

Parking Management Strategy

5 ELM LANE, EARLEY, WOKINGHAM, RG6 5UE

Planning Reference 252738

Date: February 2026

Ref: 2025/8819/TN02

1 INTRODUCTION

- 1.1 RGP is instructed by Kennet Care Ltd to provide transport planning and highway advice in relation to a recently consented change of use at 5 Elm Lane, Earley, Wokingham, RG6 5UE. The site is located within the administrative boundary of Wokingham Borough Council.
- 1.2 The site is located on the eastern side of Elm Lane between its junction with Redhatch Drive to the south and a four-arm roundabout junction with Elm Road and Rowland Way to the north. The site currently accommodates a 4-bedroom detached residential dwelling. Access to the site is currently achieved from Elm Lane via a vehicle crossover which serves a private hardstanding area used for car parking.
- 1.3 The site was recently granted planning permission by WBC in January 2026 under planning application 252738 for the following:
- 'Full application for the proposed change of use of the property to a childrens residential care home (Use Class C2) plus erection of a single storey side extension to the existing rear outbuilding and installation of fencing.'*
- 1.4 A copy of the Decision Notice and site plan is attached hereto at **Appendix A**.
- 1.5 The above planning application was supported by a Transport Technical Note prepared by RGP which considered the key highways and transport related matters associated with the proposed change of use, including car parking. Following discussions with the Highway Officer at WBC, the scheme was subsequently considered acceptable to WBC on highway and transport grounds.
- 1.6 Condition 9 associated with the above Decision Notice states the following:

'9. Parking Management Strategy - Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and monitoring of all parking. The PMS shall thereafter only be implemented as approved and remain in place for the lifetime of the development.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.'

1.7 This Parking Management Strategy (PMS) has therefore been prepared by RGP to fully address and satisfy the above planning condition. It demonstrates how the parking spaces on the site will be laid out, managed, monitored and enforced. The successful implementation of this PMS would therefore prevent 'parking abuse' at the site and minimise the impact of parking on the surrounding highway network, thus benefitting site occupants and the local community. This PMS has been prepared in line with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

1.8 The remainder of this report comprises the following:

- i) Section 2: Consented Operation and Parking Arrangements;
- ii) Section 3: Car Park Management;
- iii) Section 4: Parking Enforcement;
- iv) Section 5: Monitoring;
- v) Section 7: Summary

2 CONSENTED OPERATION AND PARKING ARRANGEMENTS

Scheme

2.1 The approved scheme is for the change of use of the existing residential dwelling (Use Class C3) to a children's residential care home (Use Class C2). The children's home would operate as a residential children's home for young people [REDACTED] providing full-time care with children living on site 24 hours a day, 7 days a week, 365 days a year. The site will have capacity for 4 children aged between 5-17 years, [REDACTED] [REDACTED] The length of stay would differ for each child, with some living at the site for several months, whilst others may remain for years. The facility would also provide overnight accommodation for up to two members of staff.

- 2.2 The site would employ approximately 10 staff working within three key shift periods. The first shift runs between 07:00-15:00, and would require 2 staff members to be on duty. The second shift is between 14:00-22:00, with approximately 2 staff members on duty over this period. The final shift (known as the sleep-in shift) lasts from 21:00-07:00, where one staff member from a waking night team remains awake throughout the shift, and another is on-site sleeping but is available for emergencies.
- 2.3 The existing garage building would also be used as a children's study room, which is solely ancillary to the use of the children home and would not generate additional usage.

