

**Land Adjacent to 38 Finchampstead
Road, Wokingham**

Planning Statement

Klara Homes Limited.
February 2026

tor
&co



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1. Introduction

- 1.1 This statement is submitted on behalf of Klara Ascot Limited in support of a full planning application for the erection of a single dwelling on Land Adjacent to 38 Finchampstead Road, Wokingham, RG40 2NN.
- 1.2 The site lies within the administrative area of Wokingham Borough Council (WBC), which is the local planning authority.
- 1.3 The proposed description of the development is as follows:
- “Full planning application for the erection of a single detached dwelling with associated parking, landscape and drainage infrastructure.”*
- 1.4 This Statement describes the site and surroundings, the proposal, and the existing planning policy context that relates to the site. This statement should be read alongside the submitted application forms and drawings.

Plans Submitted for Approval

- FRNT_24.567_001_P02_Location Plan_A3
- FRNT_24.567_002_P02_Existing Block Plan_A3
- FRNT_24.567_201_P08_Proposed Plans and Elevations_A1
- FRNT_24.567_202_P04_Existing and Proposed Street Scenes and Sections_A1

Documents Submitted in Support

- Planning Statement, prepared by tor&co
- Design and Access Statement, prepared by Front Architecture
- Biodiversity Net Gain Assessment, prepared by Lizard Landscape Ecology & Design
- SUDS Report, prepared by Nimbus
- Arboricultural Impact Assessment and Method Statement, prepared by Lizard Landscape Ecology & Design

2. Site and Surrounding Area

- 2.1 The application site comprises a small, rectangular parcel approx. 140m², of previously developed land, historically occupied by a small taxi office.
- 2.2 The application site forms a small infill plot positioned between existing 2.5 storey residential developments along Finchampstead Road. To the east the application site is enclosed by the surface parking lot of Ascot House.
- 2.3 Vehicular access to the application site is provided via Kendrick Close and via the Ascot House surface car park. 2 x parking spaces are proposed to the rear of the site which benefit from shared use of the existing surface car park.
- 2.4 A small electricity substation sits immediately to the front of the site along Finchampstead Road, but sits outside the redline boundary and land ownership of the applicants.
- 2.5 The site is in a sustainable location for residential development being located within the Major Development Location for Wokingham and sits within the Wokingham Town Centre boundary as per the adopted local plan.
- 2.6 The application site is also within walking distance approx. 0.4 miles [10 minutes' walk] from Wokingham railway station, and 0.3 miles Peach Street retail core. A wide range of local facilities and amenities, including schools, supermarkets, healthcare, employment and the Carnival Hub leisure centre are all within convenient walking and cycling distance.
- 2.7 The application site also benefits from its close proximity to the wider town centre commercial provision within Wokingham, as well as the direct transport connections to Reading, and London which further contribute to employment opportunities.
- 2.8 There are no statutory designated sites within or adjacent to the Site. The previously developed site has been cleared and is mainly hard surfaced. However, the application site is located within the 7km Zone of Influence of the Thames Basin Heaths SPA.
- 2.9 Four statutory sites of nationally designated importance occur within 5km of the Site, including three Sites of Special Scientific Interest (SSSIs) and one Local Nature Reserve (LNR). The closest of these is Jubilee Lake LNR; located approximately 0.9km to the north-west. The application site lies within a SSSI 'Impact Risk Zone' in respect of residential development.
- 2.10 There are no listed buildings, conservation areas and designated heritage assets within the immediate surroundings of the application site, nor is the site visible from any designated heritage assets.
- 2.11 The application site lies within Flood Zone 1 and therefore has a low risk of fluvial flooding. It also assessed as being at very low risk of surface water, groundwater and reservoir flooding.

