

APPENDIX A.Appeal Decision – Previous Application
(Ref: 220458)



Appeal Decision

Inquiry opened on 31 January 2023

Site visit made on 9 February 2023

by David Wildsmith BSc(Hons) MSc CEng MICE FCIHT MRTPI

an Inspector appointed by the Secretary of State

Decision date: 9th March 2023

APPEAL REF: APP/X0360/W/22/3309202

Land East of Lodge Road, Hurst, Reading

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mactaggart and Mickel Homes England Ltd ('the appellant') against the decision of Wokingham Borough Council ('WBC' or 'the Council').
 - The application Ref 220458, dated 16 February 2022, was refused by notice dated 23 June 2022. The development proposed is approximately 200 homes, open space, pedestrian and cycle links, recreational facilities (Class E) and other associated infrastructure including the formation of a new highway access road from Lodge Road located adjacent to the existing field access to be closed.
 - The Inquiry sat for 8 days on 31 January to 10 February 2023.
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Decision

1. The appeal is dismissed.

Preliminary and procedural matters

2. The application was submitted in outline, with only access to be determined at this stage. As originally submitted the development description referred to the primary vehicular access being "*via the existing Lodge Road gated access*". However, this did not accord with the location of the proposed access shown on the detailed drawing in the appellant's Transport Assessment¹ (TA). To address this point the appellant sought to amend the description as set out in the header above, and also submitted amended plans to show this revised access location, along with consequent changes to various parameter plans submitted for approval.
3. Other amendments were also made to the submitted plans, but in my assessment these did not materially alter the scale or nature of the proposed development. In any case, the appellant undertook a consultation exercise on the revised plans and, accordingly, I am satisfied that no-one with an interest in this proposal would be unduly prejudiced by me determining the appeal on the basis of the revised plans².
4. A range of supporting documents, detailed in the Statement of Common Ground³ (SoCG) between the Council and the appellant accompanied the application, and can be found as un-numbered documents at CD 2. Planning obligations were submitted to the Inquiry by the appellant in the form of a Unilateral Undertaking⁴ (UU) made under section 106 (S106) of the Town and Country Planning Act 1990, as amended. I deal with these obligations in more detail under the seventh main issue.

¹ One of the un-numbered Core Documents (CD) at CD 2

² CD 2.1, supplemented by CD 79

³ CD 1.5

⁴ Document (Doc) 29

5. I carried out unaccompanied visits to the site and the surrounding area on 30 January 2023 and on 9 February 2023. On this latter date I also undertook an accompanied site visit in the company of representatives of the appellant, the Council and a Rule 6(6) Party, the St Nicholas Hurst Parish Council (SNHPC).

Site description, surrounding area and details of the appeal proposal

6. The appeal site comprises some 10.68 hectares (ha) of undeveloped greenfield land, mostly consisting of a single, large, fairly level field, currently used for the grazing of horses and ponies. It lies outside but immediately abutting the Development Limits of Hurst, with development in Whistley Green to the north and Hurst to the east and south. It extends from Tape Lane in the east to the tree-lined Hatchgate Ditch which borders the southern length of the site's western boundary. A ditch also runs along the site's southern boundary, with dwellings in Martineau Lane, and allotments, beyond. The northern site boundary is marked by sporadic mature trees, with further undeveloped land immediately to the north. A smaller field abutting Lodge Road comprises the north-western part of the appeal site. Two trees at the southern boundary of this smaller field were removed in March 2021, some time before this planning application was submitted⁵.
7. There are established trees and hedgerows along most of the site boundaries, but there are also some more open lengths of boundary including to the Martineau Lane dwellings and allotments in the south, and along parts of the northern boundary. The site is private land, not accessible to the public, with no Public Rights of Way (PRoW) crossing it. There are 2 existing private access points to the site; one from Lodge Road to the west and the other from the northern stretch of Tape Lane to the east. Some 5.9ha of the site is Grade 3a agricultural land, which is classified as best and most versatile (BMV). The site lies within Flood Zone 1 and is therefore in the 'very low' surface water flood risk category, although there are some very small areas of 'low' surface water flood risk.
8. The site is located about 4 miles north of Wokingham, 3 miles north-east of Winnersh and 1.5 miles south of Twyford. The Rail Station at Twyford has mainline services to Reading and beyond to the west, and to London Paddington to the east. The Elizabeth Line/Crossrail also serves Twyford, providing further services between Reading and London. In addition, bus services provide access to Reading, Twyford, Wokingham and High Wycombe. Dinton Pastures, a 350ha Country Park, is located about 1.6 kilometres (km) south-west of the appeal site and can be reached by means of a permissive footpath on the west side of Lodge Road and Footpath 34 to the south.
9. Under the appeal proposal the site would be developed by the construction of about 200 new homes of mixed types and tenures, predominantly houses but with a small number of apartments. 40% of the new homes (some 80 units), are proposed as affordable housing. The SoCG states that all homes will be no higher than 2 storeys, in keeping with the surrounding area. The scheme would also include parks and gardens, natural/semi-natural green space, amenity space, a tennis court, play areas and community orchards, with the landscaped areas incorporating a sustainable drainage scheme (SuDS).
10. The proposal would not require the removal of any trees but some existing hedgerow along Lodge Road would need to be relocated, to provide the sole vehicular access for the proposed development. The existing field access would be

⁵ Section 7 and Appendix 18 of CD 8.3.2

closed and replaced by new hedgerow. An emergency vehicle access, which would also serve as an access for pedestrians and cyclists, would be provided onto Tape Lane in the north-eastern corner of the appeal scheme. Footway improvements would be provided at the southern end of Tape Lane, at the School Road junction.

11. The scheme would include a network of formal and informal on-site footpaths and cycle routes. On-site vehicle and cycle parking would be provided in accordance with WBC standards, along with electric vehicle charging provision for each dwelling. Nine further parking spaces would be provided to serve the existing allotments adjacent to the site's south-eastern corner.

Main issues

12. The Council refused planning permission for 10 reasons, but in the run-up to the Inquiry, and as a result of discussions and the signing of subject-specific SoCG relating to highways matters, sustainability and ecology⁶, a number of these reasons for refusal were either withdrawn, or not defended by the Council at the Inquiry. The SNHPC did, however, maintain an objection on highway safety grounds, notwithstanding the Council's satisfaction on this matter.
13. With these points in mind, and having regard to the evidence submitted by all parties, I consider the main issues in this case to be:
 - The extent to which the proposed development would be consistent with the development plan for the area, and the weight to be given to relevant policies;
 - The effect of the proposed development on the character and appearance of the appeal site and the surrounding area, in landscape and visual terms;
 - The effect on trees and hedgerows;
 - The effect on BMV agricultural land;
 - Whether the appeal site represents a sustainable location;
 - The effect of the proposed development in terms of highway safety; and
 - Whether the submitted planning obligations would satisfactorily address the impact of the proposed development.
14. Following my assessment of the main issues I look briefly at other matters raised, before moving on to assess the benefits and disbenefits of the proposal. I then carry out a final planning balance and reach my overall conclusion.

Reasons

Main issue 1 – Consistency with the development plan, and policy weight

15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan in this case includes the Wokingham Borough Local Development Framework Core Strategy⁷ (CS), adopted in January 2010, and the Wokingham Borough Development Plan Managing Development Delivery Local Plan⁸ (MDDL), adopted in February 2014.
16. The National Planning Policy Framework ('the Framework') is an important material consideration which not only provides national policy guidance, but also sets out the decision-taking process that should be adopted when considering planning

⁶ Appendices 1, 2 & 3 to CD 1.5

⁷ CD 5.1

⁸ CD 5.2

proposals. It explains in its paragraph 11(c), that development proposals that accord with an up-to-date development plan should be approved without delay. But in situations where the development plan policies which are most important for determining the application are out-of-date – which includes circumstances where the Council cannot demonstrate a 5-year supply of deliverable housing sites, with the appropriate buffer - paragraph 11(d) of the Framework makes it plain that planning permission should be granted unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

17. At the time the Council determined this application it considered that it could demonstrate a 5-year supply of deliverable housing land, in accordance with the requirements of the Framework. However, this was disputed by the appellant and although this matter had not been fully agreed between the parties at the time the SoCG was finalised, by the opening of the Inquiry the Council accepted that it could only demonstrate a deliverable housing land supply (HLS) of 3.95 years.
18. The Planning Practice Guidance (PPG) is also an important material consideration in the determination of this appeal, as are a number of the Council's adopted Supplementary Planning Documents (SPDs), as detailed in the SoCG.
19. There is no dispute between the main parties that this proposal is not in accordance with the development plan, taken as a whole. This is because by seeking to develop this countryside location, outside the Hurst settlement boundary, for a large-scale housing scheme, the proposal would be at odds with the spatial vision for the Borough, set out at Section 3 of the CS, and would clearly conflict with a number of adopted policies such as CS Policies CP9 and CP11, as well as MDDL Policy CC02.
20. In summary, the spatial vision explains that in order to deliver the necessary development within the Borough the Council has identified a number of high quality Strategic Development Locations (SDLs) where the majority of the 13,230 new houses to be delivered in the CS Plan period will be located. This approach seeks to locate schemes where they can provide easy access to existing facilities or where improvements are readily deliverable. In addition, the spatial vision seeks to concentrate development in those towns and villages that either have a significant range of infrastructure including facilities and services now - or will have them as a result of the development proposed through the CS. Development is stated to be less likely in locations where these facilities and services will not be available.
21. With these points in mind a number of areas are identified as being the most appropriate locations for growth, and the vision also details '*other locations with facilities and services together with access to the major locations*', and identifies these as appropriate for modest levels of development. Hurst, along with 8 other settlements, falls into the '*other settlements*' category of the spatial vision. Such settlements are deemed appropriate to accommodate limited development, to support the vitality of existing local services.
22. I consider that this spatial vision accords with the requirements of paragraph 11(a) of the Framework as it promotes a sustainable pattern of development which seeks to meet the development needs of the area; align growth and infrastructure; and

make effective use of land in urban areas. These matters are carried forward in CS Policy CP9, which states that the scale of development proposals in Wokingham Borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility. It identifies Hurst as one of nine 'Limited Development locations', where development proposals within development limits will be acceptable. The policy's supporting text explains that such locations are those which contain a basic range of services and facilities and are physically and socially cohesive; and that within such settlements limited development would be acceptable, including affordable housing to meet identified local needs.

23. The appeal proposal, however, seeks to develop land outside the development limits of Hurst and, as such, is in conflict with CS Policy CP11 which explains that in order to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits (including countryside), will not normally be permitted. Whilst this policy does allow for some exceptions to this approach, these do not apply in this case.
24. Whilst not directly referred to in any of the reasons for refusal, CS Policy CP17, dealing with Housing Delivery, is also of relevance. It provides a breakdown of how the CS intends to provide for the development of at least 13,230 dwellings in the Borough in the period 2006-2026, indicating that a total of 100 dwellings are expected to be delivered in the Limited Development locations, where they should generally not exceed 25 dwellings from any single site. The appeal proposal clearly would not accord with this policy.
25. Moreover, by seeking to site a significantly-sized new housing scheme outside the development limits of Hurst the appeal proposal would be at odds with the MDDL, which aims to carry forward the approach and objectives set out in the CS by, amongst other things, maintaining the distinct and separate identity of the Borough's settlements through confirming development limits. In this regard MDDL Policy CC02 states that development limits for each settlement are defined on the Policies Map, and then goes on to only discuss development within development limits for locations other than the SDLs.
26. Notwithstanding this development plan conflict, the appellant maintains that there are a number of key considerations which indicate that planning permission should be granted. The first of these is the fact that the Council cannot demonstrate a deliverable 5-year HLS, a matter which, as already noted, the Council does not dispute. The Framework indicates that in such circumstances the policies which are most important for determining the application have to be considered out-of-date, meaning the so-called 'tilted balance' of paragraph 11(d)(ii) comes into play.
27. The most important policies in this case are agreed to be those referred to in the reasons for refusal, but being considered out-of-date does not mean that these policies can carry no weight in the determination of this appeal. The Framework itself clarifies this point in its paragraph 219, where it explains that due weight should be given to development plan policies according to their degree of consistency with the Framework. The closer such policies are to the policies in the Framework, the greater the weight that may be given to them.
28. There is no dispute between the parties that the housing requirement set out in the CS is out-of-date, and that the policies and settlement boundaries detailed in the CS and the MDDL to achieve delivery of this quantum of housing, discussed above, must similarly be regarded as being out-of-date. But it does not automatically follow that the development plan is failing to accord with the requirement in

paragraph 60 of the Framework to significantly boost the supply of homes; nor does it mean that the spatial vision set out in the CS should not still carry weight.

29. On the first of these points, I have been mindful of the Council's evidence which shows that over the 16-year period from 2006/07 to 2021/22 it has achieved a total of 12,465 housing completions compared to a CS Policy CP17 cumulative requirement⁹ of 10,738 new dwellings – an excess or 'over-supply' of some 1,727 dwellings¹⁰. This is a factual position, and I see no reason to dispute the Council's interpretation that it demonstrates a clear boosting of housing delivery to date, in line with Framework requirements.
30. I acknowledge that within this 16-year period there were more years when the actual completions fell behind the policy requirement than exceeded it. But as the appellant accepted in its closing submissions¹¹, such a delivery profile is not unexpected where the bulk of housing delivery relies on a small number of very large sites – the SDLs in this case – which can be slow to start delivering houses, and where housing delivery may be unreliable and 'lumpy'.
31. On this point I have noted the Council's assertion that further housing delivery from the SDLs is very likely to add to the housing supply over the next 5-year period¹², but whilst this may prove to be the case I can place no weight on this matter as things currently stand, as such sites clearly do not fall within the Framework's definition of deliverable. However, I do not consider it unreasonable to have regard to the Council's assertion that if projected completions over the remainder of the CS plan period to 2026 were to be taken into account, then total completions would be 15,448 compared to the CS requirement of 13,230 dwellings, resulting in an excess of some 2,218 dwellings and representing a 16.2% oversupply¹³. In this case the dwellings concerned clearly are considered deliverable and there is no good reason to doubt that they will be completed and add to the housing supply within the overall CS period.
32. In view of these points, and even though the Council is currently unable to demonstrate a deliverable 5-year HLS, falling short by some 863 dwellings, I do not consider it reasonable to ignore the bigger picture, which is that there is a very strong likelihood that the Council will achieve a significant oversupply of dwelling completions over the whole CS period. To my mind this does not signify a Council that is failing in terms of housing provision, but rather one which is performing well and managing to boost the supply of housing over that which it planned for.
33. Reinforcing this view, I note that since the standard method of calculating Local Housing Need (LHN) was introduced in 2018, evidence from the Council shows that housing completions have consistently and significantly exceeded the LHN figure for each of the 4 years in question, providing some 5,391 new dwellings compared to a LHN requirement of 2,166 dwellings¹⁴.
34. Turning to consider the CS's spatial vision, I see nothing in the evidence placed before me to indicate that the Council's chosen method of distributing new housing throughout the Borough has prevented it from achieving satisfactory housing delivery to date. Whilst the Council's inability to demonstrate a deliverable 5-year

⁹ Based on the average annual requirement figures set out in CS Policy CP17

¹⁰ Table 1 in CD 8.2.2

¹¹ Paragraph 10 of Doc 34

¹² Paragraphs 3.26 & 3.27 in CD 8.2.2

¹³ Paragraph 3.6 in CD 8.2.2

¹⁴ Paragraphs 3.15 - 3.17 in CD 8.2.2

HLS is clearly a matter of concern, no persuasive evidence has been placed before me to indicate that the most sensible or appropriate way to address this issue is to grant planning permission for a significantly-sized development which would run counter to this spatial vision, as would be the case with this appeal proposal.

