinctive, reflecting the character and history of the surrounding area.

Built Form

- 4.4 The layout, form and massing of development, together with the arrangement of open spaces, should contribute to a clear sense of place and promote inclusion and cohesion.

Movement

- 4.5 Development should provide safe, convenient and legible movement networks that function efficiently, promote accessibility and inclusion, and support sustainable modes of transport.

Nature

- 4.6 Development should integrate existing natural features, incorporate new planting and landscaping, provide attractive and usable open spaces, and seek to enhance biodiversity.

Public Spaces

- 4.7 Development should provide well-located and accessible public or semi-private spaces that encourage activity, social interaction and a positive relationship with the public realm.

Uses

- 4.8 Development should respond to local housing needs by providing an appropriate mix of housing types that supports people at different stages of life, where relevant.

Homes and Buildings

- 4.9 Development should deliver well-designed homes and buildings that provide high-quality internal layouts and external amenity spaces for their occupants.

Resources

- 4.10 Development should optimise opportunities to reduce the consumption of energy, water and other natural resources.

Lifespan

- 4.11 Development should be durable, easy to maintain and capable of adapting to changing needs and evolving technologies over time.

Site Description

Site Location

- 5.1 The application site is located on land at No. 1 Norton Road, Riseley.
- 5.2 The site occupies a corner position at the junction of Norton Road and Basingstoke Road (B3349) and comprises part of the garden of the existing dwelling at No. 1 Norton Road.
- 5.3 The site lies within the defined settlement boundary of Riseley, which is identified as a Limited Development Location under Core Strategy Policy CP9.

Site Description

- 5.4 The site is broadly rectangular in shape.
- 5.5 The north-eastern boundary adjoins the existing host dwelling at No. 1 Norton Road. The northern boundary abuts the garden of the neighbouring property, Lilydale. The north-western boundary fronts Basingstoke Road (B3349). The south-western and south-eastern boundaries front Norton Road, which curves around the southern edge of the site.
- 5.6 The application site extends to a maximum depth of approximately 27.8 metres and a maximum width of approximately 29.8 metres. The red line site area measures approximately 0.06 hectares.
- 5.7 The site slopes gently upward from north-east to south-west, with an overall level change of approximately 0.9 metres across the width of the site.
- 5.8 A mature Ash tree (T1) is located close to the northern boundary and has been assessed as a Category B2 tree in accordance with BS 5837. A smaller

Ash tree (T2) is located adjacent to the south-western boundary and has been assessed as a Category B–C2 tree. This tree is intersected by an overhead electricity power line. A small Yew tree (T3), located adjacent to T2, has been assessed as a Category C2 tree.

- 5.9 An existing boundary hedge extends along part of the Norton Road frontage and comprises a mix of species.

Site Surroundings

- 5.10 Norton Road has a varied and mixed character, comprising bungalows, one-and-a-half storey dwellings and two-storey houses. Development along the road includes both detached and semi-detached properties of differing ages, architectural styles, sizes and scales, resulting in a streetscene with no single prevailing character.
- 5.11 Housing plots along Norton Road vary significantly in size, and rear gardens are commonly modest and of limited depth, ranging from approximately 56 square metres in area and as little as 4.3 metres in depth.
- 5.12 The existing houses along both sides of Norton Road are arranged in informal rows, with some variation in building setbacks from the highway. The closest properties are set back by approximately 3.5 metres from the carriageway.
- 5.13 The existing host dwelling at No. 1 Norton Road is located to the north-east of the application site and is currently undergoing extension and refurbishment works. The property is a two-storey detached house with rendered external walls, sash-style windows and a pitched slate roof with ornamental crested ridge tiles.
- 5.14 Dawn Cottage, located to the north-east, is similar in character and appearance to No. 1 Norton Road, albeit featuring casement windows and roll-topped ridge tiles.

- 5.15 Beyond Dawn Cottage are Nos. 1 and 2 Norton Cottages, which comprise a pair of two-storey, brick-built semi-detached dwellings with sash-style windows and have a pitched slate roof. The properties incorporate decorative brick detailing, including diaper brickwork, banding and quoins.
- 5.16 Southview and Northview are located to the north-east of Norton Cottages and are recently constructed two-storey detached dwellings. These properties are built in red brick with blue brick detailing, feature casement windows, and have pitched roofs finished in plain tiles.
- 5.17 On the southern side of Norton Road, opposite the application site, are Jalno and Hobbits, a pair of semi-detached bungalows constructed in red brickwork and featuring a hipped roof finished in interlocking concrete tiles.
- 5.18 Diagonally opposite the site to the east are Nos. 6 and 6a Norton Road, a recently constructed pair of one-and-a-half storey dwellings with first-floor accommodation partly within the roof space and served by front-facing dormer windows. The dwellings are brick built, with casement windows and have a pitched roof finished in plain tiles.
- 5.19 Westbourne House is located to the south-west of the application site on the opposite side of Norton Road. The property is two storeys in height, constructed in brickwork that has been painted white, with sash windows and has a hipped roof finished in slate.