Consented Parking Arrangements

- 2.4 As shown on the consented site plan at **Appendix A**, the site would retain the existing hardstanding parking area, suitable to accommodate at least 6 vehicles without resulting in overspill parking or offering an impact on parking on the surrounding highway network.
- 2.5 The provision of 6 spaces (i.e. one space per 0.6 total members of staff or 3 spaces per 2 staff per shift) is considered appropriate based on the Kennet Care model/operation and to reflect the expected demand for parking during peak times.
- 2.6 The parking demand assessment and analysis undertaken within the Transport Note to support the consented planning application demonstrated that the proposed site would generate a peak demand for 5 cars as a worst case, thereby retaining one space on-site for visitors or in the unlikely event of parking demand rising above that expected.
- 2.7 The parking assessment was particularly robust in its approach given that staff numbers would peak during the morning/afternoon shift, with approximately 4 staff during handover, and so the parking demands on-site would be particularly reduced at times where less staff members are required for a shift, for example, and given the alternative and sustainable forms of transport available.
- 2.8 Further information regarding the operation of the site and the requirement for 6 car parking spaces is set out in the Transport Note and it is therefore recommended that these documents are read in conjunction with one another.
- 2.9 The above parking provision was acceptable to WBC Highways and the Officer's Report concludes the following:

'Following receipt of the initial comments from the Highways Officer, the applicant has provided a revised parking layout that shows 6 car parking spaces. It has also been confirmed that there will be a maximum of 4-6 staff working in a single shift, with at most 6 staff between the changeover period. Therefore, the parking provision is found as being acceptable and will be secured via condition. Additionally, a Parking Management Strategy is secured via condition'.

3 CAR PARK MANAGEMENT

3.1 The care home manager would be responsible for the management and application of parking measures on the site in order to prevent 'parking abuse' from occurring and to ensure that sufficient parking capacity is available at all times to reflect the different shift patterns. The following management elements are proposed to be implemented initially:

- All staff of the site would be made aware of the car parking arrangements at the site upon employment.
- All staff would be made aware of the sustainable travel opportunities to / from the site, including car sharing options in order to reduce the need or demand for car parking on-site. This would be provided by way of information as part of a staff induction and the care home manager would consider using a noticeboard on-site to promote sustainable travel.
- The home has an internal parking plan / transport statement which would also be included within the staff induction process.
- The care home manager would maintain a timetable of shift patterns. Alongside the staff shift patterns/timetable, it is expected that the care home management will maintain a parking register for the site so that staff requiring access to the site by car are provided with a parking space when necessary.
- The parking register would therefore operate very closely in conjunction with the staff timetable each week to ensure the car parking is used safely and effectively on a day to day basis and is managed accordingly for those staff where the use of a car is necessary.
- The parking register would seek to provide staff with equal opportunities to travel sustainably or by car where necessary.
- Prior to employment staff may be requested to confirm their expected mode of transport on a day to day basis. This would be helpful to inform the parking register so that the parking provision can be managed by the care home manager and the parking register kept up to date at all times.

- The use of a parking register would also ensure that visitor arrivals are timed accordingly and to ensure sufficient parking space is available at all times.
- Staff would be made aware of the limited parking and the alternative modes of transport available, including public transport and car sharing opportunities.
- Any blue badge holders must display a valid blue badge within their vehicle at all times and for the duration that the vehicle is parked at the site. Any disabled staff or users who own a car at the site would be identified by the site management team upon occupation of the site.
- The care home manager would undertake random patrols of the parking bays to ensure that the parking area is used safely and by legitimate staff only.
- Waste disposal facilities would be placed on the site to ensure the areas are kept clean and tidy. These areas would be regularly emptied.

3.2 The site management team would monitor the effectiveness of the parking management strategy and will hold on-going communications with staff on the site to identify any need for further measures to manage car parking.

4 PARKING ENFORCEMENT

4.1 To enable an effective parking management strategy, car park enforcement would be applied by management of the care home. The following enforcement measures would be adopted at the site:

i) Parking Attendant / Patrol:

- Management would undertake random patrols of the car parking bays throughout the day and night time to ensure that the car parking spaces are used safely and by legitimate staff / visitors only.
- Management personnel would be professionally trained in customer care and would be able to provide assistance to its staff or visitors wherever necessary.
- Additionally, staff would be encouraged to report any unauthorised parking within any of the on-site parking bays, including occupants using bays inappropriately or incorrectly.

ii) Infrastructure:

- All bays would be clearly identifiable and laid out to improve parking efficiency, to prevent abuse of these bays and to prevent any disruption or waiting on the local highway network.

iii) Security:

- The site management team would work closely with local police and the British Parking Association to enhance security of the car parking areas. Further enforcement measures would be considered if security issues are observed following operation of the site.
- Any staff found to breach the terms of these parking arrangements or park at the site without the prior agreement with the care home management, the owner of the associated vehicle(s) would be made aware. Repeat offenders would be subject to disciplinary action and/or dismissal.