35. Having regard to all the points set out above, I consider that CS Policies CP9 and CP11, and MDDL Policy CC02 should still carry significant weight in this appeal.
36. Turning to other policies from the reasons for refusal, CS Policy CP1, entitled 'Sustainable Development', sets out a number of criteria which development proposals should comply with in order to be granted planning permission. This policy covers a wide range of topics, and I consider that it is in broad accordance with the Framework. However, whereas Policy CP1 specifically requires new development to avoid BMV land, the Framework only requires that development proposals recognise the economic and other benefits of such land. This means, in my opinion, that the policy cannot be given full weight. But because of the otherwise good consistency with the Framework requirements, I consider it appropriate to accord this policy reduced but still significant weight in this appeal.
37. Sustainable development is also the subject of MDDL Policy CC01. It makes reference to 'relevant' policies, whereas the current version of the Framework uses the phrase "*policies which are most important for determining the application*", but otherwise the policy seems to reflect Framework requirements. As such I consider that it, too, should carry significant weight in this appeal. The sustainability requirements detailed in CS Policy CP1 are built upon in CS Policy CP2, which seeks to ensure that new development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) to meet long term needs. No evidence has been submitted to suggest that anything other than full weight should be given to this policy.
38. General principles for acceptable development proposals are set out in CS Policy CP3, and whilst these seem to be in broad accordance with the requirements of the Framework, I note that amongst other things the policy requires development proposals to have no detrimental impact upon important landscape features. This does not fully align with Framework paragraph 174(b), which simply requires the intrinsic character and beauty of the countryside to be recognised. Again, this indicates to me that this policy cannot be given full weight, but that its otherwise good consistency with the Framework means that it should carry reduced, but still significant weight in this appeal.
39. CS Policy CP6, entitled 'Managing Travel Demand', states that planning permission will be granted for schemes that, amongst other things, provide for sustainable forms of transport to allow choice; are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel. As such, this policy is broadly in accordance with the requirements of the Framework, although it does not recognise that the opportunities available to maximise sustainable transport solutions will vary between urban and rural areas, as detailed in paragraph 105 of the Framework. Nonetheless, the policy's general consistency with the Framework means that in my assessment it should carry significant weight in this appeal.
40. MDDL Policy CC03 deals with green infrastructure, trees and landscaping and, amongst other things, requires development proposals to demonstrate how they have considered and achieved a number of listed criteria within scheme proposals. These include the need to protect and retain existing trees, hedges and other

landscape features, as well as incorporating high quality, ideally, native planting and landscaping as an integral part of the scheme. I consider this policy accords with the Framework and should therefore carry full weight.

41. The Council is updating its Local Plan but there have been problems and delays with this, and there was general agreement between the parties that this emerging plan should carry no weight in this appeal. I share that view.
42. Drawing all the above points together, I conclude that the proposed development would be in conflict with the development plan. In particular it would be at odds with CS Policies CP9 and CP11, and MDDL Policy CC02. Other policy conflicts are explored under later main issues. Notwithstanding the Council's inability to demonstrate a 5-year deliverable HLS, for reasons already stated I further conclude that significant weight should still be given to CS Policies CP1, CP3, CP6, CP9 and CP11, and to MDDL Policies CC01 and CC02; and that full weight should be given to CS Policy CP2 and MDDL Policy CC03.

Main issue 2 – the effect on character and appearance

43. The appeal site lies within the C2 Hurst River Terrace Landscape Character Area (LCA) as defined by the Wokingham Borough Landscape Character Assessment¹⁵ (WBLCA). In summary, the C2 LCA is described as a relatively flat lowland agricultural landscape lying to the east of the floodplain of the River Loddon with arable fields which tend to be large, with areas of horse and pony grazing. The area has a strong connection to the river valley, with water-filled ditches and ponds throughout. A network of rural roads connects farms and the small settlements of Whistley Green and Hurst. The LCA is considered to be a landscape of moderate condition and sensitivity, with moderate capacity for change.
44. The WBLCA lists a number of key characteristics of the C2 LCA, many of which clearly relate to the appeal site and its immediate environs. These include a simple agricultural landscape of mainly arable farmland, with pasture enclosed in relatively large straight-sided fields, including smaller areas of horse and pony paddocks; an open character with relatively few boundaries marked by vegetation, with hedgerow or roadside trees being relatively scarce and scattered; a network of water features, including deep drainage ditches around fields; and a rural and tranquil area, with only the southern edge affected by movement and noise of the M4 and its junction with the A329(M).
45. A further key characteristic is noted to be villages located around historic cores including Whistley Green and Hurst. Newer linear development within these settlements is noted to be aligned along the network of roads and rural lanes and whilst there is no strong local vernacular there are fine early buildings, with building character being unified by the presence of red brick.
46. In order to maintain the landscape character of the C2 LCA, the stated landscape strategy is *"to conserve and enhance the quiet, rural and agricultural landscape with its scattered rural farmsteads and small red brick villages connected by narrow rural lanes"*. The strategy goes on to say that *"there are opportunities to enhance the landscape through restoration and management of the hedgerows"*, and that *"in terms of development, the aim is to conserve the low-density pattern of settlement centred around Hurst and Whistley Green"*.

¹⁵ CD 5.5. See also CD 5.5.1 & CD 5.5.2

47. The A321 Wokingham Road/Broadwater Lane forms the main road through the developed area and I saw at my site visit that houses and other buildings line more or less its complete length, although the development is somewhat sparser to the immediate north-west of Hogmore Lane, with some open fields to the north-east of Broadwater Lane. Because of this it is my view that although the 2 former separate villages of Hurst and Whistley Green do now read as one, the Council's description of 'lightly touching', expressed by Mr Hannington, seems to be more appropriate than any suggestion of full coalescence. Be that as it may, the fact remains that development in the area is characterised as being in the shape of a 'reversed C', wrapping round the appeal site and other adjacent, undeveloped land, from Sawpit Road in the south to Whistley Green in the north.
48. The appeal site is not covered by any qualitative landscape designations at a national or local level, but Mr Hannington drew attention to the fact that other Inspectors determining earlier schemes in this general area had referred to the open land within the 'reversed C' as having an enhanced significance as a countryside gap between Lodge Road and Tape Lane¹⁶. He maintained that this landscape has sufficient features and characteristics of quality to set it above the ordinary, such as attractive and available views over the land, the presence of woodland, trees and hedgerows, terrace landform, field-scape, walks adjacent to the land along country lanes, an absence of built development and a relative tranquillity. Because of this he argued that it should be regarded as a valued landscape for the purpose of paragraph 174(a) of the Framework.
49. However, I do not share that view. I am not persuaded that any of the features referred to by Mr Hannington could be considered as raising this land above 'ordinary' countryside. It is clear that this open area is valued locally, but it seems to me that its value arises more from its current condition as undeveloped land and from the setting it provides for this western side of the settlement, than from any specific features or physical attributes it may possess. None of the features referenced are unusual or special, and in my assessment they do not elevate the land into the category of a valued landscape as referred to in paragraph 174(a) of the Framework.
50. The appellant's Landscape and Visual Impact Assessment¹⁷ (LVIA) concludes that the baseline character of the appeal site is strongly influenced by the surrounding well-vegetated and suburban fringe local context. It acknowledges that the change which would arise from the proposed development would be permanent and irreversible, explaining that at construction stage the significance of the landscape effect would be modest adverse, with the same being the case at operational stage. It states that there would be a reduction in the magnitude of landscape impact over a 15-year assessment period as a result of mitigation measures, including the provision of green infrastructure. Accordingly, the LVIA considers that when compared to the current landscape baseline of fields in equestrian/pastoral use, the appeal proposal would result in beneficial landscape features being created.
51. The construction activities would result in a large magnitude of change in visual terms, resulting in a major/moderate adverse significance of effect. This would also be the case at operational stage, with 7 of the 8 assessed viewpoints experiencing adverse visual effects, with the remaining viewpoint subject to neutral effects. After

¹⁶ CDs 9.8, 9.8.2 & 70

¹⁷ Carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3), produced by the Landscape Institute and the Institute of Environmental Management & Assessment. It can be found as one of the un-numbered documents at CD 2

15 years, as a worst case, moderate adverse visual effects would be likely from 4 of the 8 assessed viewpoints. However, the LVIA comments that this change would not be adverse but rather would be 'different', because the mitigation measures would have established and created additional linear woodland and parkland that would create enclosure to views from the wider landscape, although it is likely that some limited views from proposed access points would remain.

52. The LVIA's overall conclusion is that the proposal would result in no substantial adverse impacts, but rather would offer beneficial landscape features to the landscape baseline at a residual stage. Although there would be change, this would be seen in the context of a similar settlement fringe pattern with substantial creation of green infrastructure elements and publicly accessible space. The change would be experienced only in close proximity to the site boundary and only very limited change would be perceptible from beyond the roads that bound the site. Therefore the LVIA concludes that the scheme would be acceptable on landscape and visual grounds. The findings and conclusions of the LVIA were supported and echoed by the appellant's landscape witness, Mr Friend, who also submitted a number of Accurate Visual Representations¹⁸ (AVRs), to which I refer later.
53. However, whilst not undertaking a similar GLVIA3 assessment, Mr Hannington for the Council took a significantly different view, arguing that the proposal would harm the landscape character and appearance of the area and undermine a number of valuable landscape character attributes of the C2 Hurst River Terrace LCA. He maintained that the proposals would not reflect the rural settlement pattern of small villages with historic cores and farmsteads but rather, by introducing some 200 new houses, would be a huge bolt-on extension increasing the size of this settlement by some 45%, thereby undermining and urbanising the peaceful and open character of the landscape. The proposed development would also undermine the overall landscape strategy for the C2 LCA which is to "*conserve the low-density pattern of settlement centred around Hurst and Whistley Green*".
54. He also maintained that the proposed screening planting would be alien in such an open landscape and that the clutter of buildings, access roads, lighting, parked cars and all the other paraphernalia of suburban life would be incongruous in a landscape where one of the key features is the open and clear views across the landscape. In addition, he considered that the proposed vehicular access with its visibility splays, road markings, widened carriageway, new footways and associated signage would be an intrusive feature which would have an urbanising effect on Lodge Road, which is particularly rural between Hurst and Whistley Green at the open end of the 'reversed C'¹⁹.
55. In assessing this proposal I have had regard to the findings of the LVIA and the evidence of the respective landscape witnesses, but I have also relied on my own observations of the appeal site and the surrounding area made at my accompanied and unaccompanied site visits. With all of these points in mind, I consider it reasonable to ascribe a moderate or medium baseline value to the appeal site.
56. The Illustrative Masterplan²⁰ indicates that the existing boundary vegetation is to be retained, strengthened and managed, with development set back behind new planting and an internal footpath which would run along the eastern, southern and south-western boundaries. It also shows that areas of public open space (POS)

¹⁸ CDs 8.4.1 & 8.4.2

¹⁹ Paragraphs 29 - 47 in Mr Hannington's Summary PoE at CD 8.2.3

²⁰ See CD 2.1

would be provided centrally and elsewhere within the site, to include a tennis court, play areas and orchards, along with the drainage attenuation areas. Public footpaths and cycle paths would link onto Tape Lane, and would also provide a link across the site to Lodge Road.

57. I saw at my site visit that glimpsed views of the appeal site are available from public vantage points along Tape Lane, through gaps in the roadside vegetation, through the gated access close to the site's north-eastern corner, and from areas of public space at Martineau Lane. Further glimpsed views are also available to those travelling along Lodge Road, such as walkers on the permissive paths, the carriageway and grassed verge, as well as drivers and other vehicle occupants. These visual receptors will currently experience the open, undeveloped nature of this landscape within the 'reversed C', predominantly comprising the appeal site, which makes a significant contribution to the rural setting of Hurst.
58. Residential development already exists close to the appeal site, so the proposal would not introduce an alien form of development into this settlement edge area. It would, however, transform the appeal site from an undeveloped field of medium/moderate landscape value, outside the settlement boundary, to a relatively densely-developed residential area. The wire-frame representations shown on the AVRs indicate that the new dwellings would be very noticeable in glimpsed views from the surrounding roads and the Martineau Lane open space, despite the proposed landscaping. This would appreciably change the experience of users of these nearby roads and open spaces and would inevitably lessen the rural feel of the overall area. Like the Council, I consider that this would be particularly noticeable in the vicinity of the proposed vehicular access on Lodge Road.
59. This road joins the 2 ends of the 'reversed C', from the existing houses fronting Lodge Road close to Sawpit Road in the south, to those at Whistley Green in the north. But the general absence of development in between – with the exception of the 2 isolated houses at The Old Lodge and Badger's Bottom – means that this linking section has a strong rural feel and appearance, with no footways or street-lighting and with grassed verges, hedgerows and trees lining the road, with some trees overhanging the road in places. Widening the road to provide a ghost right-turn lane into the site, introducing a new junction and new northbound footway on the eastern side, and having to remove and replace existing hedging to provide necessary visibility splays would all serve to introduce a much more urban feel to this stretch of road. This would be compounded by the presence of new dwellings which, although set back into the site behind existing and new vegetation and behind the new access road, would still be visible as shown in the submitted AVRs.
60. As such, I consider it self-evident that the appeal proposal would have an adverse impact on the rural character and appearance of the appeal site, and would inevitably have an adverse impact on the visual experience of users of Tape Lane and Lodge Road by bringing a more developed feel to the whole area. Because of the scale of the proposed development and the fact that its impact would be experienced from many different locations, albeit within fairly close proximity to the site itself, I share the view of my colleague Inspector who determined an earlier appeal at Lodge Road²¹, that the harm caused in landscape character and visual terms should be categorised as being at the upper end of the moderate scale.
61. Drawing the above points together I therefore conclude that the appeal proposal would have a moderate adverse impact, at the upper end of the scale, on the rural

²¹ CD 9.8 – Appeal Ref APP/X0360/W/18/3194044

character and appearance of the appeal site and surrounding area, and would fail to conserve the low-density pattern of settlement centred around Hurst and Whistley Green as set out in the C2 LCA landscape strategy. I weigh these harms against the benefits of the appeal proposal in the planning balance section of this decision.

62. As a result of these harms I further conclude that the appeal proposal would conflict with CS Policies CP1 and CP3 to which I have already referred. Whilst these policies do not fully accord with the Framework, for reasons already given I consider that they should both carry reduced, but still significant weight in this appeal. Moreover, as I do not consider that the appeal proposal would retain or enhance the condition, character and features that contribute to the landscape, I also find it to be at odds with MDDL Policy TB21, which I consider should carry full weight in the determination of this appeal.