3. Planning History & Pre-Application Advice

Planning History

3.1 The application site is subject to the following planning history:

- CLE/2008/1838: Application for a certificate of lawfulness for an existing use or operation for the use of the premises as a taxi office.
Refused – 03 October 2008
- CLE/2010/0188: Application for a certificate of lawfulness for the existing use or operation for the use of the premises as a taxi office.
Approved- 18 March 2010
- L192977: Prior approval submission for the demolition of former taxi office.
Prior approval not required – 25 November 2019

Pre-application Engagement

3.2 Pre-application advice was sought in relation to the proposed development. WBC provided their pre-application written response on 14 September 2023 (ref. 231834), and in relation to the application site, the following matters were raised by officers:

Design

- Proposed 3-storey detached townhouse has a modern minimalist design with recesses and a vault-style overhang, broadly positive for the varied Finchampstead Road streetscape.
- Site currently appears as an anomaly due to being largely empty aside from a substation, creating unusually large gaps between nos. 38-44.
- Future application should specify materials that complement local vernacular (brick, render, cladding with modern elements).
- Support in principle for making good use of this under-utilised site, subject to a detailed and context-sensitive design.

NDSS (Nationally Described Space Standards)

- Proposed townhouse does not meet the 4-bed, 8-person NDSS requirement.
- Would comply if limited to 6 occupants (112sqm requirement).
- Future submission must address this shortfall.

Internal Amenity

- Main bedroom must be at least 11.5sqm; secondary bedrooms at least 7.5 sqm.
- Minimum 3sqm of built-in storage required.

Overlooking

- Likely no unacceptable overlooking impact given existing intervisibility along Finchampstead Road.
- Full application should include detailed plans showing relationships to properties on Finchampstead Road.

Overbearing / Sense of Enclosure

- Separation distances: 0.9 m to southern neighbour, 2.3m to northern; slightly below Borough Design Guide R16 minimum of 1 m flank-to-flank.
- Shortfall unlikely to be a sole reason for objection given the town-centre, higher-density context.

Highways

- Parking for the townhouse must be close to the dwelling, with spaces sized 5m × 2.5m and 6m clearance behind for manoeuvring.
- Secure cycle storage must be provided within the plot.

Overall Summary

- Infill development of this under-used gap is acceptable in principle.
- A full application must demonstrate the dwelling fits without appearing cramped or harming neighbour amenity.
- Subject to acceptable detail on design, scale, and standards, the townhouse is likely to be supportable at full application stage.

4. The Proposed Development

Description of Development

- 4.1 The proposed description of development is as follows:

“Full planning application for the erection of a single detached dwelling with associated parking, landscape and drainage infrastructure.”

Design and Layout

- 4.2 The design follows the directions set out in the pre-application advice which emphasised the need to demonstrate that a dwelling can be accommodated on site without appearing cramped or contrived. The pre-application plans have been amended to increase the separation flank-to-flank distance on the southern elevation to 1.0m.
- 4.3 The proposed house adopts a simple, contemporary and well-proportioned ‘A-frame’ form expressed over 2.5 storeys and arranged to sit comfortably between its neighbours – which are notably also 2.5 storeys in height.
- 4.4 As set out in the DAS, the building line continues that of adjacent no. 36-38 providing a strong and continuous frontage, however the entrance has a subtle recess to keep an active frontage and provide storage for bins.

The dwelling has a ridge height of approx. 9.8m and an eaves height of approx. 6.3m aligning with the prevailing 2.5-storey character along this stretch of Finchampstead Road. The second floor is accommodated within a gable roof with 4.0m floor to ridge ceiling height, reducing down to 1.5m wall heights to ensure usable space while maintaining a modest roof profile.

- 4.5 The material palette takes cues from the local vernacular, which consists of red brick, grey infill composite panels, dark grey windows and bi-fold doors, grey slate roof tiles and metal framed glass balustrades, providing a modern but consistent contemporary appearance.
- 4.6 Internally, the building consists of 4 double bedrooms with two en-suites, and a WC at ground floor meeting M4(2) requirements. The proposed bedrooms will follow the national space standard providing a minimum 11.5 sqm.
- 4.7 Open plan living/kitchen/dining space has also been focused to the rear of the ground floor opening out via bi-fold doors to provide seamless integration with the rear garden.
- 4.8 A combination of rear garden space and balcony space is proposed to provide private amenity space. This comprises 7.6sqm of balcony space and 25sqm of rear garden area.

