

Date: 15 August 2025
Application: 251468



WOKINGHAM
BOROUGH COUNCIL

Mr Nathan Craker
Elivia Homes
Suites 5 & 6 Woodlands Court
Burnham Road
Beaconsfield, Bucks
HP9 2SF

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear Mr Nathan Craker,

**SUBMISSION OF DETAILS TO COMPLY WITH CONDITIONS OF PLANNING
PERMISSION 211889**

Application Number: 251468

Applicant Name: Mr Nathan Craker, Elivia Homes

Site Address: Land at and to the rear of 240 Nine Mile Ride, Finchampstead,
Wokingham, RG40 3QD

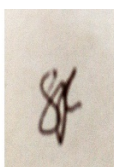
Proposal: Application for submission of details to comply with the following
conditions of planning consent 211889 (appeal ref.

APP/X0360/W/22/3295631) dated 13/12/2022. Condition 6 relates to access
construction; 8 to a Stage 1 Road Safety Audit; 9 to a Construction Method
Statement; 10 to a contamination assessment; 13 to an Arboricultural Method
Statement; 15 to ecological permeability, and 16 to a Construction Environmental
Management Plan (CEMP).

A list of the agreed details for the conditions being discharged is set out below. In
summary:

- Acceptable details have been submitted in relation to conditions 15 and 16.
The development is to be carried out in accordance with the approved details.
- Acceptable conditions have also been submitted pursuant to the first
paragraph of condition 10. Further details will be required both pre and post-
commencement on site to fully discharge its requirements.
- Further details are required in relation to conditions 6, 8, 9 and 13 (see
below). These will need to be submitted in accordance with the timescales set
out by the condition wording.

Yours sincerely,
Development Management & Compliance



Authorised by:

Condition	Plan Details	Number/Report	Date Received	Comments
Condition No. 6	- CDY-XX-XX-D-H-0001 – Location Plan - 13555-CDY-XX-XX-D-H-0002 – Legal Plan - 13555-CDY-XX-XX-D-H-0010 – General Arrangement Plan - 13555-CDY-XX-XX-D-H-0005- Vehicle tracking & visibility splay - 13555-CDY-XX-XX-D-H-0012- Levels and contours - 13555-CDY-XX-XX-D-H-0011– Construction details - 1355-CDY-XX-XX-D-C-0021 Rev C1 – Site Engineering Layout - 1355-CDY-XX-XX-D-C-0023 Rev. C2 – Site Construction Layout - 1355-CDY-XX-XX-D-C-0025 Rev. C2 – External Works - 1355-CDY-XX-XX-D-C-0028-P-01 – Entrance Plan & Long Section - 1355-CDY-XX-XX-D-C-0030 Rev. C1 – Long Section Access Road		20 June 2025 & 28 July 2025	Insufficient details have been submitted in relation to condition 6. Please see the reasoning why below.
Condition No. 8	Stage 1/2 Road Safety Audit Report [Traffic Management Consultants, 28 th April 2025]		20 June 2025	Insufficient details have been submitted in relation to condition 8.

Condition	Plan Number/Report Details	Date Received	Comments
			Please see the reasoning why below.
Condition No. 9	Construction Method Statement [Elivia Homes, July 2025, report ref: CJB Rev.E 290725]	29 July 2025	Insufficient details have been submitted in relation to condition 6. Please see the reasoning why below.
Condition No. 10	Phase II Geo-Environmental Site Assessment [Omnia, March 2025, ref: A12057-5/1.0)	20 June 2025	Acceptable conditions have also been submitted pursuant of the first paragraph of condition 10. Further details will be required both pre and post-commencement on site (pursuant of the second paragraph) to fully discharge its requirements.
Condition No. 13	- Arboricultural Implications Report [SJA Trees, March 2025, ref: SJA air 23350-01] - 1355-CDY-XX-XX-D-C-0021 Rev C1 – Site Engineering Layout - 1355-CDY-XX-XX-D-C-0023 Rev. C2 – Site Construction Layout - 1355-CDY-XX-XX-D-C-0025 Rev. C2 – External Works - 1355-CDY-XX-XX-D-C-0028-P-01 – Entrance Plan & Long Section - 1355-CDY-XX-XX-D-C-0030 Rev. C1 – Long Section Access Road	20 June 2025	Insufficient details have been submitted in relation to condition 13. Please see the reasoning why below.