Main issue 3 – the effect on trees and hedgerows

63. This matter was included as a main issue for the Inquiry because the Council indicated, in its reasons for refusal, that insufficient and contradictory information had been submitted that did not demonstrate that the proposed development would have an acceptable impact on existing trees and hedgerows which contribute positively to the character and appearance of the area²². In this regard it is of note that the appeal site is covered by a recently imposed Tree Preservation Order²³ ('TPO'), with a further TPO having been imposed on land on Lodge Road²⁴.
64. Whilst acknowledging that the application was for outline planning permission, with most of the detail to be agreed at reserved matters stage, the Council was nevertheless concerned to see that the submitted plans, albeit illustrative, showed that there would be unjustified incursions into the root protection areas ('RPAs') of protected trees, including veteran trees. However, during the course of the appeal the appellant demonstrated, through the evidence of Mr Hartley²⁵, that the proposal could be designed in a way which would acknowledge the likely shape and extent of the RPAs, and which would ensure no unjustified intrusions into them.
65. As such, the Council is content that this matter could adequately be addressed by means of an appropriate planning condition. I share that view, and conclude that the appeal proposal would not have an unacceptable impact upon protected trees and hedgerows. Accordingly, it would not be at odds with the development plan policies or other documents referred to in the reasons for refusal.

Main issue 4 – The effect on BMV agricultural land

66. Both the appellant and the Council engaged agricultural consultants to investigate and report on issues relating to BMV agricultural land²⁶. As a result there is agreement between these main parties that the appeal site contains some 5.6ha (about 52%) of Subgrade 3a land (BMV), located mainly in the western part of the site, with most of the remainder being Subgrade 3b land (43%), with a small amount (5%) along the western boundary shown to be non-agricultural land.
67. The appellant states that the site is farmed as a single block and has always been managed as Subgrade 3b land. Some farming activity was undertaken on the land

²² Paragraph 1.6 of CD 1.5

²³ Ref: 1781/2021

²⁴ Ref: 1869/2022

²⁵ CD 8.7. See also CDs 80 & 81

²⁶ Reading Agricultural Consultants (RAC) and Simmons & Sons on behalf of the appellant; and White & Sons for the Council. See Appendix 23 in the appellant's Statement of Case – CD 1.3; Appendix 7 in CD 8.1; Appendix G in CD 8.2.1; and CD 8.10

in the 1970s and early 1980s, including cereal production, growing grass for silage and hay, and grazing by cattle and horses but the appellant's evidence is that none of these activities could successfully be carried out, largely because of difficulties with trespass and vandalism. As a result, farming activities ceased and the land has been grazed by some 30 horses, ponies and donkeys for about the past 40 years, with the occasional cattle also grazed.

68. The farmer has confirmed that the site suffers from surface ponding following heavy rainfall, and states that this water retention is a clear limitation to the possible agricultural use of the land. Arable cropping is also limited due to the enclosure size and the short working lengths. As such, the appellant maintains that the agricultural use of, and benefit from, the land is very limited.
69. The consultants for the appellant also looked at the possibility and viability of using the land for sheep production, summer finishing of cattle, and hay production but concluded that the land cannot be considered viable as a stand-alone holding, or as a holding for farming purposes even as a starter unit, as other off-site supporting land would be required to supplement it and provide hard standing, winter housing, storage buildings and supplemental dry grazing.
70. However, after reviewing the appellant's reports, the Council maintained that whilst it had no doubt been convenient to graze horses on the land now and in the past, the land could be cultivated. It considered that it would be possible to grow a range of arable or horticultural crops as is the case on other farmland surrounding Hurst, and that such uses would not be restricted by flooding from the River Loddon. The Council further maintained that in light of food supply chain disruptions caused by the Covid pandemic and the ongoing war in Ukraine, BMV land has a particularly significant economic value, as well as a health and social value in producing local, healthy and high quality food products. Because of this the Council argued that BMV land is of even greater importance now, and that land of less good quality should be brought forward for housing needs where they exist.
71. I have considered these differing views and have also had regard to CS Policy CP1 which requires development proposals to avoid areas of BMV agricultural land; and the aforementioned Framework paragraph 174(b) which, amongst other things, requires development proposal to recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of BMV agricultural land. As can be seen, CS Policy CP1 is not in full accordance with the Framework, and I have to therefore give this aspect of this policy reduced weight, as already noted.
72. I consider that the appellant has undertaken a far more rigorous and detailed assessment of the potential agricultural or horticultural uses of the land than has the Council, and I therefore give the appellant's position and conclusions more weight. It seems clear that viability is a key issue, and whilst the potential of BMV land is recognised, there is no strong evidence to indicate any likelihood of an agricultural use starting up again on this land. Times do change, however, and it is clear that if this development proposal goes ahead, the land would be lost for any future agricultural use. Because of this I conclude that the loss of some 5.6ha of BMV agricultural land would be a disbenefit of this proposed development, and would be at odds with both CS Policy CP1 and paragraph 174(b) of the Framework. But for all the reasons set out above, I consider that this should only carry modest weight against the proposal.

Main issue 5 – Whether the appeal site represents a sustainable location

73. The appellant argues that the settlement hierarchy set out in the CS is out of date, not simply because the Council is in the process of updating its Local Plan to meet current needs, but also because the hierarchy was established before the introduction of the Framework and before relevant infrastructure changes such as the opening of the Elizabeth Line at Twyford station. However, whilst these matters are factually correct, I am not persuaded that it automatically follows that the CS settlement hierarchy should be seen as out-of-date, as noted earlier.
74. The Council is clearly going to have to give serious thought to where it wishes to see future development taking place in the Borough as it progresses its new Local Plan to adoption. But I consider that the locational principles guiding the existing CS spatial vision broadly accord with the guidelines and requirements of the Framework, detailed below, and notwithstanding the current shortfall in the 5-year HLS appear to have served the Council well over the CS period to date.
75. Framework paragraphs 104 and 105, in the section entitled 'Promoting sustainable transport' are of particular relevance in this regard. Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals. This is so that, amongst other things, opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised – for example in relation to the scale, location or density of development that can be accommodated; and opportunities to promote walking, cycling and public transport use can be identified and pursued.
76. Paragraph 105 makes it clear that the planning system should actively manage patterns of growth in support of these objectives, explaining that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This paragraph also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, stating that this should be taken into account in both plan-making and decision-making. Taken together, these Framework paragraphs indicate that regard should clearly be had to matters of scale when sustainability is being considered.
77. However, the appellant's case, put simply in its closing submissions²⁷, is that the scale of the proposed development is irrelevant to the key question in Framework paragraph 105. On its interpretation of the evidence, the appellant argues that the appeal site lies in a sustainable location and offers a genuine choice of transport, with no capacity issues with regards to walk, cycle or bus, such that all residents of the proposed development would have the same genuine opportunities to walk, cycle and use the bus to access local village facilities and those further afield.
78. I do not share that view. Whilst the opportunities to use alternative modes of travel may be the same whether a few houses are involved – as was the case in the recent Sawbridge Road appeal for 4 dwellings²⁸ – or a couple of hundred houses, as here - the implications of people not being able to take advantage of those opportunities, for whatever reasons, could well differ significantly. Small housing developments are only likely to have a modest impact if new residents need to use the private car, for reasons such as convenience or expediency, whereas larger, more significant developments, possibly housing several hundred people, are likely

²⁷ Paragraph 60 in Doc 34

²⁸ CD 9.7 – Appeal Ref APP/X0360/W/21/3280255 – dated 4 August 2022

to have a much greater impact if these large numbers of people use unsustainable modes of travel. In summary, therefore, I am satisfied that the question of scale of development is an important determinant when the sustainability of a location is under consideration.

79. In CS terms the status of Hurst as a Limited Development Location carries with it the implicit assumption that it contains what the CS refers to as a *"basic range of services and facilities"*. Both the Council and the SNHPC maintained that this is a fair descriptor of what is available within Hurst, whereas the appellant considers that the village has a good range of facilities, echoing the view of the Inspector who determined the Sawbridge Road appeal by the written representations method.
80. That said, any such assessment has to be subjective, at least to some degree, and be based on the facts and evidence available at that time. I do not know the detail of the evidence placed before my colleague Inspector who determined this Sawbridge Road appeal, but I see from his decision that he listed Hurst as having a Post Office and village store, primary school, pre-school, public house, church and village hall, with secondary schools and medical surgeries located further afield.
81. These points led that Inspector to conclude that Hurst offers a *"good range of local facilities to address many everyday needs which are available by walking and cycling"*, but that it would be *"inevitable that there will be demands for travel outside of the village, to higher order settlements in the local area, or to alternative service centres that can offer facilities that Hurst does not"*. He commented that these essential services and facilities, including railway stations, local and supermarket shopping, a General Practitioners (GP) surgery, and employment were provided in Twyford, Reading, Winnersh and Wokingham, which were accessible from the bus stops in the proximity of the site under consideration in that appeal.
82. However, dealing first with the facilities available within the village, I accept that those listed by my colleague Inspector are all within a reasonable walking or cycling distance from the currently proposed development. However, it is not just distance which has to be considered, but also the standard of the network available to pedestrians. Put simply, the existing network of footways within this settlement is not good. As I saw at my site visit, and as is clearly demonstrated in the evidence of Cllr Smith²⁹, many lengths of road within the village either have no footways at all, or only on one side of the road, with these footways being of varying standard and width, with most being well less than 2.0m wide.
83. This is not untypical of rural settlements, but whilst it is clearly an accepted fact of life for existing residents, I am not persuaded that it is the sort of network which should simply be expected to absorb and accommodate the additional usage likely to arise from a further 200 dwellings. I acknowledge that the appeal proposal would bring with it a good quality of pedestrian and cycle paths within the development itself, and would also provide a length of new footway on Lodge Road, a small amount of new footway at the Tape Lane/School Road junction and some additional areas of tactile paving on these roads. But these improvements seem very modest in the context of the village as a whole, and would do little to improve the walking network to the local facilities to which I have already referred.
84. Furthermore, with regards to the facilities themselves, I consider that not all of them could be said, realistically, to cater for everyday needs. Whilst the Post Office, village store and the Elephant and Castle Public House may well fall into that

²⁹ Appendices 6 - 10 in CD 8.3.1

category, it seems to me that many of the other facilities referred to would only cater for a limited number of the village residents, and only on a limited number of occasions. On this point I note that the Bakery is only open infrequently – as was confirmed at my site visit; and that of the 2 additional public houses referred to, the Castle Inn lies somewhat outside the main village and is only accessible from the village by means of roads with no footways and no street lighting; whilst the Green Man, at the north-eastern extremity of the village, is currently closed.

85. Although reference was made to the village also having a Gospel Hall, cricket, football and bowling clubs, with tennis courts available at the Dolphin School some 1.8km away, these would only be of use to a limited number of people and, again, could not be said to satisfy everyday needs. In light of these points I consider that the range of facilities and services within Hurst has to be categorised as basic rather than good, especially when seen in the context of the size of the village, put at some 439 dwellings in the Council's evidence³⁰.
86. Turning to consider how easy and convenient it would be for future residents of the proposed development to travel to more distant facilities and services I note, firstly, that the Colleton Primary School in Twyford, Twyford Rail Station, secondary schools, supermarkets and GP surgeries could not reasonably be reached on foot. This is because they lie outside the preferred maximum distance of 1.2km applicable in this case, and also outside the preferred maximum distance of 2.0km considered appropriate for commuting and school trips. Furthermore, whilst several of the facilities referred to, such as Twyford Station and the various secondary schools do lie within acceptable cycling distances, no specific evidence was placed before me to show that cycling to such facilities could reasonably be seen as attractive and viable options.
87. Rather, the submitted evidence highlighted a number of potential problems including Cllr Smith's unchallenged comments that "*Twyford Station is notorious for bike theft with very few lockers available. Winnersh Station is not fully manned and only has 23 Sheffield hoops in a very public area*³¹". Moreover, the route to Waingels College is mostly along Whistley Mill Lane, a country road with a 60mph speed limit and a ford, whilst the route to Piggott School passes through Twyford and would require crossing a busy roundabout junction with the A4. I was not made aware of any specific provision for cyclists on the nearby roads, and although I note that the updated TA³² referred to a proposed package of pedestrian and cycle improvements to enhance the existing networks in and around Hurst, the only relevant item in the S106 UU³³ seems to relate predominantly to footpath and bridleway improvements, rather than any specific improvements for cyclists.
88. Notwithstanding these problems I acknowledge that cycling could well be a viable travel option for some future residents, if the appeal proposal was to proceed, and I accept that the Illustrative Development Framework Plan³⁴ shows provision for cyclists within the proposed development, with cycle links to both Tape Lane and Lodge Road. However, that appears to be more or less the full extent of any specific cycle provision. I therefore find it difficult to see how the appeal proposal could be said to have identified and pursued opportunities to promote cycling as is required (amongst other things), by paragraph 104(c) of the Framework.

³⁰ Table at paragraph 6.20 in CD 8.2.1

³¹ Paragraph 6.5 in CD 8.3.1

³² CD 10

³³ Docs 28 & 29

³⁴ See CD 2.1

89. The remaining modes of transport to be considered are bus and rail. The only bus route serving the village is that provided by the 128/129 services, which run between Reading and Wokingham, and also serve Twyford and Winnersh. Cllr Smith provided timetable details³⁵ of these services, which the Council described in closing submissions as 'poor'³⁶. The appellant acknowledged that the buses on these services are 'not plentiful'³⁷, but maintained that they are usable. That said, the extent to which they will be used is likely to depend on their frequency, and in this regard Cllr Smith summarised the services³⁸ as not providing a 30 minute frequency during peak times nor an hourly service during off-peak hours, with no bus leaving the village between 07.32 and 09.23 to Twyford or Reading, and just a limited service to Winnersh. He further stated that these routes do not have an evening service and only provide a 2 hourly skeleton service on Saturdays, with the 129 service not running on a Saturday, and no services at all on a Sunday.
90. Mr Whittingham, for the appellant, did show how it would be possible to catch the bus to and from Twyford Station to suit traditional working hours, but the fact remains that there is still only one weekday morning bus service to Twyford Station likely to be suitable for most commuters. Furthermore, there have been reliability issues with the 128/129 services in recent years, as was made clear in the letter from Thames Valley Buses, submitted to the Inquiry in response to a specific query from a local resident³⁹. My reading of this bus company response is that reliability is an ongoing issue with this service. I acknowledge that live tracking of buses can be undertaken using the internet or an app on a mobile phone – but not all travellers have access to such facilities, which could well be of limited benefit anyway, if the bus element was part of an overall time-critical journey.
91. Mr Whittingham also maintained that the 128/129 bus services pass relatively close to the secondary schools both north and south of Hurst, and set out in some detail how children's journeys to these schools would feasibly work. However, the Piggott School and Waingels College are more than a 20 minute walk from the nearest bus stop, and to reach the nearest bus stop for the return journey back from Emmbrook School and the Holt School would require walks of 20 minutes and 30 minutes respectively. I share the Council's view that the bus timetable does not align well with most of the schools' finishing times, meaning that there is the potential for children to have to endure a long and inconvenient wait at the bus stop.
92. A final point raised by Cllr Smith and others is that there is only one bus service a day to the GP Surgery in Twyford, at 15.46, with no return journey. Using public transport in such circumstances would clearly be problematic, and like the Council I consider that the limited timetable and the consequent long intervals between services has the potential to cause significant inconvenience and long waits for travellers. A bus service contribution is included within the UU, but as the Council's Mr Adam confirmed, this contribution would not make the service financially self-sustaining, but would simply serve to reduce the funding gap.
93. Having regard to all the above points, I share the view of both the Council and the SNHPC that the 128/129 bus service is unlikely to be seen as an attractive alternative to the private car, and therefore would not offer residents a genuine choice of transport modes.