5 MONITORING

- 5.1 The measures detailed in this Parking Management Strategy would be reviewed regularly by the site management team (at least annually) and/or amended, where appropriate, to ensure these measures remain effective and relevant.
- 5.2 This PMS would also be updated should there be any changes to staff travel requirements and behaviours over time.
- 5.3 This review process will help to identify any further parking management and/or enforcement measures that it may be considered necessary to implement in order to maintain appropriate use of the on-site car parking spaces for legitimate users only (i.e. for staff or visitors) and to prevent 'parking abuse' and/or parking outside of these designated spaces.
- 5.4 This PMS and monitoring process overall would also identify the demand for car parking at the site and whether opportunities exist to reduce or change the level of car parking over time.
- 5.5 In the event that a significant level of parking abuse is observed, the site management team would seek to enforce a greater range of effective management measures. This could include, but not limited to:
- Adopt a more stringent parking permit scheme so that staff are allocated parking bays on specific days only;
 - Improved communication in terms of how the parking register is communicated to its staff and the way in which parking is managed across the site. This could include weekly staff briefings to make staff aware of the parking arrangements and days of parking allocation; and
 - More stringent access controls such as bollards or barriers to prevent unauthorised access to the car parking bays.

6 SUMMARY

- 6.1 This Parking Management Strategy has been prepared to discharge planning condition 9 of planning application 252738. This PMS outlines the procedures that would ensure the car parking spaces are managed, enforced and monitored safely and appropriately, in order to prevent parking abuse on the site or overspill parking at any time. This PMS has been prepared in line with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21, and fully accords with these requirements.
- 6.2 The key elements are summarised as follows:
- i) The consented scheme would provide 6 car parking spaces on the site;
 - ii) The consented parking provision has been considered in detail within the Transport Note to support the application which identifies a peak parking demand for 5 vehicles at any given time on-site, thereby retaining some spare capacity for visitors or unexpected peaks in demand;
 - iii) The consented provision was carefully considered as part of the planning application and has been agreed and accepted by Officers;
 - iv) Management of the car parking would be implemented from the outset by the care home manager to ensure all parking spaces are managed effectively and without unauthorised use. This includes the use of a parking register so that the care home manager is kept up to date on the use and demand for car parking each week.
 - v) Car park enforcement would be carried out by the care home manager and by the physical infrastructure proposed to ensure appropriate security and safety is maintained on-site and to maximise the effectiveness of the car park;
 - vi) Staff would be made aware of the parking arrangements at the site, the need to keep the parking register up to date at all times and the details set out within this PMS prior to occupation;
 - vii) Usage of the car parking spaces would be monitored as part of an on-going process to identify any potential issues. Relevant information will be reported to the site management team and the measures detailed within this PMS would be updated accordingly and any new strategies considered over time, as appropriate

APPENDIX A



**WOKINGHAM
BOROUGH COUNCIL**

TOWN AND COUNTRY PLANNING ACTS

**TOWN AND COUNTRY
PLANNING (ENGLAND) 1990**

Mrs Kristina Wall
Bell Cornwell LLP
Unit 2
Meridian Office Park
Osborn Way, Hook
RG27 9HY

NOTIFICATION OF APPROVAL OF PLANNING PERMISSION

Application Number: 252738
Applicant Name: The Owner and/or Occupier
Site Address: 5 Elm Lane, Earley, Wokingham, RG6 5UE
Proposal: Full application for the proposed change of use of the property to a childrens residential care home (Use Class C2) plus erection of a single storey side extension to the existing rear outbuilding and installation of fencing.
Date of Decision: 27 January 2026

Wokingham Borough Council in pursuance of its powers under the above Acts and Regulations hereby **grants permission** for the above development to be carried out as stated in the application and the accompanying plans submitted to the Council subject to compliance with the following conditions, the reasons for which are specified hereunder.