Access and Movement

Proposed access arrangement

- 4.9 Pedestrian access is taken directly from Finchampstead Road, following the established pattern of existing residential entry ways along the street.

- 4.10 Vehicular and secondary pedestrian access is proposed from the Ascot House development to the rear of the site, which is accessed via Kendrick Close. This arrangement removes any need for a new crossover on Finchampstead Road which is not feasible given the location of the existing substation.

Parking

- 4.11 Space to provide 2 x dedicated car parking spaces (2.5m x 5.0m) has been allocated for the dwelling within unutilised space adjacent the site within the Ascot House surface car park. No car parking for Ascot House is impacted by the proposed development.
- 4.12 A secure cycle storage is located within the rear of the garden, providing space for 2 cycles.

Waste Storage

- 4.13 To the front of the application site is proposed an enclosed bin store sufficient in size to store 2 x 180L wheelie bins.

Landscape & Trees

- 4.14 High-level landscape details has been provided in support of the application. This comprises of a hard landscaping in the rear garden. A hard-standing path also connects along the southern flank of the house to provide a direct pedestrian connection from the front to the rear of the house.

5. The Development Plan

5.0 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the Development Plan unless material planning consideration indicate otherwise.

5.1 The development plan relevant to the application is comprised of:

- Wokingham Borough Core Strategy Development Plan Document (adopted January 2010);
- Wokingham Borough Managing Development Delivery (MDD) Local Plan (adopted February 2014);
- Central and Eastern Berkshire Joint Minerals and Waste Plan (adopted January 2023);
- South East Plan Policy NRM6 (adopted May 2010); and
- WBC's Proposals Map (accessed using WBC Online Interactive Portal).

5.2 The extent to which the proposed development complies with the policies contained in the development plan is set out below.

Supplementary Planning Documents

5.3 In addition, the following Supplementary Planning Documents (SPDs) have been identified which are considered relevant to the Proposed Development as follows:

- Sustainable Design and Construction SPD (May 2010)
- Affordable Housing SPD (July 2013)
- Borough Design Guide SPD (June 2012); and
- Wokingham Town Centre SPD (June 2010).

5.4 As shown in WBC's adopted Policies Map, the Site is currently subject to the following) site-specific policy designations:

- Major Development Locations
- Wokingham Town Centre; and
- Thames Basin Heaths SPA 7km

Emerging Wokingham Local Plan

5.5 WBC's adopted Development Plan documents are out of date and a new draft Local Plan Update 2023-2040 was submitted for Examination in Public on February 28th 2025. Initial Hearing Sessions were held in November 2025 and a second series of Hearing Sessions will be held in July 2026. Upon completion it will replace the current Core Strategy and Managing Development Delivery plans which cover the period to 2026. Since the draft Local Plan Update is yet to be adopted its draft policies carry limited weight.

National Planning Policy Framework

5.6 The currently adopted National Planning Policy Framework (Dec. 2024, as amended) remains applicable to the proposed development. On 16 December 2025 the Government published a consultation *National Planning Policy*

Framework: proposed reforms and other changes to the planning system. This sets out proposed reforms to the National Planning Policy Framework (the Framework) along with other changes to the planning system, including the introduction of non-statutory National Decision-Making Policies (NDMP). The consultation was accompanied by a Written Ministerial Statement (WMS). The consultation draft Framework does not constitute Government policy or guidance as it may be subject to change before the final document is published. However, it may, along with the WMS, be treated as material considerations in respect of decision making.