³⁵ Appendix 13 to CD 8.3.1

³⁶ Paragraph 37 in Doc 33

³⁷ Paragraph 56 in Doc 34

³⁸ Paragraph 4.5 in CD 8.3.1

³⁹ CDs 71 & 72

94. In terms of rail services, reference has already been made to Twyford Rail Station which provides mainline Great Western Railway (GWR) services to Reading to the west and London Paddington to the east. Twyford is also served by the Elizabeth Line/Crossrail, also serving Reading and Paddington, along with stations in between and further east within London. From evidence provided to the Inquiry, including from Hurst residents who regularly commute into London, it was generally accepted that commuters from Twyford are more likely to opt for the pre-existing GWR services through Maidenhead and Slough for journeys east, which are significantly quicker than the Elizabeth Line's stopping service. The main benefit of the Elizabeth Line was seen to be the improved connections for journeys into central London beyond Paddington Station.
95. With these points in mind I share the Council's view that the arrival of the Elizabeth Line does not appear to have overly benefitted Twyford commuters, and that it has not made any dramatic difference to the sustainability of Hurst because of the difficulties of reaching the station by means of transport other than the private car, as detailed above.
96. Drawing the above points together, I conclude that the appeal site is not a location which can currently be considered sustainable for a development of the size and scale proposed through this appeal, nor do I believe it would be made sustainable by the improvements and contributions offered by the appellant through the appeal proposal itself, and the obligations within the UU. Accordingly I further conclude that the proposed development would be at odds with CS Policies CP1, CP2, CP3, CP6 and CP11, MDDL Policies CC01 and CC02, and Section 9 of the Framework.

Main issue 6 – The effect of the proposed development on highway safety

97. As already noted, the Council has reached agreement with the appellant on matters of highway safety, subject to the imposition of appropriate planning conditions and legal obligations. The Council's concerns had primarily related to the proposed site access on Lodge Road, but the appellant is proposing that the 30mph speed limit on this road be extended further south, past the proposed site entrance to just south of The Old Lodge access, with a consequent reduction in the sight line requirements at the site access⁴⁰. A Road Safety Audit has been undertaken in respect of this access and has been approved by the local highway authority. The Council has raised no other highway safety or highway capacity concerns, and accordingly felt able to enter into a Highways SoCG with the appellant⁴¹.
98. The SNHPC did, however, maintain its opposition to the appeal proposal on highway safety grounds, although it did not raise any specific objections to the design or operation of the proposed new vehicular access on Lodge Road, or to the proposed emergency access on Tape Lane, or indeed to any of the proposed pedestrian and cycle access points on Tape Lane. Rather, the SNHPC's objection took the form of a generalised concern that the proposed development would worsen what are already considered to be unsafe conditions within the village, arising from such things as the poor quality footway network and the fact that vehicles have been recorded speeding through the village⁴². Indeed, Cllr Smith confirmed to the Inquiry that speeding is the number one issue he deals with as a Parish Councillor.
99. However, existing speeding through the village is a matter which needs to be addressed by enforcement measures and is not a valid reason to oppose the appeal

⁴⁰ CD 79

⁴¹ Appendix 1 in CD 1.5

⁴² Appendices 18 & 19 in CD 8.3.1

proposal. The same goes for the complaints made by residents that Tape Lane is used as a through route, whereas it should be used for access only. Moreover, although Cllr Smith and residents who spoke at the Inquiry expressed the view that the roads and footways within Hurst are not safe, this is not supported by hard evidence such as reliable Personal Injury Accident (PIA) information. Indeed, data for the latest available 5-year period show just 3 PIAs within the study area of the village, all at different locations on Lodge Road, with two classified as 'slight' and the other being 'serious'. The information provided shows that these accidents were due to driver error or weather conditions leading to a slippery road surface, and do not indicate any inherent problems with the highway network.

100. Although Cllr Smith did provide a Road Traffic Accident Map⁴³ covering the period 2001 to 2021, no details of these accidents were given and it is therefore difficult to draw any meaningful conclusions from this information. The one accident for which Cllr Smith did provide further details relates to a motorcyclist crashing into a parked car on the A321 near the junction with Tape Lane in December 2022, and receiving serious injuries. But whilst this was clearly an unfortunate incident, no evidence has been submitted to suggest that the cause of this accident was anything other than driver error.
101. I have noted the SNHPC's criticisms of the treatment of highway safety by the appellant in its updated TA, but in light of the PIA data already referred to and the absence of any objection from the local highway authority, it is difficult to see what more the appellant could have done. General concerns about the safety of pedestrians on the village's roads are difficult to address when there is no accident data to highlight or identify specific problem areas. The speed limit and footway improvements which the appellant is proposing along Lodge Road, the new length of footway at the Tape Lane/School Road junction and the introduction of tactile paving at a number of crossing points may have limited impact within the village itself, but such measures could only improve highway safety, not worsen it.
102. In summary, for reasons set out above, I conclude that the proposed development would not have an adverse impact on highway safety. Accordingly I find no conflict with the relevant parts of CS Policies CP1, CP3 and CP6, nor with the relevant parts of sections 9 and 12 of the Framework.

Main issue 7 – Planning obligations

103. The Council's ninth and tenth reasons for refusal contended that in the absence of a completed legal agreement the proposal would be in conflict with a number of listed development plan policies and sections of the Framework, as it would fail to secure opportunities for training, apprenticeships and other vocational initiatives to develop local employability skills; and would also fail to make adequate provision for affordable housing. The appellant had intended to enter into a S106 agreement with the Council to address these matters.
104. The agreement was also intended to deal with the matter of off-site Biodiversity Net Gain (BNG), as part of the appellant's response to the Council's seventh reason for refusal. This maintained that the appellant had failed to demonstrate that the proposed development would have an acceptable impact on ecology and biodiversity, by reason of the impact on protected species, wildlife, and habitats. However, further discussions between an Ecology Officer for the Council and Mr

⁴³ Appendix 16 in CD 8.3.1

Goodwin for the appellant led to these parties signing an Ecology SoCG⁴⁴, prior to the opening of the Inquiry.

105. In this SoCG the Council accepted that necessary and appropriate mitigation and enhancement measures to address its concerns regarding habitats, BNG and protected species could be secured by planning conditions or a legal agreement. Accordingly, the Council withdrew its seventh reason for refusal and agreed that this was not a matter which needed to be discussed at the Inquiry. Moreover, having reviewed the appellant's ecology Proof of Evidence (PoE) the SNHPC indicated that it did not maintain an objection to the appeal proposal on ecology grounds. This meant that Mr Goodwin did not appear at the Inquiry, although his PoE and Appendices remained before the Inquiry as written evidence⁴⁵.
106. But notwithstanding the above points, the Council and the appellant could not reach agreement on issues relating to securing the use of off-site mitigation during the discussions on an intended S106 agreement. Because of this the appellant decided, instead, to secure all necessary planning obligations by means of a S106 UU⁴⁶. I return to this off-site BNG matter shortly.
107. In summary, the UU makes provision for the following specific contributions and obligations:
 - A 'Bus Service Contribution' of £106,000 towards the 128/129 bus service;
 - A 'Bus Stop Contribution' of £25,000 towards upgrading bus stops serving the appeal site;
 - An 'Employment Skills Contribution' of £52,500;
 - A 'My Journey Contribution' of £540 per dwelling towards implementation of WBC's My Journey initiative in respect of the proposed development; plus £100 per dwelling towards the provision of bus vouchers for residents of the proposed development; plus £100 per dwelling towards the provision of Car Club vouchers for residents of the proposed development;
 - A 'PRoW Contribution' of £85,032.50 towards any required works towards improvements of ROWIP37 east to west from Lodge Road to the River Loddon, and ROWIP118 south alongside Lodge Road from Sawpit Road to connect to Footpath 34;
 - A 'Traffic Regulation Order (TRO) Contribution' of £6,000;
 - The provision of 40% of the proposed dwellings to be delivered as affordable housing units;
 - The provision of Open Space, a Play Area and Tennis Courts⁴⁷;
 - A variety of Commuted Sums to cover annual maintenance of the relevant parts of the Open Space, the Play Area and the Tennis Courts, for 20 years maintenance;
 - The provision of Off-Site Habitat in accordance with an Off-Site Habitat Creation and Management Plan;
 - The provision of a Sustainable Drainage Scheme (SuDS) in accordance with a Drainage Management and Maintenance Plan;

⁴⁴ Appendix 3 in CD 1.5

⁴⁵ CD 8.8

⁴⁶ Doc 29

⁴⁷ The definition of 'Tennis Courts' in the UU is "a *minimum of 3 tennis courts*", although only a single court is referred to in the Design and Access Statement and the Planning Statement, and only a single court appears to be shown on the Illustrative Masterplan

- The establishment of a Management Company, if necessary and applicable, to hold the legal interest in and have the management and maintenance responsibilities for the Estate Roads, the Open Space, the Play Area, the Tennis Courts and the SuDS.

108. All of the above contributions would be index linked, as appropriate, and leaving aside the issues relating to the provision of off-site habitat for BNG mitigation purposes I am satisfied that the other obligations meet the requirements of paragraph 57 of the Framework and Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010⁴⁸.
109. However, with regards to the off-site provision of land to secure BNG, the Council expressed its concerns that because the freehold owner of the off-site land is not a party to the UU, the proposed off-site habitat mitigation would not be secure. In these circumstances the Council maintains that there is a risk that the appellant's lease of the off-site land could be brought to an end within the 30-year monitoring period set out in the UU. The surrender of the lease, or the appellant going into administration or liquidation – all of which the Council contends are foreseeable and plausible scenarios – would result in there being no one to enforce this obligation against. The covenant would not be enforceable against the freeholder, whose title is superior to the leaseholder⁴⁹.
110. I share the Council's view that certainty regarding the provision and security of this off-site mitigation land is important, as according to the appellant's BNG calculations⁵⁰, without off-site mitigation the proposal would result in a net loss of area biodiversity of 45.5%. This means that off-site compensation is necessary in order to make this proposal acceptable in ecological and biodiversity terms.
111. The appellant, however, argues that the requirement to implement and maintain the off-site BNG land is enforceable against the owner/developer of the appeal site, who will have contractual arrangements which enable them to ensure that the third party landowner of the off-site BNG land will carry out what is required. The appellant further points out that the Council's concerns that companies can become insolvent and disappear is a risk inherent in the whole S106 statutory scheme, but that this is not an objection taken by the Council to the rest of the UU.
112. But whether or not the appellant is correct in its approach on this matter, the fact that the freeholder of the off-site mitigation land is not a party to the UU does seem to me to introduce an uncertainty into the provisions of the UU which could reasonably have been avoided. As such I consider there to be a lack of clarity as to whether the UU would adequately secure the off-site mitigation, and a consequent lack of clarity as to whether the appeal proposal would have an acceptable impact on ecology and biodiversity.
113. Taking a precautionary approach on this matter, I am not satisfied that this aspect of the UU would, indeed, ensure the provision of the off-site BNG mitigation land for the full 30-year monitoring period. In these circumstances I have to conclude that in this regard the appeal proposal would be at odds with the relevant provisions of CS Policies CP1, CP3 and CP7, and MDDL Policies CC01 and TB23. Because of this I further conclude that, overall, the submitted UU would not satisfactorily address the impact of the proposed development.

⁴⁸ See Doc 28

⁴⁹ Section 106(3) of the Town and Country Planning Act 1990

⁵⁰ Table 2 in CD 8.8

Other Matters

Flood risk and drainage

114. The Council did not refuse planning permission for any reasons relating to flooding or drainage, but these were matters raised by many interested persons in written representations and also by many of those who spoke at the Inquiry. In summary, the concerns included that flooding and sewage discharge are frequent problems in the village; that the appeal site has a high water table and frequently has standing water on parts of it; that the appellant's proposed drainage strategy is simplistic and wholly reliant on discharging water away from the development site (including into ditches owned by neighbouring landowners), thereby compounding flooding elsewhere; and that on-site drainage problems could not simply be addressed by raising floor levels of the proposed dwellings.
115. However, whilst I understand and appreciate these concerns, I note that the Flood Risk Assessment (FRA) and Drainage Strategy⁵¹ was prepared in accordance with guidance in the Framework and the PPG, and that the proposed drainage strategy takes account of existing ground conditions and other relevant matters. The overall strategy seeks to attenuate surface water on-site and release it off-site at a restricted rate that would be in accordance with the greenfield run-off rate. To this end there would be an interconnected network of SuDS features, including detention basins, to accommodate some of the surface water run-off from the site, as well as a network of swales which would also provide surface water attenuation and conveyance. In addition, many hard-surfaced areas would use permeable pavements, providing a further opportunity for surface water attenuation and pollution mitigation. These details have been approved by the Lead Local Flood Authority (LLFA). Water butts are also recommended for each property, further providing for small amounts of surface water storage.
116. The drainage strategy notes that existing watercourses on the southern and western boundaries of the appeal site currently serve as receptors for surface water falling on the undeveloped site. As such, they have been identified as the natural and most appropriate discharge points for surface water from the developed site. The appellant indicated that there is the expectation that existing riparian owners deal with drainage matters responsibly and this does not seem to be an unreasonable assumption, as landowners have a responsibility to maintain their ditches. Undisputed calculations show that the attenuation features on site would provide for the storage of about 3,823m³ of surface water, well in excess of the calculated storage requirement of between 2,627m³ and 3,518m³. In terms of foul water drainage Thames Water has confirmed that there would be capacity in its foul water network to accommodate the proposed development on the appeal site⁵².
117. The Environment Agency (EA) has, however, maintained an objection to this proposal⁵³, despite being provided with additional information by Pell Frischmann on behalf of the appellant, which adopted a precautionary approach. The EA's position is that a hydraulic model of the nearby Main River should be carried out to determine a suitable flood level to appraise risk and identify suitable mitigation. However, the appellant maintains that the submitted FRA is proportionate to the scale of development and has been prepared having regard to the criteria for site-specific flood risk assessments as outlined in paragraph 167 of the Framework.