Conditions and Reasons

1. Timescale - The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

2. Approved details - This permission is in respect of the submitted application plans and drawings numbered (EL05:500), (EL05:510 RevP1), (EL05:510 RevP1), (EL05:502 RevP1), (EL05:503 RevP1), received by the local planning authority on 07/11/2025, 11/11/2025 & 15/12/2025. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. External materials - Except where stated otherwise on the approved drawings and application form, the materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of similar appearance to those used in the existing building, unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory.

Relevant policy: Core Strategy policies CP1 and CP3.

4. Parking to be provided - No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

5. Cycle parking to be provided - No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing (s)/details. The cycle parking/ storage shall be permanently so- retained for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

6. Visibility splay provision - Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number (ELM-RGP-XX-XX-DR-T-002). The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

7. Visibility splay provision - The dwelling/building shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

8. Access surfacing - No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

9. Parking Management Strategy - Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and monitoring of all parking. The PMS shall thereafter only be implemented as approved and remain in place for the lifetime of the development.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

Informatives

1. Please note that if the works carried out depart from the scope of this planning permission and a retrospective application under Section 73A is subsequently required, there may be CIL liability implications. The scope of any retrospective planning application will cover the chargeable development for the purposes of CIL, this will include past works that are unauthorised and any additional future works included within the planning permission. If the total floorspace of these works is over 100sqm, they will be liable to pay CIL. In such cases, no CIL exemption can be claimed, and payment will become due immediately as development for which planning permission is granted under a subsequent Section 73A or Section 177(1) application must be treated as commencing on the day any such planning permission is granted. Any demolished floorspace will not be able to be considered for offsetting if the relevant building is not on the land on the day that the permission is granted.

2. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

3. The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

Signed



Justin Turvey

Head of Development Management - Place & Growth

Date: 27 January 2026

PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE BELOW



WOKINGHAM BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACTS TOWN AND COUNTRY PLANNING (ENGLAND) 1990

Other statutory legislation: This decision notice relates to the above stated acts and regulations only and does not constitute approval under any other legislation.

The Town & Country Planning (Development Management Procedure) Order: This decision has been made in accordance with the requirements of the National Planning Policy Framework (NPPF) and in the requirement to work with the applicant in a positive and proactive manner.

Officer Report: An officer report explaining the decision will be available to view online.

Purchase notices: If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council which will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

Appeals to the Secretary of State: If your application has been **refused** by the Borough Council or **granted subject to conditions** that you are not happy with, you have the right to appeal to the Planning Inspectorate (under Section 78 of the Town and Country Planning Act 1990). This must be within the timeframes set out below. Please note an extension of time for lodging an appeal is unlikely to be granted except in special circumstances.

12 weeks from the decision date above in the case of a refusal of a 'householder' application:
Being the refusal of an application for planning permission to alter or extend a house, or for works within the curtilage of a house; or,
Being the refusal to approve details submitted as required by a condition imposed on a permission granted for a householder application.

12 weeks from the decision date above in the case of a refusal of a 'minor commercial' application:
Being the refusal of an application for development of an existing building or part of a building currently in use for purposes in Use Classes A1, A2, A3, A4 and A5

where the proposal does not include a change of use, a change to the number of units, development that is not wholly at ground floor level and/or does not increase the gross internal area of the building.

6 months from the decision date above in the case of all other appeals made under s78(1) or s20 of the above Acts relating to a decision on a planning application or listed building/conservation area consent application.

6 months from the decision date above in the case of any appeal made under s78 (2) of the Act in respect of a failure to give a decision within the statutory period.

The Planning Inspectorate is an Executive Agency reporting to the Secretary of State for Communities and Local Government. The Inspectorate has an online appeals service with information and guidance about the process. You can submit [full application appeals](#) and [householder application appeals](#) with the new appeals service. [Other application types](#) should be submitted on the current appeal service. Alternatively, you can obtain a form from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, 0303 444 5000 or through the [Inspectorate's website](#). Please note all documents will be published online by the Planning Inspectorate and therefore you should not include personal information you do not wish to be displayed in this way. This includes personal information of third parties.