6. Planning Assessment

Principle of development

- 6.1 The site is within and located on the southern edge of Wokingham Town Centre. The principle of residential development has been confirmed as being acceptable by WBC planning officers as part of pre-application discussions in September 2023.
- 6.2 Both the adopted and draft NPPF/NDMP policies consider residential use to be an acceptable town centre use with NPPF Para 90(f) recognising that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.
- 6.3 The adopted local plan is out-of-date given Wokingham's *Five Year Land Supply Report* (March 2025) notes that WBC can only demonstrate a 2.5 year housing land supply. As such the presumption of sustainable development (i.e. the 'tilted balance') would be engaged in line with Paragraph 11 of the NPPF.
- 6.4 At the local level, Policies CC01 and CP3 support the optimised use of sites and sustainable development. The Site is located within a Major Development Location where Core Strategy Policy CP9 supports the principle of residential development, subject to other material planning considerations. Further, CS13 and TB15 support the provision of residential use within designated town centres.
- 6.5 Where it is successfully demonstrated and accepted that any harm which arises as a result of the Proposed Development can be successfully mitigated (which is discussed further below), then the principle of the development is considered to be acceptable because it accords with the adopted Development Plan and the spatial strategy for the Site.
- 6.6 Overall, the principle of residential development in this sustainable location is considered acceptable in planning terms.

Design

- 6.7 For full details of the proposed design, please refer to the Design and Access Statement (DAS) prepared by Front Architecture which has been submitted alongside this planning application and has been informed by pre-application consultation WBC planning officers.
- 6.8 Policy CP3 requires development proposals to be appropriate in terms of mass, layout, built form, height, materials, and character to the area together with a high quality of design. Furthermore, proposals should provide a functional, accessible, safe, secure, and adaptable scheme that contributes to the sense of place in the buildings and spaces themselves in the way buildings integrate with their surroundings, including the use of appropriate landscaping.
- 6.9 Policy CC04 supporting text also reference that all new development proposals shall be consistent with the Council's Borough Design Guide SPD.
- 6.10 Draft Policy DH1 states all new development must be of high-quality design and will be considered where a proposal meets the following design principles:

- **Sense of place & identity:** Reinforce local distinctiveness, respecting and enhancing natural, cultural and historic character through thoughtful design and innovative yet sympathetic architecture.
- **Comprehensive placemaking:** Ensure layouts support integrated, accessible development and do not prejudice wider opportunities.
- **Efficient built form:** Deliver energy-efficient buildings, optimise land use, and focus higher densities in town centres and sustainable locations.
- **Movement & access:** Prioritise safe, inclusive, and well-connected movement for pedestrians, cyclists, public transport and vehicles, with strong support for active and sustainable travel.
- **Transport infrastructure:** Provide well-designed parking, cycle facilities, EV charging, public transport infrastructure, and safe service access with minimal visual impact.
- **Nature & landscape:** Protect and integrate existing natural features, enhance biodiversity and green infrastructure, strengthen wildlife corridors, and incorporate SuDS early in design.
- **Public realm:** Create attractive, inclusive, and well-managed streets and public spaces that encourage social interaction, safety, and long-term use.
- **Amenity & safety:** Deliver high-quality private and public amenity spaces with strong natural surveillance and active frontages.
- **Uses & inclusivity:** Support healthy lifestyles, provide an appropriate mix of uses, and ensure accessibility for all users.
- **Homes & buildings:** Achieve high standards of amenity, privacy, daylight, internal space, adaptability, and flexibility over time.
- **Resources & sustainability:** Minimise energy demand, manage waste effectively, and remediate degraded or contaminated land where possible.
- **Durability & lifespan:** Use high-quality, durable materials that weather well and support long-term quality.

6.11 The Borough Design Guide SPD provides detailed guidance on all matters of residential development, including:

- **R2:** Ensuring development responds to its context, in particular, incorporating features of value, utilizing landform and orientation, relating well to neighbouring development, and minimising potential adverse environmental impacts;
- **R6:** Building frontages should contribute to the safety and attractiveness of the street by providing natural surveillance;
- **R7:** Building frontages must define the street space with coherent building lines;
- **R9:** Buildings should respond to the prevailing heights in the local context, scale, position within the street hierarchy, building line, and design quality; and
- **R11:** Housing design should create coherent street character that relates well to, or enhances street scenes in terms of scale, rhythm, proportion, height, materials and colour.

6.12 The Wokingham Town Centre Masterplan SPD highlights that new development should achieve the highest quality of architecture, urban design and environmental design.