⁵¹ One of the un-numbered documents in CD 2

⁵² Section 8 and Appendix L in the Flood Risk and Drainage Strategy – within CD 2

⁵³ CDs 22, 25 & 27

118. As such, and in light of further guidance in the PPG⁵⁴, the appellant considers that the construction of a detailed hydraulic model would not be proportionate to the anticipated scale and nature of risk from the watercourse, considering the published information. It further argues that any areas of localised flood risk or residual risk could be secured through appropriate conditions, such as measures outlined in the illustrative layout, comprising suitable standoff from the watercourse, and raising of finished floor levels above current ground levels⁵⁵.
119. Having regard to the points set out above, and noting that both Thames Water and the LLFA are content with the proposals, and that the EA's concerns could be addressed by the conditions discussed at the Inquiry, I consider that matters of flood risk and surface water management should not weigh against this proposal.

Minerals

120. The Council's third reason for refusal commented that the application was for the development of land with sand and gravel deposits, and that insufficient information had been submitted to demonstrate that the sterilisation of mineral deposits would be acceptable. As such, the Council alleged that the proposal was in conflict with Policy 2 of the Replacement Minerals Local Plan for Berkshire (incorporating the alterations adopted in December 1997 and May 2001) and section 17 of the Framework.
121. However, following the submission of further information by the appellant, prior to the opening of the Inquiry, the Council agreed that it was unlikely that the site would be promoted for mineral extraction in the future, and this reason for refusal was removed and not defended by the Council. These points were confirmed in the SoCG⁵⁶, and elaborated upon in the PoE submitted by Ms Jones for the appellant⁵⁷. In light of these points, this topic was not discussed at the Inquiry, and it is therefore not a matter which has any bearing on this appeal.

Government planning consultation

122. There was some discussion at the Inquiry about the Department for Levelling Up, Housing and Communities' ongoing consultation into the proposed updating of the Framework. However, as the outcome of this consultation is not yet known, it can have no bearing on the determination of this appeal.

Benefits and disbenefits

Benefits

123. I have assessed the benefits likely to arise if the appeal proposal was to proceed, in the context of the 3 overarching objectives for achieving sustainable development set out in paragraph 8 of the Framework. In terms of the economic objective it would provide some economic benefits as a result of the construction and subsequent occupation of some 200 new dwellings. The undisputed figures put forward by the appellant⁵⁸ indicate that the benefits would amount to about £46 million from construction investment, with 164 construction jobs per year, plus a further 160 net additional jobs across Wokingham and a Gross Value Added uplift for Wokingham's Economy of £38 million.

⁵⁴ Paragraph: 021 Reference ID: 7-021-20220825

⁵⁵ CD 8.9

⁵⁶ Table at paragraph 6.2 in CD 1.5

⁵⁷ Paragraphs 2.11 - 2.15 of CD 8.1

⁵⁸ Paragraphs 5.114 - 5.119 and Appendix 6 of CD 8.1

124. If the new dwellings were to be built and occupied there would be an additional local resident expenditure of about £3.6 million per year, with 55 jobs supported by local spend and 44 net additional jobs across Wokingham. The appellant also points out that that the proposed development would also give rise to £6.2 million in CIL payments, £500,000 in Council Tax per year; an employment skills contribution or training provision of £52,500; S106 contributions for transport and access improvements of about £300,000; and £500,000 in New Homes Bonus payments.
125. However, the benefits during the construction phase would only be for a temporary period, and both these and the longer-term benefits which would arise from new residents' increased spend in the local economy, the Council Tax receipts and the New Homes Bonus payments would also be available with any similarly-sized, development plan-compliant scheme. Furthermore, although the appellant is correct in pointing out that there would be CIL payments and other contributions secured through the UU, these are required to make the development acceptable, and cannot therefore be seen as benefits of the scheme. That said, I do accept that some of the contributions would benefit the wider village community, not just the new residents. Because of this, and for the reasons just given, I consider that the economic benefits should attract moderate weight.
126. The provision of 200 new dwellings, to include 80 affordable houses, would assist in furthering the social objective of sustainable development, but again I am mindful of the fact that such benefits would also arise from any similarly-sized development plan-compliant development. Nevertheless, in view of the Government's objective of significantly boosting the supply of housing I consider it only right to attribute substantial weight to the provision of the market housing, and as there is an under-provision of affordable housing across the Borough substantial weight should also be given to the provision of the proposed 80 affordable units.
127. However, I am not persuaded that the other matters claimed to be benefits under this social objective heading should carry anything like the amount of weight suggested by the appellant. The provision of new amenity space is a requirement of the development itself and so can hardly be seen as a material benefit. Moreover, although the tennis court and trim trail would be benefits, it seems to me that these were simply the facilities which the small number of respondents⁵⁹ indicated they would most like to see, if the proposed development went ahead.
128. Furthermore, whilst the appeal proposal could result in greater accessibility to Dinton Country Park, no evidence was placed before me to indicate that existing access is problematic and needs improving. A similar situation arises with the proposal to provide additional car parking for the existing Tape Lane allotments. Whilst this could well be a benefit, I was not made aware of any pressing need for additional parking for the allotments. Finally, although the appellant claimed that the appeal proposal would help to sustain the local Primary School from within the catchment, there is no evidence to suggest that the school would have to close if the proposed development does not proceed. Taken together, I consider that these additional matters should carry only very limited weight.
129. With regards to the environmental objective, I share the Council's view that any benefits under this heading have to be considered limited. In terms of BNG, the appellant's own evidence shows that although on-site linear hedgerow-based

⁵⁹ It appears that only some 21 - 23 persons responded in total, with just 10 putting an outdoor gym as their first preference, with 9 first preference votes for a tennis court

habitat units would be increased by some 93%⁶⁰, without off-site mitigation the proposal would result in a net loss of area-based habitat units of almost 46%⁶¹. This is not surprising, as much of the currently undeveloped fields would have to accommodate some 200 houses, associated parking areas and new roads.

130. This means that off-site compensation is required to make this proposal acceptable in ecological and biodiversity terms, and I have already indicated my concerns that the failure of the off-site mitigation site landowner to be a party to the UU introduces some uncertainty into the deliverability and security of this BNG. So, whilst it is the case that with this off-site mitigation land the scheme would produce BNG beyond that required to compensate for any habitat lost on site, and also beyond any level required in existing policy or future statutory requirement, this benefit needs to be tempered because of the uncertainty just detailed. Because of this I consider that it can only be given limited weight.
131. I accept that allowing access to the appeal site by means of paths through the site would be a benefit of the scheme, with these paths available not just to new residents of the proposed development but also to other Hurst residents, and I give this modest weight. But I do not consider that the proposed SuDS could be considered a benefit as clearly it is a necessary consequence and requirement of the proposed development. Moreover, although the appellant contends that a benefit of the proposal would be that it would reduce the need to release Green Belt land for development in the short to medium term, no evidence was put forward to support the claim that there is pressure on Wokingham's Green Belt for development to meet housing needs. This matter cannot, therefore, carry any weight in the proposal's favour.
132. The appellant's intention for all of the new dwellings to have electric vehicle charging points is to be welcomed, but in the short to medium term, when petrol and diesel engine vehicles are still likely to predominate, I am not persuaded that this would offer any material environmental benefit.

Disbenefits

133. As already noted, the spatial vision set out in the CS makes it plain that the planned distribution of new housing development over the plan period is based on a hierarchy of settlements, dependant on the facilities and services they contain or have ready access to, by sustainable means of travel. Hurst is a Limited Development location, at the bottom of the settlement hierarchy. The intention to implement this spatial vision is set out in a number of adopted development plan policies, including CS Policies CP6, CP9 and CP11, and MDDL Policy CC02. For reasons set out earlier in this decision, I consider that the appeal proposal would be in clear conflict with this spatial vision and the aforementioned policies, which I have already concluded should carry significant weight in this appeal, notwithstanding the absence of a deliverable 5-Year HLS. This weighs very heavily against the appeal proposal.
134. The harm just described would also work against both the economic objective of sustainable development and the social objective, as the proposal would not represent land for development of the right type in the right place, and it would not result in a strong, vibrant and healthy community as it would not have accessible services to meet the communities' current and future needs.

⁶⁰ From 12.66 to 24.99

⁶¹ From 60.55 to 32.98

135. There would be a moderate adverse impact, at the upper end of the scale, on the rural character and appearance of the appeal site and surrounding area. The proposal would also fail to conserve the low-density pattern of settlement centred around Hurst and Whistley Green as set out in the C2 LCA landscape strategy. These disbenefits should carry moderate weight. As a result, the appeal proposal could not be said to protect and enhance the natural environment and this aspect of the environmental objective of sustainable development is therefore not achieved.
136. A further disbenefit of the proposal is that it would result in the loss of some 5.6ha of BMV agricultural land. This harm carries modest weight against the proposal.

Summary, planning balance and overall conclusion

137. In summarising the matters set out above, the starting point is the fact that the proposed development would be in conflict with key policies in the development plan. These policies have to be considered out-of-date, because the Council cannot demonstrate a deliverable 5-Year HLS and, as a result, the 'tilted balance' detailed in paragraph 11(d)(ii) of the Framework comes into play. However, notwithstanding this point, I have found that the policies which are most important for determining this proposal accord strongly with the requirements of the Framework, especially with regard to the need to promote and secure a sustainable pattern of development, and I have therefore concluded that these policies should still carry significant weight in this appeal.
138. I have further found that the appeal proposal would not fully accord with the 3 objectives of sustainable development as set out in paragraph 8 of the Framework, and would not represent development in a location which can currently be considered sustainable, or could be made sustainable by the improvements and contributions offered by the appellant. The appeal proposal would therefore not represent sustainable development and does not benefit from the presumption in favour of such development.
139. I consider that substantial harm arises from the fact that the appeal proposal is plainly in conflict with the Council's spatial vision set out in the adopted development plan policies to which I have already referred. This harm is added to, at the upper end of the moderate scale, by the adverse impact which the proposed development would have on landscape character and in visual terms. Modest harm also arises from the loss of BMV agricultural land. In addition, and taking a precautionary approach on this matter, some further harm arises as a result of the lack of clarity as to whether the appeal proposal would have an acceptable impact on ecology and biodiversity. Whilst the appeal proposal would give rise to some benefits, as detailed above, my clear conclusion is that the adverse impacts of the proposal would significantly and demonstrably outweigh these benefits, such that the proposal should not succeed.
140. I have had regard to all other matters raised, but find nothing sufficient to outweigh the considerations which have led me to conclude that this appeal should be dismissed.

David Wildsmith

INSPECTOR

APPEARANCES

FOR THE COUNCIL

Mr Matt Lewin of Counsel

instructed by Wokingham Borough Council
(WBC)

He called:

Mr Chris Hannington
BSc MPhil CMLI MRTPI
Mr Ian Church
BA(Hons) MA MRTPI
Mrs Fiona Jones
BSc(Hons) BTP MRTPI
Mr Gordon Adam
BA DipEcon MA FCIHT MILT

Team Manager, Trees and Landscape
(Development Management) Team, WBC
Team Manager, Growth and Delivery Team,
WBC
Cameron Jones Planning Ltd

Principal Development Control Engineer,
Highways Department, WBC

FOR THE APPELLANT

Mr Rupert Warren KC

instructed by Boyer Planning Limited

He called:

Mr John-Paul Friend
HND (LGD) BA(Hons)
PGDipLA CMLI
Mr Daniel Allum-Rooney
BSc(Hons) MSc MCIWEM
Mr Andrew Whittingham
BSc(Hons) MSc CEng MICE
Miss Alyson Jones
BSc(Hons) MPhil MRTPI
Mr Jon Hartley
BSc(Hons) MArborA

Director, LVIA Ltd

Technical Director, Pell Frischmann

Director, Motion

Director, Boyer Planning Limited

Principal Arboricultural Consultant, Arbtech
Consulting Ltd

FOR THE ST NICHOLAS HURST PARISH COUNCIL (SNHPC) (RULE 6 PARTY)

Mr Alex Shattock of Counsel

instructed by the SNHPC

He called:

Cllr Wayne Smith

Chairman, SNHPC and WBC Borough
Councillor

INTERESTED PERSONS OPPOSING THE PROPOSAL

Mr Andrew Alsop	Local resident
Mrs Clare Woodward	Local resident
Mr John Osborne <i>BSc(Hons)</i> <i>MSc</i>	Local resident and spokesperson for The Hurst Village Society Committee
Mrs Frances Davis	Local resident
Mrs Jessica Lake	Local resident
Mr Graham Welch	Local resident
Mr John Edwards	Local resident
Mr Alastair Lyon	Parish Councillor for SNHPC and local resident, speaking on his own behalf, and also on behalf of Mr & Mrs Dolinski
Mr Paul Martin	Local resident

Mr Jonathan Norris	Local resident
Mr John Vimpany	Local resident
Mr Geoff Manning	Local resident
Mr Huw Griffiths	Local resident
Ms Aisling Humphries	Local resident
Mr Victor Boardman	Local resident
Dr Gemma Moore	Local resident and Associate Professor at University College London
Mrs Sarah Barnard	Local resident
Mrs Katherine Howe	Local resident
Dr Heidi Hamer	Local resident
Ms Ged Humphries	Local resident

CORE DOCUMENTS REFERRED TO IN THIS DECISION

CD 1.3	Appellant's Statement of Case, with Appendices
CD 1.5	SoCG with appendices
CD 2 - un-numbered documents relating to the original planning application submission	Design & Access Statement – Feb 2022
	Community Infrastructure Levy (CIL) - Form 1
	Planning Statement with Appendices
	Outline Application Form
	Arboricultural Assessment & Method Statement – 3 Dec 2021
	Ecological Impact Assessment – Dec 2021
	Historic Environment Desk-Based Assessment – Nov 2021
	Landscape and Visual Impact Assessment – Feb 2022
	Framework Travel Plan – 9 Feb 2022
	Transport Assessment – 9 Feb 2022
	Flood Risk Assessment and Drainage Strategy – 10 Feb 2022
	Desktop Subsurface Utility Report
	Statement of Community Involvement – Feb 2022
	Energy Strategy Statement – Dec 2021
CD 2.1	Plans for Approval and Key Illustrative Plans
CD 5.1	WBC Core Strategy – Jan 2010
CD 5.2	WBC Managing Development Delivery Local Plan – Feb 2014
CD 5.5	WBC Landscape Character Assessment (LCA) (extracts)
CD 5.5.1	WBC extract from LCA – C2 – Hurst River Terrace
CD 5.5.2	WBC extract from LCA – B1 – Loddon River Valley with Open Water
CD 8.1	Appellant's Planning PoE, Summary and Appendices – Miss Jones
CD 8.2.1	WBC Planning PoE and Appendices – Mrs Jones
CD 8.2.2	WBC Planning Policy PoE and Appendices – Mr Church
CD 8.2.3	WBC Landscape and Trees PoE, Summary and Appendices – Mr Hannington
CD 8.3.1	Rule 6 Party's Sustainability and Transport PoE, Summary and Appendices – Cllr Smith
CD 8.3.2	Rule 6 Party's Landscape Character and Locality PoE, Summary and Appendices – Cllr Smith
CD 8.4.1	Appellant's Landscape and Visual PoE– Appendices Cover Note
CD 8.4.2	Appellant's Landscape and Visual PoE – Appendices – Accurate Visual Representations