Condition	Plan Details	Number/Report	Date Received	Comments
Condition No. 15	Biodiversity Enhancement Plan [Aspect Ecology, July 2025, ref: 6087 BEP vf2/ADB]		24 July 2025	Acceptable details have been submitted in relation to condition 15. The development is to be carried out in accordance with the approved details.
Condition No. 16	Construction Environmental Management Plan [Aspect Ecology, July 2025, ref:		24 July 2025	Acceptable details have been submitted in relation to condition 16. The development is to be carried out in accordance with the approved details.

Condition 6 – Access Construction

Condition 6 reads:

*“Prior to the commencement of development, full details of the construction of the approved accesses from Nine Mile Ride, including levels, widths, construction materials, depths of construction, **surface water drainage**, boundary treatment, landscaping and lighting shall be submitted to and approved in writing by the local planning authority. The details shall be implemented as approved.”*

The LHA require the provision of a drainage strategy and detailed drainage design to prevent surface water runoff onto the public highway, which has not been adequately covered by the application submission.

Condition 8 – Stage 1 Road Safety Audit

Condition 8 reads:

“No development shall take place until a Stage 1 Road Safety Audit on Plan 70070533-SK-006 Rev F in accordance with the Design Manual for Roads and Bridges has been carried out to the satisfaction of the local planning authority. The agreed details and any recommendations made for road safety reasons shall be financed and implemented by the developer prior to the occupation of the first dwelling on the site.”

The Stage 1 and 2 Road Safety Audit raises the following problems:

- 8.1 ‘No new drainage detailed to prevent surface water flowing across junction or pedestrian crossing point’
- 8.2 ‘Insufficient depth of centre warning line on side road approach to give-way line’

- 8.3 'Existing SLOW marking in middle of new junction in line with turning vehicles will be quickly worn away'
- 8.4 'Plans state new access road is for vehicles only where is the pedestrian access'
- 8.5 'Reduced intervisibility of pedestrians crossing access side road into development'
- 8.6 'Insufficient depth of tactile paving at ahead/inline pedestrian crossing point'

The LHA request the following solutions to the Stage 1 and 2 Road Safety Audit Problems:

- 8.1 'The LHA require provision of a drainage strategy and detailed drainage design to prevent surface runoff onto the public highway'
- 8.2: The LHA accept the designer's response that the centre warning line will be enlarged upto the full width of the carriageway.
- 8.3: 'The LHA request that the SLOW markings are relocated a short distance along Nine Mile Ride (c. 5- 10m) by the developer during the s278 works to reduce the wear and tear to the slow markings by vehicles turning'
- 8.4: The LHA request the provision of a pedestrian access alongside the access road which connects to Nine Mile Road Road. Due to the arboricultural and spatial constraints of the site, a 'shared surface' access road is recommended.
- 8.5: The LHA require the applicant provide suitable pedestrian visibility splays of 2.0m x 2.0m.
- 8.6: The LHA accept the provision of 3 rows of tactile paving.

Condition 9 – Construction Method Statement

Condition 9 reads:

"No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period. The statement shall include details of the following:

- i. Construction of a suitable works access;*
- ii. **The parking of vehicles of site operatives and visitors;***
- iii. **The loading and unloading of plant and materials;***
- iv. The storage of plant and materials used in constructing the development;*
- v. Measures to prevent mud from vehicles leaving the site during construction;*
- vi. Measures to control the emission of noise, dust and dirt during construction;*
- vii. A scheme for recycling / disposing of waste resulting from demolition and construction works;*
- viii. Hours of construction;*

- ix. *Hours of delivery of plant and materials to the site;*
- x. *The routes to be used to access the development site;*
- xi. *Site construction office, site compound and ancillary facility buildings.”*

The LHA require the submission of a swept path analysis which demonstrates that the largest vehicles required on site can ingress/egress the proposed development in a forward gear. The LHA would expect swept paths for crane delivery and a 10m rigid tipper truck as a minimum.