- 6.13 As outlined within the submitted Design and Access Statement and drawings, the proposed development will have a ridge height of approx. 9.8m, with the eaves sitting at 6.3m it will consist of ground floor, first floor and second floor. The height has been guided by the neighbouring properties to allow for the proposed house to be perfectly placed into the street scene.
- 6.14 The proposed materials palette has been identified through a thorough assessment of the local and wider context and looks to blend with the local vernacular but also to provide elements of contrast as a modern insertion.
- 6.15 The pre-application response acknowledges the proposed design approach is considered acceptable and the principle of residential development is acceptable within Wokingham town centre and that the proposals make best use of previously developed land.
- 6.16 The Proposed Development is therefore in line with policy at all levels, optimizing a sustainable brownfield site through a design-led process to which contributes towards the borough's housing needs.

Quality of Accommodation

- 6.17 The Proposed Development will deliver a new detached home of an exemplar standard. Planning policy at all levels places great importance on the need for new homes that are of high-quality design and highlights the role that this can play in creating successful communities. WBC adopted and emerging policy is clear that the policy support for increasing housing supply should be delivered in tandem with quality.
- 6.18 Policy TB07 outlines internal size requirements, which accord with NDSS standards, and notes that proposals should accord with the Borough Design Guide SPD.
- 6.19 Emerging Policy H3 outlines that all new homes must be M4(2) compliant, meet NDSS internal space standards. The proposed dwelling has a WC at ground floor and step free access meeting the requirements of M4(2).
- 6.20 The Borough Design Guide SPD provides detailed guidance on all matters of residential development, including:
- **R15:** Buildings must provide reasonable levels of privacy to habitable rooms;
 - **R16:** Homes must provide easy access to some form of amenity space;
 - **R17:** All dwellings must provide adequate internal space in an appropriate layout to accommodate a range of lifestyles. Living areas and bedrooms should be large enough to accommodate a range of private and communal activities. 4 bedroom houses must be min. 100sqm GIA and have a 6-person dwelling should have a minimum combined 31sqm living, dining room, kitchen.
- 6.21 As demonstrated by the Design and Access Statement and submitted drawings, the internal layouts provide policy compliant internal floor areas for future occupiers to achieve multiple arrangements of living and bedrooms, including space to provide study/office spaces, built in storage and private amenity space.

- 6.22 The proposed dwelling satisfies the Nationally Described Space Standards (NDSS) for a 3-storey 4-bedroom, 8-person dwelling and provides a generous and flexible layout that allows future occupiers to accommodate a range of lifestyles, including work-from-home arrangements, children's bedrooms, guest rooms and sufficient built-in storage. This includes an overall GIA of 131sqm , comprising a shared living/kitchen/diner of 34.3sqm GIA, 3.5sqm GIA indoor storage and 32.6sqm of outdoor amenity space
- 6.23 All habitable rooms are well-proportioned, benefit from good daylight and outlook (incl. meeting 45° outlook angles), and are arranged to avoid any privacy conflicts with neighbouring properties. The dwelling also delivers a private rear garden that meets the Borough Design Guide's expectations for high-quality amenity space that will benefit from BRE compliant levels of external daylight and overshadowing given its eastern aspect.
- 6.24 The Proposed Development is therefore in line with policy at all levels, optimizing a sustainable brownfield site through a design-led process to which contributes towards the borough's housing needs.

Transport, Access, and Servicing

- 6.25 Core Strategy Policy CP6 'Managing Travel Demand' states that planning permission will be granted for development proposals that are located in accessible locations with sustainable travels options, provide appropriate vehicular parking, mitigate any adverse effects upon the local and strategic transport network and enhance safety.
- 6.26 Core Strategy Policy CP6 states that planning permission will be granted for developments that *"provide appropriate vehicular parking, having regard to car ownership."*
- 6.27 MDD Policy CC07 further references parking standards within Appendix 2 of the document and recognises that flexibility will be applied to given developments in locations with good transport facilities and infrastructure to serve it. Appendix 2 further highlights that the parking standards will be the starting point in discussions with the Council and that each proposal should be assessed on its own merits.
- 6.28 In line with CP6 and WBC's parking standards for a 4-bed dwelling, 2x cycle parking spaces will be provided in a secure location to the rear of the site.
- 6.29 Pedestrians will access the Site principally by front doors located along the southern pavement along Kendrick Close. Cycling access can be accommodated from the access the front/side access, or from the rear via Kendrick Close. Primary vehicular access and egress for the 2 x vehicle parking spaces is taken from the Kendrick Close, both of which are 5.0m x 2.5m with a 6.0m clear travel lane to the rear.
- 6.30 Based on the Council's parking calculator, it is suggested the parking requirement for this Site would require 2x car parking spaces and 0.3 unallocated spaces (i.e. visitor parking). Given the site's town centre location and excellent pedestrian connectivity to the railway station and bus network, the proposed level of parking is considered appropriate.