CD 8.7	Appellant's Arboricultural PoE – Mr Hartley
CD 8.8	Appellant's Ecology PoE, Summary PoE and Appendices – Mr Goodwin (<i>treated as written submissions – Mr Goodwin was not called to present evidence</i>)
CD 8.9	Appellant's Flood Risk PoE – Mr Allum-Rooney
CD 8.10	Appellant's Agricultural BMV Rebuttal – Reading Agricultural Consultants
CD 9.7	Appeal decision APP/X0360/W/21/3280255 – 2022 - Land at Junction of Sawpit Road and School Road, Hurst, Berkshire
CD 9.8	Appeal decision APP/X0360/W/18/3194044 – 2020 - Land at Lodge Road, Hurst - Redetermination
CD 9.8.2	Appeal decision APP/X0360/W/18/3194044 – 2018 - Land at Lodge Road, Hurst
CD 10	Transport Assessment, 18 Nov 2022
CD 22	Response Note: Matters Raised by Environment Agency – Dec 2022
CD 25	Environment Agency Consultation Response – Sep 2022
CD 27	Email exchange between WBC and Ecology Solutions, BNG and Bats – Dec 2022
CD 70	Appeal decision APP/H0330/A/89/114279 and 114065/P7 – 1990 – Land between Pool House and Sandford, off Lodge Road, Hurst
CD 71	Mr Dolinski's request to Thames Valley Buses for information
CD 72	Thames Valley Buses Letter 24 Jan 2023
CD 79	Proposed Ghosted Right Turn Lane Drawing 2101015-01 Rev 5
CD 80	Arbtech Arboricultural Impact Assessment Arbtech AIA 02 Rev 7 A (sheets 1-4) (Oct 2022)
CD 81	Arbtech Tree Protection Plan Arbtech TPP 02 Rev 7 A (sheets 1-4) (Oct 2022)

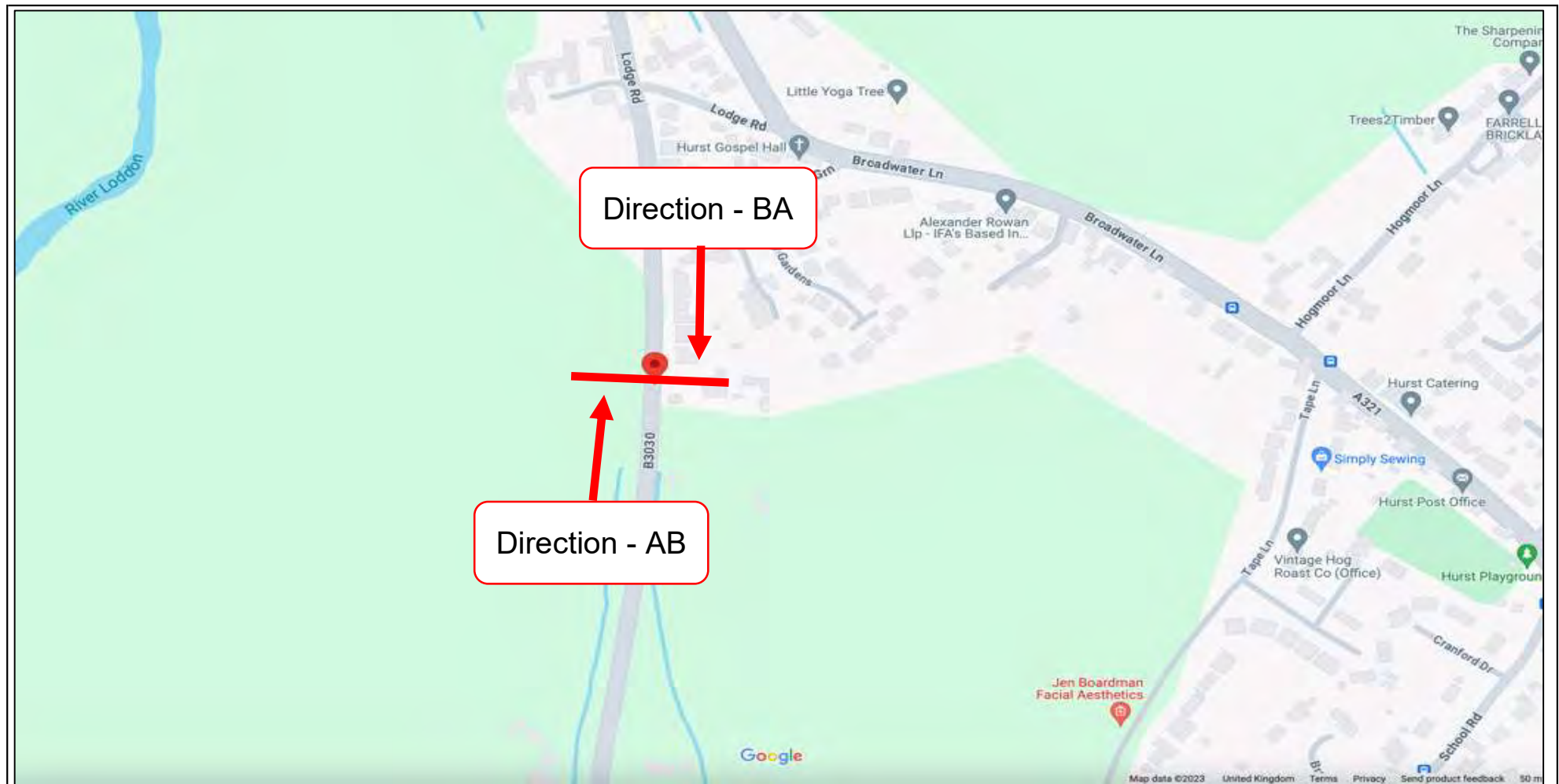
DOCUMENTS SUBMITTED AT THE INQUIRY

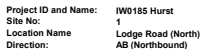
Document	1	Opening submissions on behalf of the Appellant
Document	2	Opening submissions on behalf of the Council
Document	3	Opening submissions on behalf of SNHPC
Document	4	Statement submitted by Mr Andrew Alsop
Document	5	Statement submitted by Mrs Clare Woodward
Document	6	Statement submitted by Mr John Osborne
Document	7	Statement submitted by Mrs Frances Davis
Document	8	Statement submitted by Mrs Jessica Lake
Document	9	Statement submitted by Mr Graham Welch
Document	10	Statement submitted by Mr John Edwards
Document	11	Statement submitted by Mr Alastair Lyon
Document	12	Statement submitted by Mr Andrew & Mrs Jean Dolinski
Document	13	Statement submitted by Mr Paul Martin
Document	14	Statement submitted by Mr Jonathan Norris
Document	15	Statement submitted by Mr John Vimpany
Document	16	Statement submitted by Mr Geoff Manning
Document	17	Statement submitted by Mr Huw Griffiths
Document	18	Statement submitted by Ms Aisling Humphries
Document	19	Statement submitted by Mr Victor & Mrs Jennifer Boardman
Document	20	Statement submitted by Dr Gemma Moore, with attachment
Document	21	Statement submitted by Mrs Sarah Barnard
Document	22	Statement submitted by Mrs Katherine Howe
Document	23	Statement submitted by Dr Heidi Hamer

Document	24	Statement submitted by Ms Ged Humphries
Document	25	Letter submitted by Ms Liz Chaderton, dated 24 January 2023
Document	26	Written submission from Mr Duncan Kendall
Document	27	Schedule of Draft Conditions as discussed at the Inquiry
Document	28	Community Infrastructure Levy (CIL) Regulation 122 Compliance Schedule, submitted by the Council
Document	29	Certified copy of the signed and completed S106 Unilateral Undertaking
Document	30	Closing Statement made by Mr Huw Griffiths
Document	31	Closing Statement made by Dr Gemma Moore
Document	32	Closing Submissions on behalf of SNHPC
Document	33	Closing Submissions on behalf of the Council
Document	34	Closing Submissions on behalf of the Appellant

APPENDIX B. Traffic Survey Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Lodge Road (North)	51.458980, -0.860209	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day

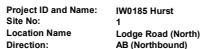


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Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

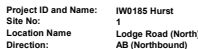
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2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1819	1620	9	173	1	1	1	0	0	1	0	0	0	5	8	35.8	40.9	0	1	0	16	21	199	576	628	301	60	16	1	0	0	0	0	1582
06-22	2065	1851	9	184	2	1	2	0	0	1	0	0	0	5	10	36.1	41.3	0	1	1	17	22	215	625	723	350	81	23	6	0	0	0	0	1809
06-00	2094	1877	9	186	2	1	2	0	0	1	0	0	0	5	11	36.1	41.3	0	1	2	17	23	217	629	731	358	83	25	6	1	0	0	0	1834
06-00	2120	1901	9	188	2	1	2	0	0	1	0	0	0	5	11	36.2	41.5	0	1	2	17	23	217	633	741	361	90	27	6	1	0	0	0	1860

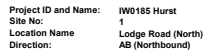
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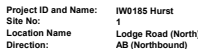


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Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

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06-22	2215	1989	9	182	3	0	0	2	3	0	0	0	0	12	15	36	41.4	0	0	11	8	30	241	659	795	345	101	17	7	1	0	0	1925
06-00	2252	2025	9	183	3	0	0	2	3	0	0	0	0	12	15	36	41.5	0	0	11	8	30	243	669	807	351	104	19	9	1	0	0	1960
06-00	2278	2045	9	188	4	0	0	2	3	0	0	0	0	12	15	36.1	41.6	0	0	11	9	30	243	669	814	359	111	19	12	1	0	0	1985

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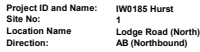
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Project ID and Name: IW0185 Hurst
Site No: 1
Location Name: Lodge Road (North)
Direction: AB (Northbound)

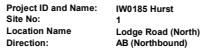
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2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07-19	2046	1836	6	170	2	2	1	5	0	1	0	0	0	11	12	35.9	40.9	0	0	7	16	20	197	626	783	281	91	19	4	2	0	0	0	1806
06-22	2360	2130	8	185	2	2	1	5	0	1	0	0	0	11	15	36.2	41.6	0	1	8	17	22	225	705	868	356	114	34	8	2	0	0	0	2087
06-00	2402	2170	8	187	2	2	1	5	0	1	0	0	0	11	15	36.2	41.7	0	1	8	17	22	231	713	884	360	120	35	9	2	0	0	0	2123
06-00	2434	2198	8	191	2	2	1	5	0	1	0	0	0	11	15	36.2	41.7	0	1	8	17	22	233	722	892	366	123	39	9	2	0	0	0	2153

[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

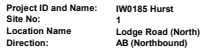
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2315	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	43.4	0	0	0	0	0	0	2	5	4	0	0	0	0	0	11
2330	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-	0	0	0	0	0	1	1	4	1	0	1	0	0	0	7
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07-19	1851	1647	6	167	0	2	3	5	1	1	0	0	0	11	8	36.2	41.4	0	0	6	9	17	180	558	673	293	88	21	6	0	0	0	1639
06-22	2095	1875	6	180	0	2	3	6	1	1	0	0	0	11	10	36.5	41.9	0	0	6	11	18	193	612	750	338	118	35	8	5	1	0	1867
06-00	2157	1935	6	181	0	2	3	6	1	1	0	0	0	12	10	36.6	42.1	0	0	6	11	18	196	624	770	353	123	40	9	5	2	0	1926
06-00	2194	1967	6	186	0	2	3	6	1	1	0	0	0	12	10	36.7	42.3	0	0	6	11	18	198	624	785	363	132	40	9	6	2	0	1961

[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

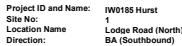
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2330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	
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07-19	1571	1460	4	79	1	0	1	0	0	2	0	0	0	8	16	36.8	42.3	0	1	4	15	15	133	391	594	307	84	20	5	1	1	0	0	1403	
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06-00	1787	1671	4	84	1	0	1	0	0	2	0	0	0	8	16	36.9	42.4	0	1	4	15	17	146	451	669	348	100	24	7	3	2	0	0	1604	
00-00	1818	1702	4	84	1	0	1	0	0	2	0	0	0	8	16	37	42.5	0	1	4	15	17	148	458	676	356	104	26	8	3	2	0	0	1633	

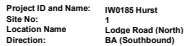
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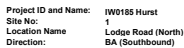


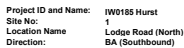
Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

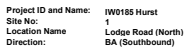
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2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	
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07-19	1396	1320	4	54	0	0	1	2	0	0	0	0	0	5	10	35.5	40.9	0	1	4	9	30	185	420	489	178	65	13	1	0	0	0	0	1	1167
06-22	1519	1434	4	63	0	0	1	2	0	0	0	0	0	5	10	35.5	40.9	0	1	4	9	30	198	465	530	195	72	13	1	0	0	0	0	1	1277
06-00	1547	1462	4	63	0	0	1	2	0	0	0	0	0	5	10	35.6	41	0	1	4	9	30	199	473	539	199	74	16	2	0	0	0	0	1	1304
06-00	1571	1486	4	63	0	0	1	2	0	0	0	0	0	5	10	35.6	41.1	0	1	4	9	30	199	478	548	206	75	17	3	0	0	0	0	1	1328

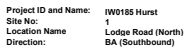
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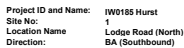
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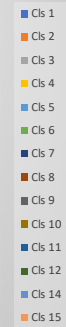
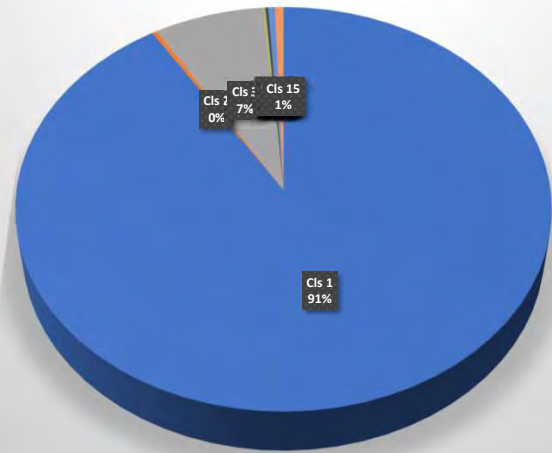
Project ID and Name: IW0185 Hurst
 Site No: 1
 Location Name: Lodge Road (North)
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	14739	12973	88%
Direction BA - Southbound	15601	14054	90%