In the event of a grant of planning permission, please note the following:

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing 'Form 2', the assumption of liability notice, is a statutory requirement for the liable party(ies) to be completed for all CIL liable applications. Advice on how the Regulations may impact you and how you can properly discharge the relevant legal requirements including paying any relevant CIL charge that may be due is available on our [Community Infrastructure Levy advice \(wokingham.gov.uk\)](http://wokingham.gov.uk) website pages.

Discharge of Conditions: This consent may contain conditions that require further approval by submission of an application for approval of details reserved by condition and the appropriate fee. Application forms can be obtained for this purpose by visiting the [Planning Portal](#).

Street Naming and Numbering for new dwellings: If this notice relates to approval of new dwellings, please ensure that you contact the Council at least 16 weeks before the commencement on site to arrange for an address and post code to be allocated. Details can be obtained from streetnamingandnumbering@wokingham.gov.uk. Failure to contact the street naming and numbering department at least 16 weeks before commencement on site will result in the addressing and post code for the development being delayed.

Access to privately owned land: The applicant is reminded that this permission does not give right of entry to land not in the ownership of the applicant. Permission must be sought from any other landowner(s) if access is required.

Gas Mains and Services: Building over a gas main or service that is located within your site could cause damage to pipework or potential gas leaks within buildings. You should check for information relating to services within your site at [Home - LinesearchbeforeUdig \(lsbud.co.uk\)](http://Home-LinesearchbeforeUdig.lsbud.co.uk) and contact the Plant Protection Team at SGN on 0800 912 1722 or plantlocation@sgn.co.uk. If necessary, contact National Gas Transmission for high pressure gas pipelines on box.assetprotection@nationalgas.com or 0800 970 7000.

Building Regulations: The development subject to this permission may also require Building Regulation approval to ensure it is built to national safety, design, and environmental standards. The Council's Local Authority Building Control (LABC) service offers a full range of plan approval, inspection, and associated services through an ISO9001 nationally accredited team of qualified building surveyors. These surveyors work closely with the Council's planning department to ensure the appropriate construction of your build. To find out more visit the Council's [Building Control website](#) or call 0300 790 0580 to speak to a member of the team.

Fire Regulations: In accordance with the Berkshire Act 1986, when Building Regulation applications are submitted for building(s) or extensions, the Local Authority will reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show the following:

- i) That there will be adequate means of access for the fire brigade to the building(s) or the extended building(s); and,
- ii) That the building(s) or extension(s) will not render inadequate any existing means of access for the fire brigade to a neighbouring building.

Biodiversity Net Gain: The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition)” that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Wokingham Borough Council.

Biodiversity Net Gain Exemptions and Transitional Arrangements: There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are set out in [paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990](#) the [Biodiversity](#)

[Gain Requirements \(Exemptions\) Regulations 2024](#), and [The Environment Act 2021 \(Commencement No. 8 and Transitional Provisions\) Regulations 2024](#).

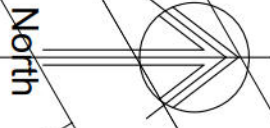
Biodiversity Net Gain Irreplaceable Habitat: If the onsite habitat includes irreplaceable habitat (within the meaning of [The Biodiversity Gain Requirements \(Irreplaceable Habitat\) Regulations 2024](#)) there are additional requirements. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

Biodiversity Net Gain Section 73(2D): If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission (“the earlier Biodiversity Gain Plan”) there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted. Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

Biodiversity Net Gain Phase Development: If the permission which has been granted has the effect of requiring or permitting the development to proceed in phases, the modifications in respect of the biodiversity gain condition which are set out in Part 2 of [The Biodiversity Gain \(Town and Country Planning\) \(Modifications and Amendments\) \(England\) Regulations 2024](#) apply. In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).



SITE PLAN 1:200

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Proposed change of use of existing dwelling to care facility with conversion and side extension of the existing garage for use ancillary to the new use
at 5, Elm Lane, Earley Reading
for Kennet Investments Ltd

SITE AND PARKING PLAN
Scale: as shown
Date: November 2025
EL05:510 Rev P1