Site History

- 5.20 The existing host dwelling at No. 1 Norton Road occupies an unusually large plot when compared to surrounding properties. The main body of the garden has an unusual relationship with the house, extending to the south-west side of the dwelling. Whilst this land currently forms part of the garden of No. 1 Norton Road, historic mapping demonstrates that this has not always been the case. The land was previously developed with what appears to have been a separate dwelling constructed prior to 1900 and

demolished sometime after 1976. The site therefore comprises previously developed land.

Fig 1. Table illustrating the approximate rear garden areas of adjacent properties in Norton Road, Basingstoke Road and Portway in order of size (Refer to Fig 2.)

Area:*	Address:	Map Ref:
39 sqm	No. 7 Portway.	21
43 sqm	No. 8 Portway.	20
58 sqm	No. 11 Portway.	17
59 sqm	Hobbits, Norton Road.	12
68 sqm	No. 6 Norton Road.	13
87 sqm	No. 6a Norton Road.	14
89 sqm	Jalno, Norton Road.	11
89 sqm	1. Norton Road. (Proposed)	1
100 sqm	1. Lilac Cottage, Basingstoke Road.	4
110 sqm	1 Kempton Cottages.	10
113 sqm	2. Lilac Cottage, Basingstoke Road.	3
133 sqm	2. Norton Cottages, Norton Road.	7
150 sqm	Northview, Norton Road.	9
169 sqm	1. Norton Cottages, Norton Road.	6
191 sqm	Lilydale, Basingstoke Road.	2
192 sqm	No. 8 Norton Road.	15
198 sqm	Southview, Norton Road.	8
238 sqm	No. 9 Portway.	19
260 sqm	No. 10 Portway.	18
276 sqm	Dawn Cottage, Norton Road.	5
502 sqm	Westbourne House.	16

*Approximate area measured from OS Map data.



Fig 2. Map illustrating the approximate rear garden areas of adjacent properties.