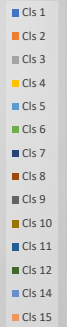
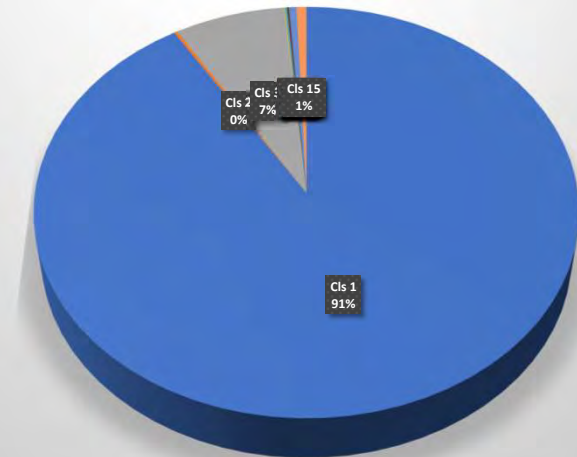
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	13425	49	1069	11	6	8	15	5	5	0	0	0	61	85
Vehicle Proportion - %	91.1%	0.3%	7.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.6%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	14223	36	1117	7	17	6	12	6	5	0	0	0	71	101
Vehicle Proportion - %	91.2%	0.2%	7.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.6%

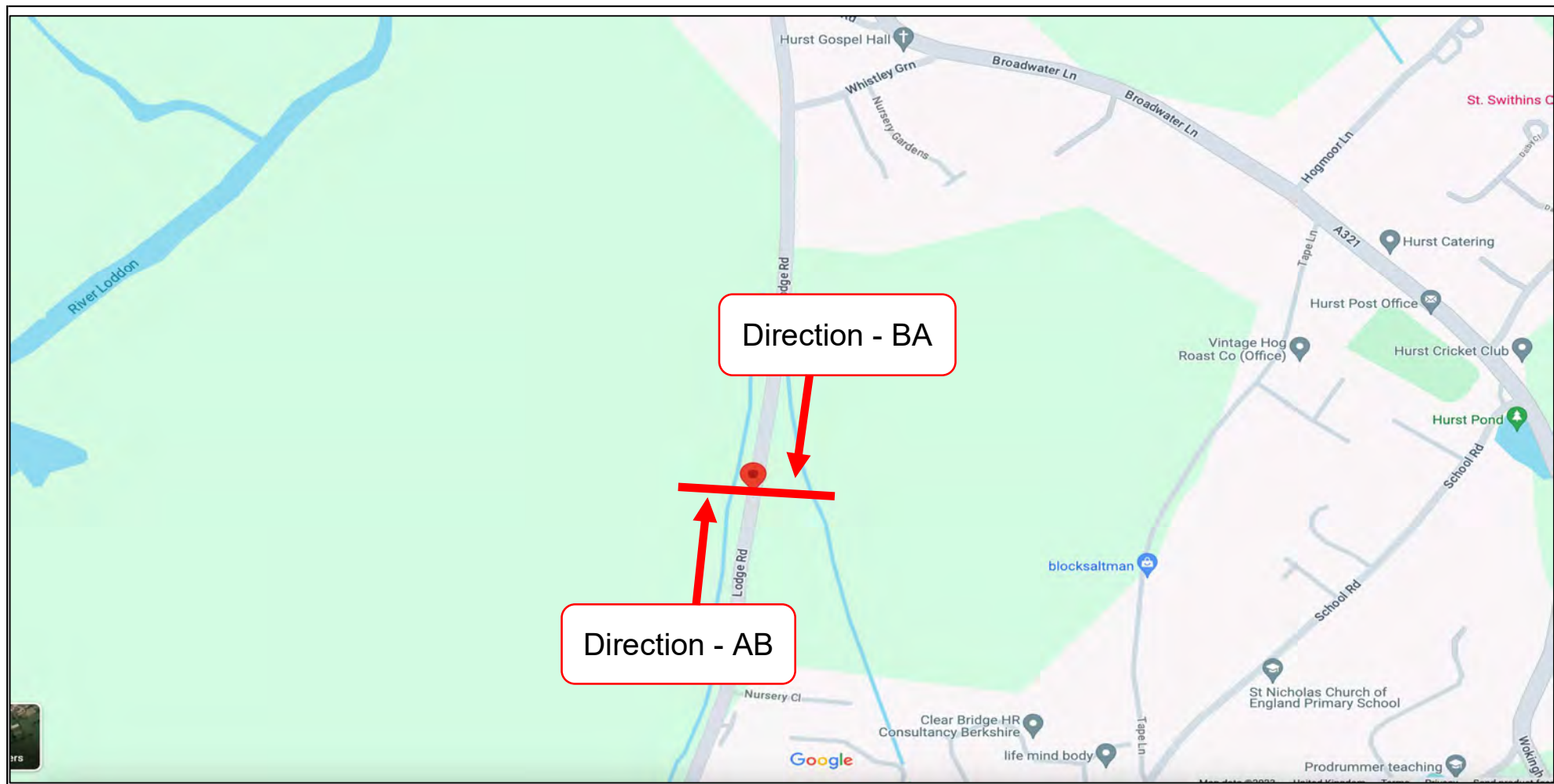
Direction AB - Northbound

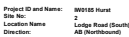


Direction BA - Southbound



Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Lodge Road (South)	51.456662, -0.860639	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day





Project ID and Name:	W0185 Hurst
Site No:	2
Location Name	Lodge Road (South)
Direction:	AB (Northbound)

Time		Date		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country		Region		State		County		City		Country	
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[illegible]



Project ID and Name:	W0105 Hurst
Site No:	2
Location Name	Lodge Road (South)
Direction:	AB (Northbound)

[illegible]

[illegible]

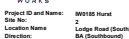


Project ID and Name:	W0105 Hurst
Site No:	2
Location Name	Lodge Road (South)
Direction:	AB (Northbound)

Project ID and Name:	W0105 Hurst
Site No:	2
Location Name	Lodge Road (South)
Direction:	AB (Northbound)

[illegible]

07-19	1878	1671	5	144	30	1	0	0	0	1	0	0	0	10	16	30.7	43.3	0	0	9	7	10	52	304	809	517	116	38	9	3	1	2	0	886
06-22	2108	1885	7	149	38	1	0	0	0	0	1	0	0	10	17	30.7	43.4	0	0	9	8	10	55	344	902	586	131	45	10	4	1	2	0	779
06-00	2141	1917	7	150	38	1	0	0	0	0	1	0	0	10	17	30.7	43.4	0	0	9	8	10	56	351	919	595	134	50	10	4	1	2	0	796
05-00	2166	1939	7	152	38	1	0	0	0	0	1	0	0	10	18	30.8	43.5	0	0	10	8	10	56	352	918	602	135	52	13	5	1	3	0	811



Project ID and Name:	W0185 Hurst
Site No:	2
Location Name	Lodge Road (South
Direction:	BA (Southbound)

[illegible]



2

SW3155 Hurst
2
Lodge Road (South)
BA (Southbound)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	Mean	Vpp	Vmin	V1min	V2min	V3min	V4min	V5min	V6min	V7min	V8min	V9min	V10min	V11min	V12min	V13min	V14min	V15min	V16min	V17min	V18min	V19min	V20min	V21min	V22min	V23min	V24min	V25min	V26min	V27min	V28min	V29min	V30min	V31min	V32min	V33min	V34min	V35min	V36min	V37min	V38min	V39min	V40min	V41min	V42min	V43min	V44min	V45min	V46min	V47min	V48min	V49min	V50min	V51min	V52min	V53min	V54min	V55min	V56min	V57min	V58min	V59min	V60min	V61min	V62min	V63min	V64min	V65min	V66min	V67min	V68min	V69min	V70min	V71min	V72min	V73min	V74min	V75min	V76min	V77min	V78min	V79min	V80min	V81min	V82min	V83min	V84min	V85min	V86min	V87min	V88min	V89min	V90min	V91min	V92min	V93min	V94min	V95min	V96min	V97min	V98min	V99min	V100min	V101min	V102min	V103min	V104min	V105min	V106min	V107min	V108min	V109min	V110min	V111min	V112min	V113min	V114min	V115min	V116min	V117min	V118min	V119min	V120min	V121min	V122min	V123min	V124min	V125min	V126min	V127min	V128min	V129min	V130min	V131min	V132min	V133min	V134min	V135min	V136min	V137min	V138min	V139min	V140min	V141min	V142min	V143min	V144min	V145min	V146min	V147min	V148min	V149min	V150min	V151min	V152min	V153min	V154min	V155min	V156min	V157min	V158min	V159min	V160min	V161min	V162min	V163min	V164min	V165min	V166min	V167min	V168min	V169min	V170min	V171min	V172min	V173min	V174min	V175min	V176min	V177min	V178min	V179min	V180min	V181min	V182min	V183min	V184min	V185min	V186min	V187min	V188min	V189min	V190min	V191min	V192min	V193min	V194min	V195min	V196min	V197min	V198min	V199min	V200min	V201min	V202min	V203min	V204min	V205min	V206min	V207min	V208min	V209min	V210min	V211min	V212min	V213min	V214min	V215min	V216min	V217min	V218min	V219min	V220min	V221min	V222min	V223min	V224min	V225min	V226min	V227min	V228min	V229min	V230min	V231min	V232min	V233min	V234min	V235min	V236min	V237min	V238min	V239min	V240min	V241min	V242min	V243min	V244min	V245min	V246min	V247min	V248min	V249min	V250min	V251min	V252min	V253min	V254min	V255min	V256min	V257min	V258min	V259min	V260min	V261min	V262min	V263min	V264min	V265min	V266min	V267min	V268min	V269min	V270min	V271min	V272min	V273min	V274min	V275min	V276min	V277min	V278min	V279min	V280min	V281min	V282min	V283min	V284min	V285min	V286min	V287min	V288min	V289min	V290min	V291min	V292min	V293min	V294min	V295min	V296min	V297min	V298min	V299min	V300min	V301min	V302min	V303min	V304min	V305min	V306min
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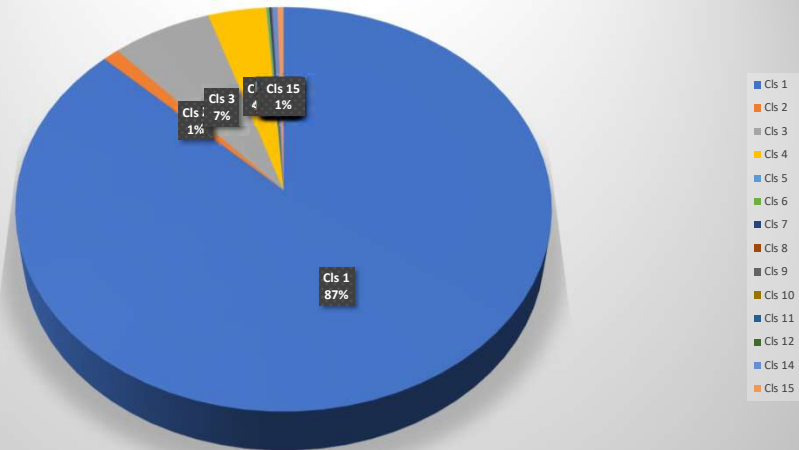
Project ID and Name: IW0185 Hurst
Site No: 2
Location Name: Lodge Road (South)
Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (40mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	15100	6973	46%
Direction BA - Southbound	15884	5978	38%

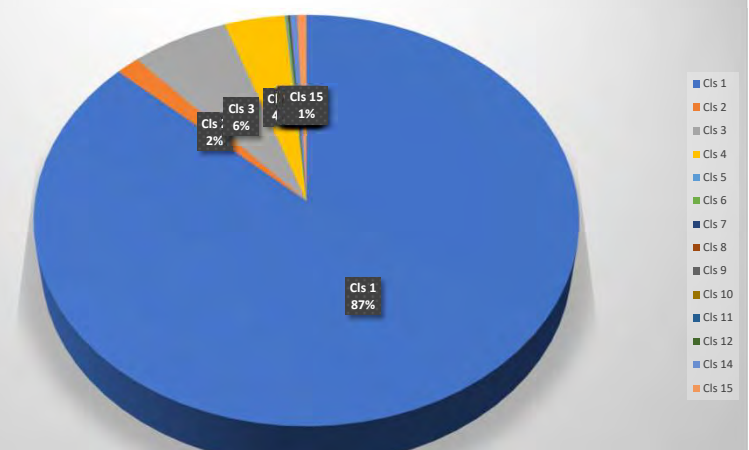
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	13182	163	1003	581	8	21	18	4	6	1	1	0	52	60
Vehicle Proportion - %	87.3%	1.1%	6.6%	3.8%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.4%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	13786	246	1007	624	13	20	9	5	9	0	0	0	68	97
Vehicle Proportion - %	86.8%	1.5%	6.3%	3.9%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.6%

Direction AB - Northbound



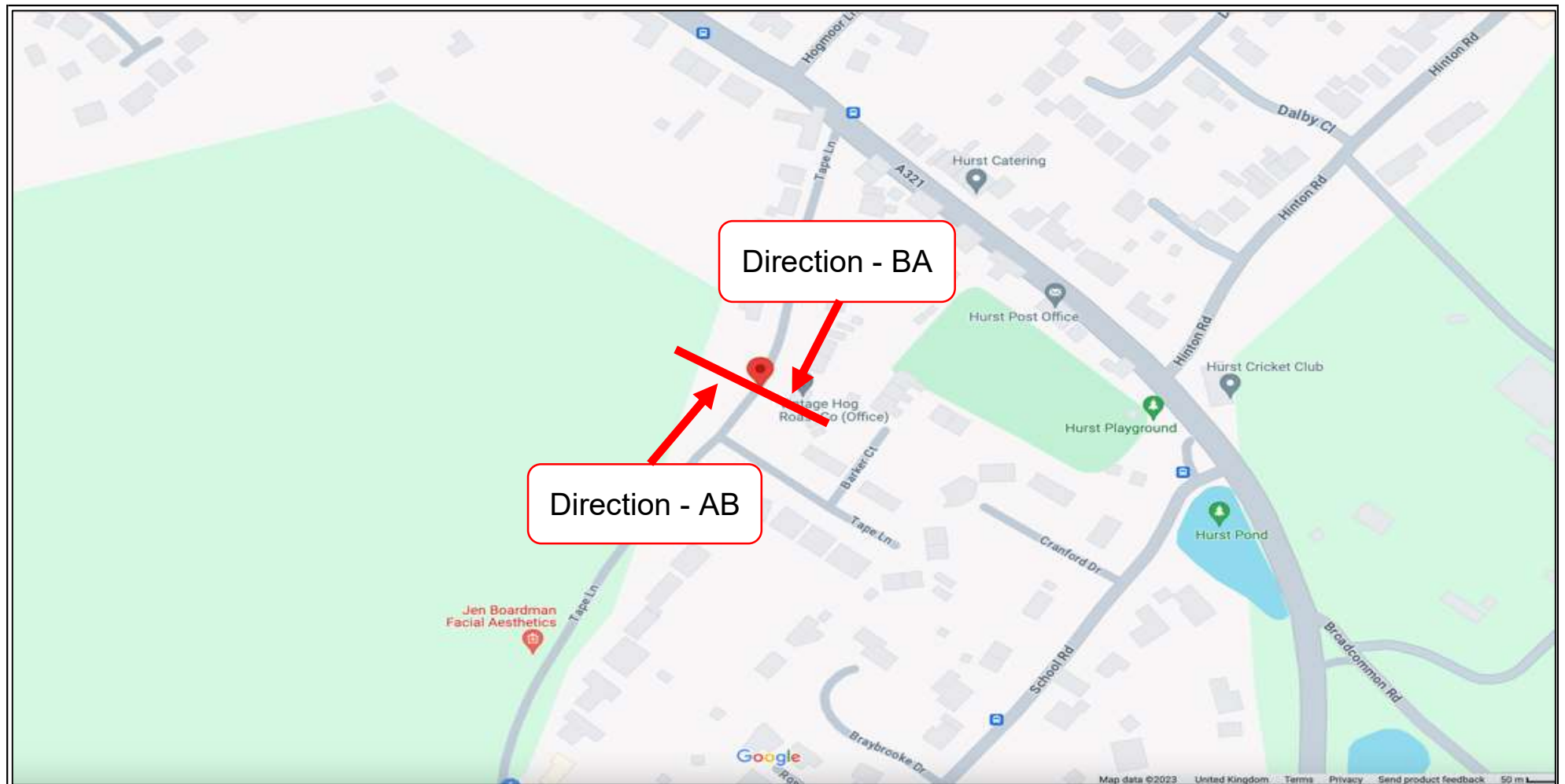
Direction BA - Southbound

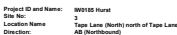


Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Tape Lane (North) north of Tape Lane	51.457851, -0.854346	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day