Arboricultural and Landscaping

- 6.31 Draft Policy NE4 seeks to ensure that all trees that may be affected be assessed in terms of their health and value, and where pertinent ensure existing and proposed trees are provided sufficient space to grow and be protected.
- 6.32 Draft Policy NE5 further notes that development proposals should respect, conserve, and enhance the distinctiveness of the local landscape by adopting a landscape led approach that incorporates suitable landscape strategies and protects valued landscape assets where appropriate.
- 6.33 The submission is supported by an, Arboricultural Impact Assessment, prepared by Lizard Design and Ecology There are no trees located within the application site itself, the land is previously developed and currently cleared.
- 6.34 The submitted Arboricultural Impact Assessment (AIA), prepared by Lizard evaluates the direct and indirect impacts of the proposed development upon any existing trees. Where necessary, the AIA provides details of mitigation and tree protection.
- 6.35 There is limited off site vegetation present to the east, including low value shrub, Willow, Bay Laurel and mixed ornamental species. This is Category C indicating low landscape value. The proposed development and footprint are located outside the root protection area of the adjacent nearest tree and therefore no tree removals or crown reductions are required as part of the proposed development.
- 6.36 The AIA concludes that the proposed building can be constructed without any adverse arboricultural impacts and that retained off site vegetation will remain in a stable and favourable condition.

Flood Risk and Drainage

Surface Water Drainage

- 6.37 Core Strategy Policy CP1 highlights that proposals should avoid increasing risks of or from all forms of flooding (including groundwater). Hydraulic modelling confirms that the drainage scheme achieves an 88% reduction in post development peak discharge rates relative to the 100% impermeable conditions.
- 6.38 MDD Policy CC09 states that all forms of flood risk must be assessed and that development be guided to areas with the lowest flood risk from all sources.
- 6.39 The Site is situated in the Environment Agency's flood zone 1, with a very low risk of pluvial flooding. The Site is therefore not likely to be subjected to the fluvial or pluvial flooding up to a 1:1000 year plus climate change flood event. The risk of flooding from all sources has been determined to be low or very low, therefore no flood protection measures are required.
- 6.40 A detailed surface water assessment has been prepared by Nimbus Engineering and submitted in support of the application.

- 6.41 The assessment confirms that the existing site is a fully hard surfaced, previously developed plot, resulting in a 100% impermeable surface area prior to development. The proposed development reduces impermeable surfacing 112.38m², delivering immediate betterment compared to existing drainage strategies.
- 6.42 The underlying geology comprises of London Clay which means infiltration techniques such as soakaways are not viable due to the low permeability of the soil profile.
- 6.43 In line with the SuDS hierarchy the development adopts the following measures of permeable paving, rainwater harvesting, a 1.9m³ below ground attenuation tank, and flow control reducing discharge rates to 1 litre/second.
- 6.44 Hydraulic modelling confirms that the drainage scheme achieves an 88% reduction in post development peak discharge rates relative to the 100% impermeable conditions.

Foul Water Drainage

- 6.45 The SuDS report confirms adequate capacity exists within the network for a single dwelling therefore, the proposed dwelling will connect to the public foul sewer located within the established drainage network serving Finchampstead Road and Ascot House.