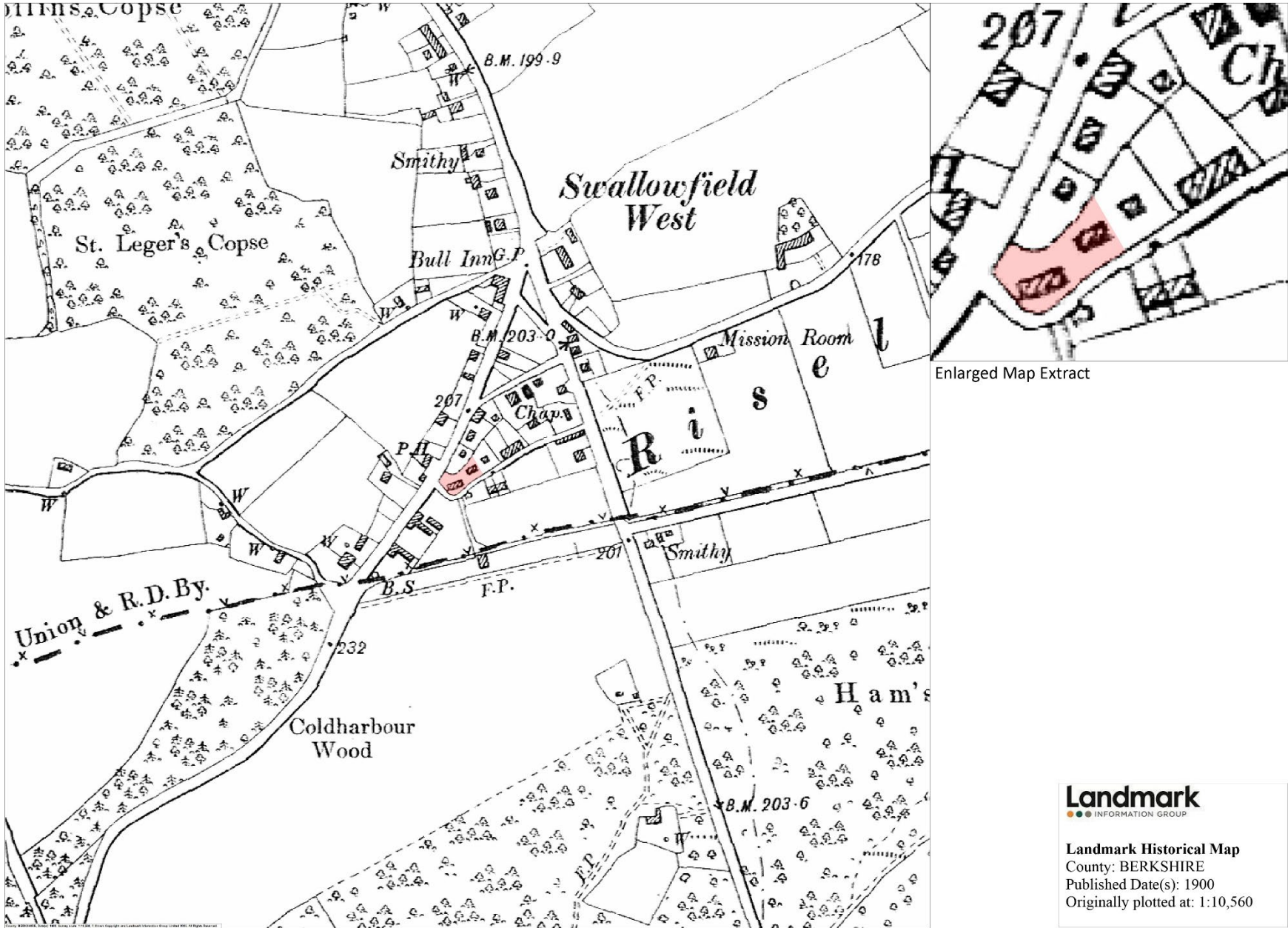


Fig 3. 1900 OS Map showing historic development on the application site.

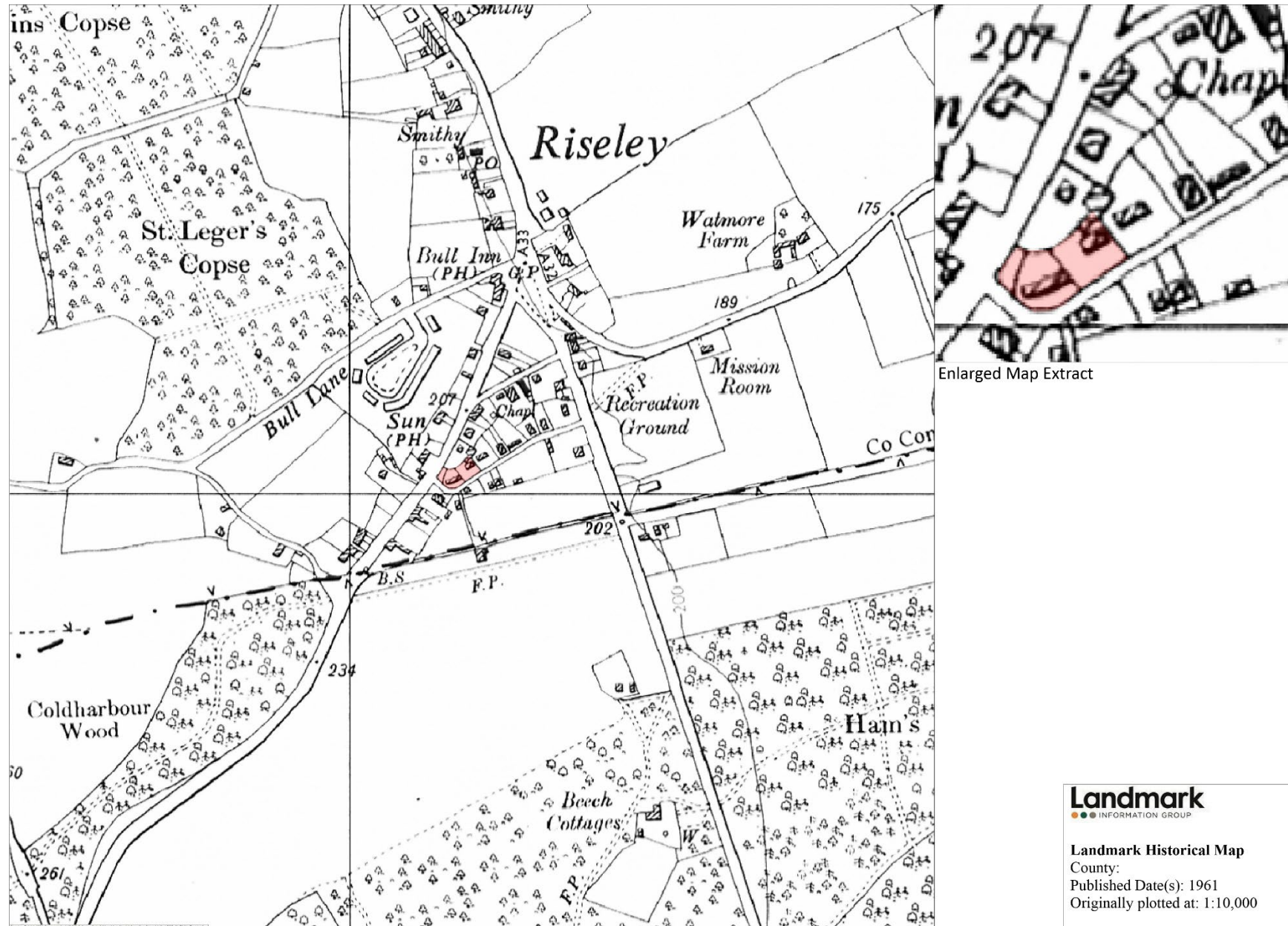


Fig 4. 1961 OS Map showing historic development on the application site.