This is to demonstrate loading and unloading of plant and materials can be accommodated as per requirement 3 of Condition 9.

Condition 13 – Arboricultural Method Statement

Condition 13 reads:

“No development shall take place until an Arboricultural Method Statement has been submitted to and approved in writing by the local planning authority. This shall include details of existing trees and hedges to be retained in the submitted Arboricultural Impact Assessment in line with British Standard BS 5837:2012 and shall include details of:

- i. Any proposed topping or lopping of any retained tree within or adjacent to the site;***
- ii. Any proposed alterations to ground levels within the Root Protection Area or Crown Spread (whichever is the greater) of any retained tree, within or adjacent to the site;***
- iii. The specification and position of fencing and of any other measures required for the protection of any retained tree before or during the course of development. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved details before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed within any area of protective fencing nor shall any excavation be made or ground levels altered without the written consent of the local planning authority.”***

WBC Landscape and Trees remain concerned about the access road’s construction and its impact on the protected trees to the immediate west of it (TPO-1800-2021). The construction drawings provided include standard details for the driveway, but these are considered arbitrary and will need to be adjusted in different locations along the route.

Further to this, it is not clear the approach proposed is suitable for the entirety of the access, as its design should be dependent on the proximity of the tree stems and associated root flare. The detail assumes there is an adequate soil depth/availability that has no constraints. WBC Landscape and Trees would have expected this detail

to be included in a final Arboricultural Method Statement with input from the retained Arboriculturist (AC).

The Arboricultural Implications Report (AIR) states that the base of the access road will be constructed and there will be a sacrificial layer of tarmac that will act as the haul road for construction traffic accessing the site. It states that the bitumen layer (waterproof) will be punctured with drilled holes at 750mm centres to create permeability underneath the permeable block paving. This is not an orthodox approach to construction within the RPAs of protected trees and poses a risk to the integrity of roots underneath the developable areas. Clarification on this method is required in collaboration for the AC, but it is likely an alternative method will be required.

It is unclear from the AIR as to whether the proposed crown lifting of the relevant tree canopies has taken into consideration the 300mm uplift from the road construction. Clarification on this will be required.

Further information is also required in the AIR regarding the rooting area of the impacted trees, in particular their access to water and minerals with the new access road. See paras below:

BS5837:2012 – Section 3 - paragraph 5.3.1

5.3 Proximity of structures to trees
5.3.1 The default position should be that structures (see 3.10) are located outside the RPAs of trees to be retained. However, where there is an overriding justification for construction within the RPA, technical solutions might be available that prevent damage to the tree(s) (see Clause 7). If operations within the RPA are proposed, the project arboriculturist should:
a) demonstrate that the tree(s) can remain viable and that the area lost to encroachment can be compensated for elsewhere, contiguous with its RPA;
b) propose a series of mitigation measures to improve the soil environment that is used by the tree for growth.

It is not clear if the AC has considered offsetting into soft soil in the neighbouring garden of no.236 Nine Mile Ride. This is not recommended for the reasons below (taken from appeal ref APP/X0360/W/17/3169773, paragraph 13)

“Most of the contiguous area of the RPA is within neighbours’ gardens, over which the appellants have no control. The Council raises the possibility that development may occur within the offset RPA, thereby counteracting the effect of the offset. Permitted development rights exist to construct outbuildings and other incidental structures, and whilst there is no evidence that such development is likely to take place, as it is beyond the appellants’ control, it cannot be discounted. Moreover, there is little scope to improve the soil environment; the area of garden immediately adjacent to the proposed house is that which is likely to be the most intensively used, and the appellants have no ability to improve the soil environment in the remainder of the RPA which is in other ownership. I therefore find that the proposal is likely

to pose a threat to the health of trees which make a contribution to the amenity of the area, and this adds to my concerns.”

Overall, the information provided is either insufficient or inappropriate in the context of the application site. Revisions to the road’s construction, in connection with the shared surface recommendations listed above regarding condition 8, will be required.