Ecology & Biodiversity Net Gain

- 6.46 Core Strategy Policy CP3 requires that development does not result in any detrimental impact upon important ecological features.
- 6.47 Draft Policy NE4 seeks to ensure that all trees that may be affected be assessed in terms of their health and value, and where pertinent ensure existing and proposed trees are provided sufficient space to grow and be protected. Draft Policy NE5 further notes that development proposals should respect, conserve, and enhance the distinctiveness of the local landscape by adopting a landscape led approach that incorporates suitable landscape strategies and protects valued landscape assets where appropriate.
- 6.48 The submission is supported by a Biodiversity Net Gain Statement, prepared by Lizard Design and Ecology. This summarises the baseline habitat value of the site consists of an enclosed area of Vacant or Derelict Land with an additional section of Developed Land on a Sealed Surface to the East. The former was abundant in species of Plantain and Ragwort with Nettle and Bramble also frequently dispersed. The Sealed Surface area was a residential car park which contained no species of note. Within the Southwest corner of the site two young trees were discovered these were Ash and Sycamore.
- 6.49 The condition of the existing habitats on site was assessed using the habitat condition sheets specific to each habitat. The Biodiversity Net Gain assessment concluded that the existing baseline biodiversity value of the site was 0.02 Habitat Units, consisting of:

- 0.0106ha of poor condition vacant or derelict land providing 0.02 habitat units;
 - 0.0035ha of developed land; sealed surface providing 0.00 habitat units (condition assessment N/A).
- 6.50 Overall, the metric calculations have identified that the proposals will result in a Net Loss of 78.15% of habitat units on site. The current scheme fails to comply with the trading rules as outlined in the User Guide due to the lack of available land on site for habitat enhancements or creation.
- 6.51 Given the scope of the proposals, it is required that the project either provide enhancements off-site or purchase off-site units to satisfy the trading rules, offset the current net loss and meet the mandatory +10% target for Biodiversity Net Gain.

7. Conclusion

- 7.1. This Planning Statement has demonstrated that the proposed development, the erection of a single, high-quality detached dwelling with associated access, parking, landscaping and drainage, represents a sustainable, policy-compliant and well-considered form of development that will make effective use of an underutilised brownfield infill site within Wokingham Town Centre.
- 7.2. The principle of residential development in this location is firmly supported by the adopted and emerging Development Plan, as well as by adopted and draft national policy. The site is located within an established residential and mixed-use urban context, benefitting from exceptional access to public transport, services, retail, employment and social infrastructure. The proposal fully aligns with the NPPF objective to optimise the use of underused brownfield land in sustainable locations, as well as with WBC policies CP1, CP3, CP6 and CP9.
- 7.3. The detailed design has been carefully developed to respond sensitively to local character and the site's constrained setting. As demonstrated through the Design and Access Statement, the scheme provides a modest yet well-proportioned detached house that reinforces the existing building line, respects the scale and massing of surrounding development and completes the frontage in an appropriate, coherent and visually pleasing manner. The proposal has directly addressed pre-application advice in demonstrating that the dwelling can be accommodated without appearing cramped or contrived and without causing unacceptable impacts on neighbouring amenity.
- 7.4. All technical matters have been robustly addressed. The Arboricultural Impact Assessment confirms that no trees exist on the site and that the limited off-site vegetation will be retained and protected without harm. The Drainage Strategy demonstrates an 88% reduction in peak surface water discharge rates through the use of SuDS measures, representing a significant improvement over existing conditions. Waste management, access, parking and servicing have all been designed in accordance with national and local standard
- 7.5. From a transport perspective, the site is exceptionally well located within Wokingham Town Centre to support sustainable travel, with Wokingham Station and daily goods and services all within comfortable walking distance. The provision of two allocated off-street parking spaces and secure cycle storage meets Policy CC07 requirements applied to highly accessible town centre locations where alternative and active modes of transport are highly encouraged.
- 7.6. In the context of the Council's significant shortfall in housing land supply, the NPPF's presumption in favour of sustainable development (the "tilted balance") is engaged. There are no adverse impacts arising from the proposal that would significantly and demonstrably outweigh the clear benefits of delivering a new home in a highly sustainable, brownfield town centre location. Equally, no protected areas or assets present a reason for refusal.