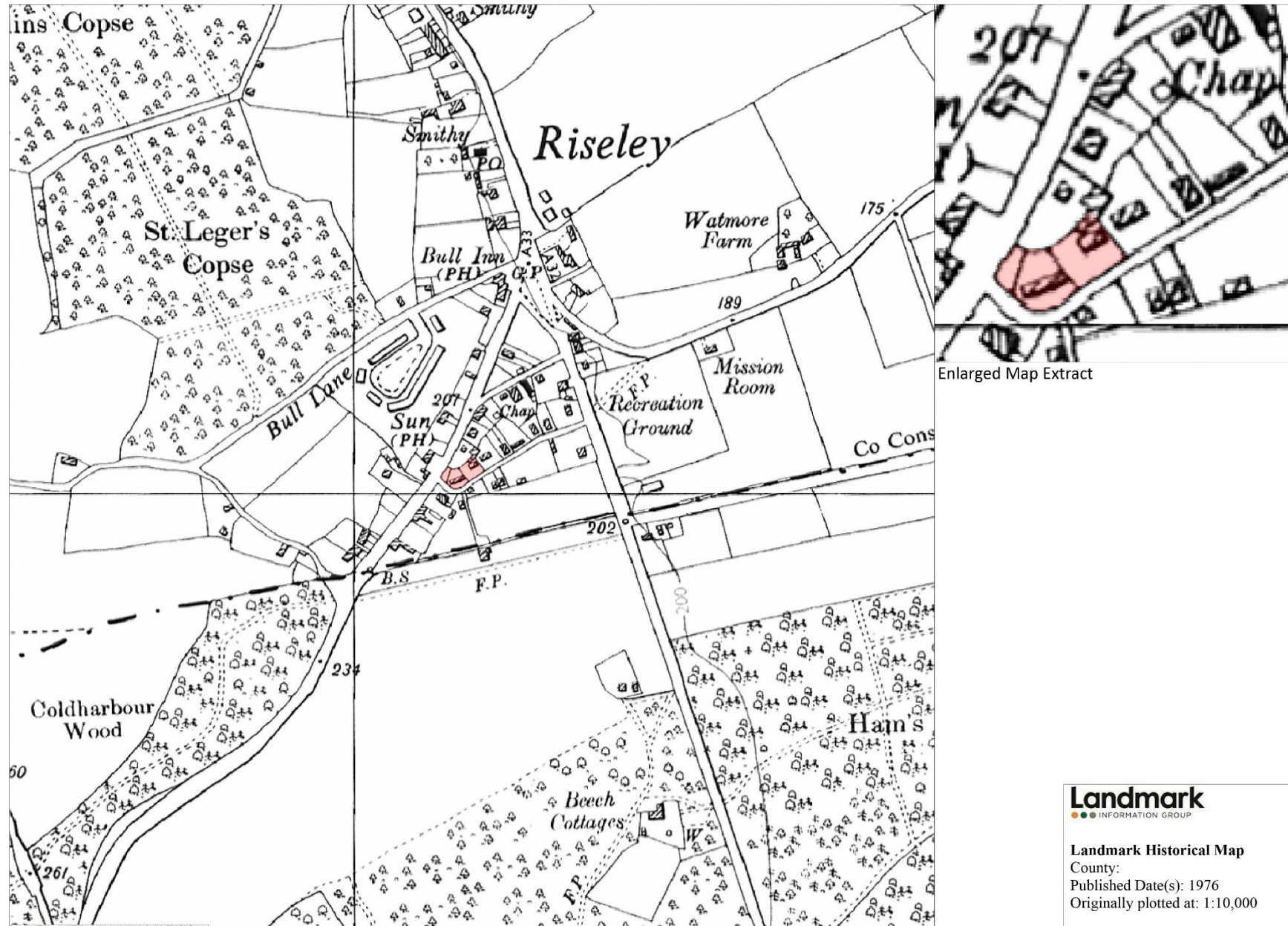


Fig 5. 1976 OS Map showing historic development on the application site.



Fig 6. Dawn Cottage, Norton Road.



Fig 7. Norton Road.



Fig 8. Norton Cottages, Norton Road.



Fig 9. Southview and Northview, Norton Road.



Fig 10. No. 6 and 6a Norton Road.



Fig 11. Hobbits, Norton Road.



Fig 12. Jalno, Norton Road.



Fig 13. Garage of Jalno, Norton Road.



Fig 14. Blanchards Cottage, Brushwood House and Dukes Field Cottage access.



Fig 15. Westbourne House



Fig 16. Basingstoke Road.



Fig 17. Lilydale, Basingstoke Road.

Design Proposal

Amount

- 6.1 This full planning application seeks approval for the erection of a detached dwelling, together with associated carport, parking and access.
- 6.2 The proposed dwelling will provide living accommodation at ground-floor and four bedrooms at first-floor. The total gross internal floor area, the combined living accommodation floor area, the floor area of the individual bedrooms, and the total floor area of storage, all exceed the minimum internal space standards set out in the Borough Design Guide SPD.

Means of Access

'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

- 6.3 The existing access and parking arrangements serving No. 1 Norton Road will remain unaltered.
- 6.4 A new vehicular and pedestrian access will be created at the south-eastern corner of the site, positioned as far as practicable from the bend in Norton Road. The access will benefit from visibility splays measuring 2.4 x 16 metres to the west and 2.4 x 17 metres to the east, derived from a speed survey reflecting actual traffic speeds along Norton Road.
- 6.5 A driveway will extend to the proposed carport from the highway, and a total of four parking spaces comprising two driveway spaces and two carport spaces will be provided on the site. Whilst this exceeds the maximum requirements of local planning policy, this level of provision will help prevent overspill parking onto the public highway.
- 6.6 Secure cycle parking will be provided within a storage shed located in the rear garden behind the proposed carport, providing storage for 3 No. cycles in accordance with local planning policy.
- 6.7 Electric vehicle charging facilities will be provided in accordance with Approved Document Part S of the Building Regulations and relevant local planning policy.
- 6.8 Refuse and recycling bins will be stored within the rear garden behind the carport. On collection days, bins will be placed on the driveway adjacent to the highway for collection via the local authority's scheme.



Fig 18. Site Plan.

Layout

‘Layout’ – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

- 6.9 The proposed dwelling is positioned to reflect the informal building line established by existing development along the north side of Norton Road. Its siting broadly corresponds with the footprint of the former building shown on historic mapping, reinforcing the established pattern of development within the village.
- 6.10 The dwelling will be set back approximately 3.5 metres from the nearest point of Norton Road at the corner, increasing to approximately 6.6 metres across the main frontage. Although the dwelling will be located slightly forward of No. 1 Norton Road, this arrangement reflects the varied and informal building line that characterises development along this section of the road.
- 6.11 A private rear garden will be provided to the north of the dwelling, measuring approximately 224 square metres. This is at the upper end of garden sizes found along Norton Road and will provide a high level of residential amenity for future occupiers.
- 6.12 The proposed carport will be sited to the north-east of the dwelling, between the new house and No. 1 Norton Road. This location ensures convenient access while minimising visual impact and maintaining an appropriate relationship with the neighbouring property.

Scale

‘Scale’ – the height, width and length of each building proposed within the development in relation to its surroundings.

- 6.13 The scale of the proposed house has been carefully considered to respond appropriately to its surroundings. The dwelling will sit comfortably within the transition in scale between No. 1 Norton Road and Westbourne House.
- 6.14 The dwelling is designed as a one-and-a-half storey building, with first-floor accommodation partially contained within the roof form. It will have a maximum eaves height of approximately 3.8 metres and a maximum ridge height of approximately 7.4 metres, measured from ground floor level.
- 6.15 The scale of the dwelling reduces towards No. 1 Norton Road. A split-level arrangement is proposed, with the kitchen/dining room and Bedroom 2 set at a lower level than the main house. This design reduces the eaves height to approximately 3.1 metres and the ridge height to approximately 6.3 metres, thereby improving the relationship with the neighbouring property and minimising any potential impact.
- 6.16 The scale of the proposed carport has been carefully considered to minimise its impact on the existing dwelling at No. 1 Norton Road and the amenity of Lilydale. The carport will have a maximum height of 4.1 metres, and the roof form incorporates a catslide to the rear in order to reduce the perceived scale and bulk of the structure.



Fig 19. Transition in scale between No. 1 Norton Road and Westbourne House.

Appearance

‘Appearance’ – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

- 6.17 The appearance of the proposed dwelling has been carefully considered to create a design that responds positively to the site and its surroundings.
- 6.18 The proposed dwelling will adopt a traditional cottage-style architectural approach that reflects and reinforces the established character of the surrounding area and complements the rural character of Riseley.
- 6.19 The dwelling will be constructed in brick and will incorporate traditional detailing, including casement windows, brick soldier window cills, brick banding with arched lintels over openings, and dormer windows with tile hanging to the gables. The dwelling will feature a pitched roof with half-hipped ends, finished with plain tiles.
- 6.20 The front elevation includes a timber-framed entrance porch which provides visual interest and articulation to the elevation facing Norton Road. The side elevation incorporates a chimney, adding further interest to the south-west facing facade.
- 6.21 The proposed carport will be of a timber-frame construction and clad with ship-lap timber boarding, creating a traditional barn-style appearance. Its scale and design are deliberately subservient to the main dwelling and are appropriate to the rural village setting.
- 6.22 Overall, the proposed development presents a considered and high-quality design that complements the established local character and contributes positively to the appearance of the area.

Landscaping

‘Landscaping’ – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.

- 6.23 High-quality landscaping is proposed throughout the development to enhance the setting of the dwelling and contribute positively to the character and appearance of the site. A native, species-rich soft landscaping scheme will be implemented as part of the development.
- 6.24 The mature Ash tree (T1) located close to the northern boundary will be retained within the rear garden of the proposed dwelling. The smaller Ash tree (T2) adjacent to the south-western boundary will be removed, with a replacement tree planted within the rear garden to provide appropriate compensation. The small Yew tree (T3), located adjacent to T2, will be retained and incorporated into the perimeter hedge.
- 6.25 A section of the existing boundary hedge along Norton Road will be removed to facilitate the required visibility splays for the new vehicular access. New hedge planting will be provided along the Norton Road and Basingstoke Road frontages to create a continuous perimeter hedge around the site.
- 6.26 Durable and textured hard landscaping materials will be used for the driveway, car parking areas, and footpaths to ensure longevity and visual compatibility with the rural setting.
- 6.27 Front boundaries will be defined using traditional post-and-rail fencing, while rear boundaries will be formed using close-board fencing positioned behind the perimeter hedge.



Fig 20. Front Elevation.

Sustainability

- 7.1 The proposed development has been designed to incorporate sustainable design principles. The key sustainability measures are outlined below.

Energy Efficiency

- 7.2 The development will seek to reduce carbon dioxide emissions in accordance with local planning policy requirements. The new dwelling will be energy efficient, achieved through a combination of a high-performance building fabric and the incorporation of on-site renewable technologies.

Overheating

- 7.3 The risk of overheating will be minimised in accordance with Approved Document Part O of the Building Regulations. This will be achieved through careful consideration of window orientation, glazing proportions and natural ventilation, and, where necessary, by limiting solar gain.

Water Resource Management

- 7.4 The proposed dwelling will be designed to minimise water consumption in accordance with Approved Document Part G of the Building Regulations and relevant local planning policy. Water-saving measures will include dual-flush toilets, spray taps and water-efficient white goods. The development will be designed to achieve a maximum water consumption of 105 litres per person per day.

Flood Risk & Drainage

- 7.5 The application site is located within Flood Zone 1 and is therefore at very low risk of fluvial flooding.

- 7.6 Surface water runoff will be managed through a sustainable drainage system (SuDS). It is anticipated that surface water will discharge to a soakaway located within the rear garden of the proposed dwelling, subject to infiltration testing.

Transport

- 7.7 The application site benefits from a level of accessibility appropriate to its setting within a Limited Development Location.
- 7.8 Basingstoke Road (B3349) is a bus route served by Reading Buses' MereOak Park & Ride 600 service, providing connections to central Reading. The site therefore benefits from some access to sustainable modes of transport.
- 7.9 A range of local amenities is available within Riseley, including the Bull at Riseley Public House, Riseley Memorial Hall and Riseley Tennis Club. Additional services, including a doctor's surgery, primary school and convenience store, are located in the nearby settlements of Swallowfield and Spencers Wood to the north.
- 7.10 Secure cycle parking will be provided within a storage shed located in the rear garden, in accordance with local planning policy.
- 7.11 Electric vehicle charging facilities will be provided in accordance with Approved Document Part S of the Building Regulations and relevant local planning policy.

Biodiversity

- 7.12 Biodiversity will be enhanced through the provision of a native and species-rich landscaping scheme, complemented by wildlife habitat enhancements such as bird and bat boxes.

Policy Assessment

National Planning Policy

- 8.1 The National Planning Policy Framework (NPPF) is a key material consideration in the determination of this application.
- 8.2 The purpose of the planning system is to contribute to the achievement of sustainable development. Central to the NPPF is a presumption in favour of sustainable development, which requires local planning authorities to approach decision-making in a positive and proactive manner and to seek to approve sustainable development proposals where possible.
- 8.3 A core objective of the NPPF is to significantly boost the supply of homes. In doing so, it seeks to ensure that sufficient land is available in appropriate locations, that a variety of housing needs are addressed, and that land with planning permission is developed without unnecessary delay. The Framework also identifies the three interdependent objectives of sustainable development, economic, social and environmental, which should be pursued in a mutually supportive way.
- 8.4 The NPPF further requires local planning authorities to maintain a supply of deliverable housing sites sufficient to provide a minimum of five years' worth of housing against identified requirements. At the time of writing, Wokingham Borough Council's most recently published Five Year Housing Land Supply Statement (March 2025) indicates a supply of approximately 2.5 years. While the proposed development is modest in scale, this shortfall is a material consideration that adds weight to proposals for sustainable housing delivery within defined settlements.
- 8.5 In addition, the NPPF places strong emphasis on the efficient use of land, encouraging development that makes effective use of sites within settlements, whilst safeguarding environmental quality and ensuring the provision of safe and healthy living conditions. Substantial weight is

afforded to the reuse of suitable previously developed land within settlements.

Principle of Development

- 8.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.7 The Development Plan relevant to the proposal comprises:
- Wokingham Borough Core Strategy (2010).
 - Managing Development Delivery Local Plan (2014).
 - Policies Map.
 - Riseley Village Design Statement.
- 8.8 The Council is currently preparing its Local Plan Update 2023–2040, which has passed Regulation 19 stage and is under formal examination. While the emerging plan carries limited weight at this stage, it is a material consideration.
- 8.9 The application site is located within the defined settlement boundary of Riseley. Core Strategy Policy CP1 establishes the Borough's overarching spatial strategy, directing development to sustainable locations and defined settlements. Core Strategy Policy CP9 identifies Riseley as a Limited Development Location, where development is acceptable in principle provided that its scale reflects the size, character and level of services within the settlement.
- 8.10 The proposal relates to previously developed residential land within the settlement and is of a scale consistent with the role and character of Riseley. Managing Development Delivery Policy CC01 further reinforces the presumption in favour of sustainable development, in line with national policy.

- 8.11 Accordingly, having regard to the Development Plan and relevant material considerations, the principle of development is acceptable. The proposal represents an appropriate form of residential development within a defined settlement and accords with both national and local planning policy.

Sustainable Development

- 8.12 The site is located within the defined settlement boundary of Riseley, which is identified as Limited Development Location in Core Strategy Policy CP9. A range of local amenities is present within the village, including the Bull at Riseley Public House, Riseley Memorial Hall, and Riseley Tennis Club. Additional services, including a doctor's surgery, primary school and convenience store, are available in the nearby settlements of Swallowfield and Spencers Wood to the north.
- 8.13 Whilst the site is not extensively served by amenities, the range of services available within the village was clearly deemed sufficient for the settlement to be designated as a Limited Development Location when the current Core Strategy was prepared. As such, a variety of small-scale infill housing development has come forward within Riseley over the course of the current plan period.
- 8.14 In terms of the general sustainability objectives set out in paragraph 8 of the NPPF, the proposal will contribute to the local economy through the creation of construction related employment during the build phase and will represent a long-term investment in the area once completed. The dwelling will provide a safe and accessible living environment, meeting the NPPF's social objective of fostering strong, healthy and inclusive communities. The new dwelling will be energy efficient, achieved through a combination of a high-performance building fabric and the incorporation of on-site renewable technologies. Biodiversity will be enhanced through the provision of a native and species-rich landscaping scheme, complemented by wildlife habitat enhancements such as bird and bat boxes.

- 8.15 Basingstoke Road (B3349) is a bus route served by Reading Buses' MereOak Park & Ride 600 service, which provides frequent services into central Reading. The site therefore benefits from some access to sustainable modes of transport, consistent with its setting within a Limited Development Location.

Character & Appearance

- 8.16 Core Strategy Policy CP3 expects development proposals to be appropriate in terms of scale, form and character, to protect landscape features, and to avoid overdevelopment of sites.
- 8.17 Managing Development Delivery Policy TB21 requires development to be informed by, and to respect, the Borough's defined landscape character areas.
- 8.18 The existing dwelling at No. 1 Norton Road occupies an unusually large plot when compared to surrounding properties. The main body of the garden has an unusual relationship with the house, extending to the south-west side of the dwelling. Whilst this land currently forms part of the garden of No. 1 Norton Road, historic mapping demonstrates that this has not always been the case. The land was previously developed with what appears to have been a separate dwelling constructed prior to 1900 and demolished sometime after 1976. The site therefore comprises previously developed land.
- 8.19 Norton Road has a mixed character, incorporating bungalows, one-and-a-half storey dwellings and two-storey houses, including both detached and semi-detached properties of varying ages, architectural styles, sizes and scales.
- 8.20 Housing plots along Norton Road vary significantly in size, and rear gardens are commonly modest and of limited depth, ranging in size from approximately 56 square metres in area and as little as 4.3 metres in depth.

- 8.21 The existing houses along both sides of Norton Road are arranged in informal rows, with some variation in building setbacks from the highway. The closest properties are set back by approximately 3.5 metres from the carriageway.
- 8.22 The proposed dwelling will be one-and-a-half storeys in height, with first-floor accommodation partially contained within the roof form. The height of the dwelling has been carefully considered and will sit comfortably within the transition in scale between No. 1 Norton Road and Westbourne House.
- 8.23 The traditional appearance and cottage-style design of the proposed dwelling will integrate successfully within the mixed character of the surrounding development and will complement the rural character of Riseley.
- 8.24 Whilst the subdivision of the plot will reduce the size of the rear garden retained by No. 1 Norton Road, the remaining garden will measure approximately 89 square metres in area with a depth of around 4.6 metres. This is consistent with, and within the range of, garden sizes commonly found within the street and reflects the scale of garden space historically associated with the dwelling. The proposed dwelling will benefit from a rear garden measuring approximately 224 square metres in area, which is at the upper end of garden sizes within Norton Road.
- 8.25 The proposed dwelling will be set back approximately 3.5 metres from the closest point of Norton Road at the corner, increasing to approximately 6.6 metres across the frontage of the plot. Whilst the dwelling will sit forward of No. 1 Norton Road, its siting reflects the varied and informal building line present elsewhere along the road.
- 8.26 The proposed dwelling will follow the informal building line, with its rear garden positioned to the north-west. This arrangement will maintain an area of green space at the corner of Norton Road and Basingstoke Road, which will be reinforced through additional hedge planting along the site perimeter.

Landscape & Ecology

- 8.27 A mature Ash tree (T1) located close to the northern boundary will be retained within the rear garden of the proposed dwelling. The raised canopy height of the tree will ensure that it does not interfere with the use of the garden, which will continue to receive adequate levels of daylight and sunlight. The orientation of windows within the proposed dwelling has been carefully considered to ensure that the retained tree will not adversely affect levels of daylight and sunlight to habitable rooms. The primary ground-floor habitable rooms will be dual aspect, comprising the living room and kitchen/dining room.
- 8.28 A smaller Ash tree (T2) is located adjacent to the south-western boundary. This tree is intersected by an overhead electricity power line and is therefore unsuitable for retention irrespective of the proposed development. A replacement tree will be planted within the rear garden.
- 8.29 A small Yew tree (T3), located adjacent to T2, will be retained and incorporated into the perimeter hedge.
- 8.30 A section of the existing boundary hedge along Norton Road will be removed to facilitate the required visibility splays for the new vehicular access. New hedge planting will be provided along the Norton Road and Basingstoke Road frontages to form a continuous perimeter hedge around the site.
- 8.31 A native and species-rich soft landscaping scheme will be implemented as part of the development. Full details will be submitted at a later date and secured by planning condition.
- 8.32 Wildlife habitat enhancements, including bird and bat boxes, will be provided in accordance with the recommendations set out in the Preliminary Ecological Appraisal.

Residential Amenity

- 8.33 The proposed development will maintain acceptable separation distances between the proposed dwelling and neighbouring properties, ensuring that the privacy and amenity of both existing and future occupants are safeguarded.
- 8.34 A single first-floor side-facing window within No. 1 Norton Road serves the fourth bedroom of that dwelling. Views from this window towards the rear garden of the proposed dwelling will be intercepted by the roof of the single-storey carport. The orientation and positioning of windows within the proposed dwelling will prevent any direct overlooking of this neighbouring property. The height of the proposed dwelling and carport will not adversely affect daylight or sunlight levels to the fourth bedroom of No. 1 Norton Road.
- 8.35 First-floor windows within the proposed dwelling have been carefully orientated. The master bedroom window is the only first-floor habitable room window facing north-west and will overlook the rear garden of the dwelling. The remaining bedroom windows face south-east towards Norton Road and in the direction of the garage serving Jalno and the driveway access serving Westbourne House, Blanchards Cottage, Brushwood House and Dukes Field Cottage, all of which are located at a significant distance to the south.
- 8.36 The primary ground-floor habitable rooms will be dual aspect, with views towards Norton Road and the rear garden. Patio doors will provide direct access to the generous private amenity space.

Transport & Parking

- 8.37 As noted above, Basingstoke Road (B3349) is served by the Reading Buses MereOak Park & Ride 600 service, providing frequent connections to central Reading.

- 8.38 A new vehicular and pedestrian access will be created at the south-eastern corner of the site, positioned as far as practicable from the bend in Norton Road. The access will benefit from visibility splays measuring 2.4 x 16 metres to the west and 2.4 x 17 metres to the east, derived from a speed survey reflecting actual traffic speeds along Norton Road.
- 8.39 A driveway will extend to the proposed carport from the highway, and a total of four parking spaces comprising two driveway spaces and two carport spaces will be provided on the site. Whilst this exceeds the maximum requirements of local planning policy, opportunities for on-street parking along Norton Road are limited, and this level of provision will help prevent overspill parking onto the public highway.
- 8.40 Vehicular access to and from the site will require vehicles to reverse either onto or from the public highway. This arrangement reflects the prevailing parking and access pattern of the majority of existing properties along Norton Road and, in the context of the low vehicle speeds and traffic volumes in the area, is considered acceptable in highway safety terms.
- 8.41 Secure cycle parking will be provided within a storage shed located in the rear garden, in accordance with local planning policy.
- 8.42 Electric vehicle charging facilities will be provided in accordance with Approved Document Part S of the Building Regulations and relevant local planning policy.
- 8.43 Refuse and recycling bins will be stored within the rear garden. On collection days, bins will be placed on the driveway adjacent to the highway for collection via the local authority's scheme.

Drainage & SuDS

- 8.44 Foul water drainage will connect to the existing adopted drainage network within Norton Road.

- 8.45 Surface water runoff will be managed through a sustainable drainage system (SuDS) designed to ensure that runoff rates do not exceed existing conditions and that there is no increased risk of flooding elsewhere. It is anticipated that surface water will discharge to a soakaway located within the rear garden of the proposed dwelling, subject to infiltration testing. Full details will be submitted at a later date and secured by planning condition.

Conclusion

- 9.1 This Design and Access Statement, when read alongside the accompanying drawings and supporting documents, demonstrates that a high-quality, contextually responsive and sustainable form of development can be successfully delivered on the application site.
- 9.2 Although modest in scale, the proposed dwelling will make a positive contribution to local housing supply. The development will deliver economic, social and environmental benefits and is therefore considered to represent sustainable development in accordance with both local and national planning policy.
- 9.3 In accordance with paragraph 11 of the National Planning Policy Framework, the proposal has been assessed against the relevant development plan policies and material considerations. The development accords with the spatial strategy for Riseley as a Limited Development Location, responds positively to the character and appearance of the surrounding area, and would not give rise to any adverse impacts in respect of residential amenity, highway safety, landscape or ecology. When taken as a whole, the benefits of the proposal are not significantly and demonstrably outweighed by any potential adverse impacts, and planning permission should therefore be granted.

Spires Architects

9 Monks Way | Reading | RG30 3DP