IW0185 Hurst
 3
 Tape Lane (North) north of Tape Lane
 AB (Northbound)

[illegible]

21 November 2023

[illegible]



HWY185 Hurst
3
Tape Lane (North) north of Tape Lane
AB (Northbound)

[illegible]

[illegible]

[illegible]

25 November 2023

[illegible]

[illegible]

20 November 2023

[illegible]

21 November 2023

[illegible]

22 November 2023

[illegible]

23 November 2023

[illegible]

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26 November 2023

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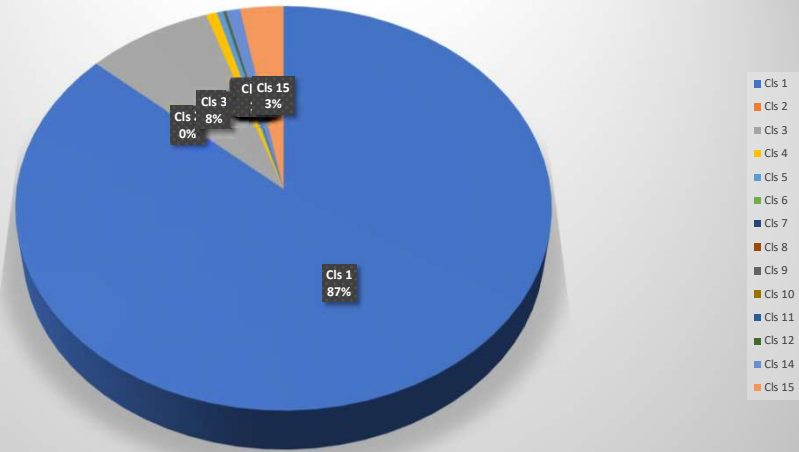
Project ID and Name: IW0185 Hurst
 Site No: 3
 Location Name: Tape Lane (North) north of Tape Lane
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	976	9	1%
Direction BA - Southbound	1035	3	0%

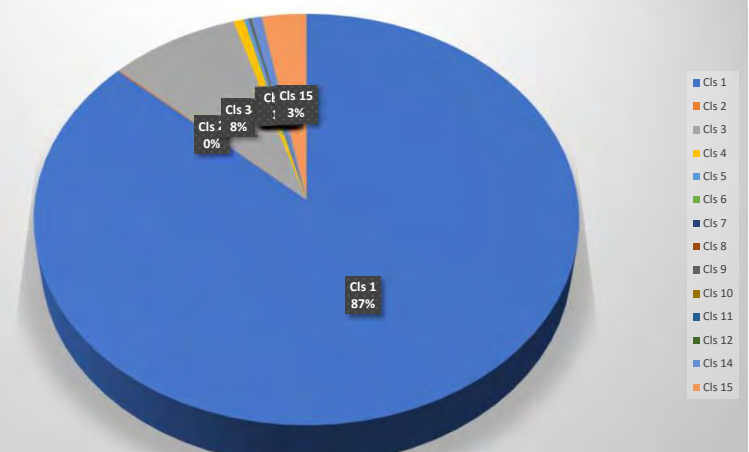
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	845	0	81	7	4	0	0	0	1	0	0	1	9	28
Vehicle Proportion - %	86.6%	0.0%	8.3%	0.7%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.9%	2.9%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	898	1	87	7	3	0	0	0	2	0	0	0	7	30
Vehicle Proportion - %	86.8%	0.1%	8.4%	0.7%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.7%	2.9%

Direction AB - Northbound



Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Tape Lane (South) near Maple Lodge	51.455318, -0.856056	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



20 November 2023

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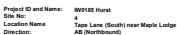
HW0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

November 2023																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	C17	C18	C19	C20	C21	C22	C23	C24	C25	C26	C27	C28	C29	C30	C31	C32	C33	C34	C35	C36	C37	C38	C39	C40	C41	C42	C43	C44	C45	C46	C47	C48	C49	C50	C51	C52	C53	C54	C55	C56	C57	C58	C59	C60	C61	C62	C63	C64	C65	C66	C67	C68	C69	C70	C71	C72	C73	C74	C75	C76	C77	C78	C79	C80	C81	C82	C83	C84	C85	C86	C87	C88	C89	C90	C91	C92	C93	C94	C95	C96	C97	C98	C99	C100	C101	C102	C103	C104	C105	C106	C107	C108	C109	C110	C111	C112	C113	C114	C115	C116	C117	C118	C119	C120	C121	C122	C123	C124	C125	C126	C127	C128	C129	C130	C131	C132	C133	C134	C135	C136	C137	C138	C139	C140	C141	C142	C143	C144	C145	C146	C147	C148	C149	C150	C151	C152	C153	C154	C155	C156	C157	C158	C159	C160	C161	C162	C163	C164	C165	C166	C167	C168	C169	C170	C171	C172	C173	C174	C175	C176	C177	C178	C179	C180	C181	C182	C183	C184	C185	C186	C187	C188	C189	C190	C191	C192	C193	C194	C195	C196	C197	C198	C199	C200	C201	C202	C203	C204	C205	C206	C207	C208	C209	C210	C211	C212	C213	C214	C215	C216	C217	C218	C219	C220	C221	C222	C223	C224	C225	C226	C227	C228	C229	C230	C231	C232	C233	C234	C235	C236	C237	C238	C239	C240	C241	C242	C243	C244	C245	C246	C247	C248	C249	C250	C251	C252	C253	C254	C255	C256	C257	C258	C259	C260	C261	C262	C263	C264	C265	C266	C267	C268	C269	C270	C271	C272	C273	C274	C275	C276	C277	C278	C279	C280	C281	C282	C283	C284	C285	C286	C287	C288	C289	C290	C291	C292	C293	C294	C295	C296	C297	C298	C299	C300	C301	C302	C303	C304	C305	C306	C307	C308	C309	C310	C311	C312	C313	C314	C315	C316	C317	C318	C319	C320	C321	C322	C323	C324	C325	C326	C327	C328	C329	C330	C331	C332	C333	C334	C335	C336	C337	C338	C339	C340	C341	C342	C343	C344	C345	C346	C347	C348	C349	C350	C351	C352	C353	C354	C355	C356	C357	C358	C359	C360	C361	C362	C363	C364	C365	C366	C367	C368	C369	C370	C371	C372	C373	C374	C375	C376	C377	C378	C379	C380	C381	C382	C383	C384	C385	C386	C387	C388	C389	C390	C391	C392	C393	C394	C395	C396	C397	C398	C399	C400	C401	C402	C403	C404	C405	C406	C407	C408	C409	C410	C411	C412	C413	C414	C415	C416	C417	C418	C419	C420	C421	C422	C423	C424	C425	C426	C427	C428	C429	C430	C431	C432	C433	C434	C435	C436	C437	C438	C439	C440	C441	C442	C443	C444	C445	C446	C447	C448	C449	C450	C451	C452	C453	C454	C455	C456	C457	C458	C459	C460	C461	C462	C463	C464	C465	C466	C467	C468	C469	C470	C471	C472	C473	C474	C475	C476	C477	C478	C479	C480	C481	C482	C483	C484	C485	C486	C487	C488	C489	C490	C491	C492	C493	C494	C495	C496	C497	C498	C499	C500	C501	C502	C503	C504	C505	C506	C507	C508	C509	C510	C511	C512	C513	C514	C515	C516	C517	C518	C519	C520	C521	C522	C523	C524	C525	C526	C527	C528	C529	C530	C531	C532	C533	C534	C535	C536	C537	C538	C539	C540	C541	C542	C543	C544	C545	C546	C547	C548	C549	C550	C551	C552	C553	C554	C555	C556	C557	C558	C559	C560	C561	C562	C563	C564	C565	C566	C567	C568	C569	C570	C571	C572	C573	C574	C575	C576	C577	C578	C579	C580	C581	C582	C583	C584	C585	C586	C587	C588	C589	C590	C591	C592	C593	C594	C595	C596	C597	C598	C599	C600	C601	C602	C603	C604	C605	C606	C607	C608	C609	C610	C611	C612	C613	C614	C615	C616	C617	C618	C619	C620	C621	C622	C623	C624	C625	C626	C627	C628	C629	C630	C631	C632	C633	C634	C635	C636	C637	C638	C639	C640	C641	C642	C643	C644	C645	C646	C647	C648	C649	C650	C651	C652	C653	C654	C655	C656	C657	C658	C659	C660	C661	C662	C663	C664	C665	C666	C667	C668	C669	C670	C671	C672	C673	C674	C675	C676	C677	C678	C679	C680	C681	C682	C683	C684	C685	C686	C687	C688	C689	C690	C691	C692	C693	C694	C695	C696	C697	C698	C699	C700	C701	C702	C703	C704	C705	C706	C707	C708	C709	C710	C711	C712	C713	C714	C715	C716	C717	C718	C719	C720	C721	C722	C723	C724	C725	C726	C727	C728	C729	C730	C731	C732	C733	C734	C735	C736	C737	C738	C739	C740	C741	C742	C743	C744	C745	C746	C747	C748	C749	C750	C751	C752	C753	C754	C755	C756	C757	C758	C759	C760	C761	C762	C763	C764	C765	C766	C767	C768	C769	C770	C771	C772	C773	C774	C775	C776	C777	C778	C779	C780	C781	C782	C783	C784	C785	C786	C787	C788	C789	C790	C791	C792	C793	C794	C795	C796	C797	C798	C799	C800	C801	C802	C803	C804	C805	C806	C807	C808	C809	C810	C811	C812	C813	C814	C815	C816	C817	C818	C819	C820	C821	C822	C823	C824	C825	C826	C827	C828	C829	C830	C831	C832	C833	C834	C835	C836	C837	C838	C839	C840	C841	C842	C843	C844	C845	C846	C847	C848	C849	C850	C851	C852	C853	C854	C855	C856	C857	C858	C859	C860	C861	C862	C863	C864	C865	C866	C867	C868	C869	C870	C871	C872	C873	C874	C875	C876	C877	C878	C879	C880	C881	C882	C883	C884	C885	C886	C887	C888	C889	C890	C891	C892	C893	C894	C895	C896	C897	C898	C899	C900	C901	C902	C903	C904	C905	C906	C907	C908	C909	C910	C911	C912	C913	C914	C915	C916	C917	C918	C919	C920	C921	C922	C923	C924	C925	C926	C927	C928	C929	C930	C931	C932	C933	C934	C935	C936	C937	C938	C939	C940	C941	C942	C943	C944	C945	C946	C947	C948	C949	C950	C951	C952	C953	C954	C955	C956	C957	C958	C959	C960	C961	C962	C963	C964	C965	C966	C967	C968	C969	C970	C971	C972	C973	C974	C975	C976	C977	C978	C979	C980	C981	C982	C983	C984	C985	C986	C987	C988	C989	C990	C991	C992	C993	C994	C995	C996	C997	C998	C999	C1000
Period	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Mean	Std	6	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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W0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]



W0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]



SW0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]

[illegible]



HW0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]

[illegible]

21 November 2023

[illegible]

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[illegible]

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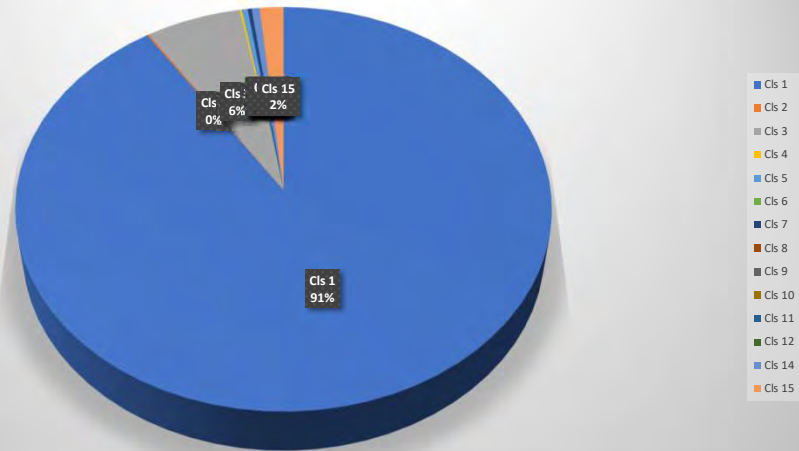
Project ID and Name: IW0185 Hurst
 Site No: 4
 Location Name: Tape Lane (South) near Maple Lodge
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	764	23	3%
Direction BA - Southbound	806	29	4%

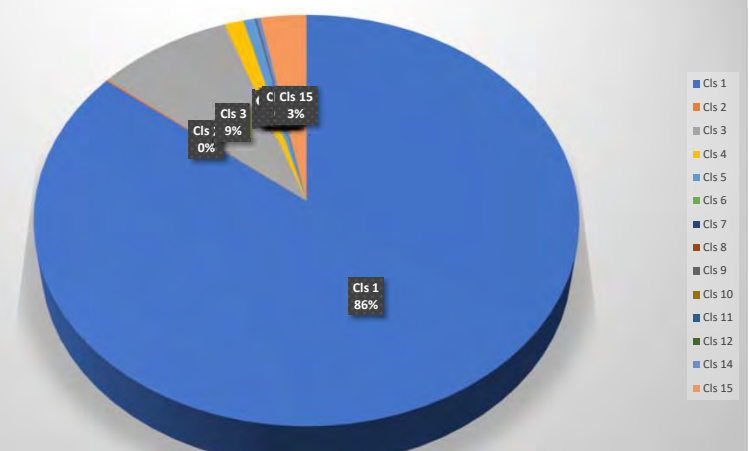
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	693	1	48	1	3	0	2	0	0	0	0	0	4	12
Vehicle Proportion - %	90.7%	0.1%	6.3%	0.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.6%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	691	1	71	10	6	0	0	0	1	0	0	0	2	24
Vehicle Proportion - %	85.7%	0.1%	8.8%	1.2%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	3.0%

Direction AB - Northbound



Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Hurst Road (adjacent to Twyford railway station), west of Byron Road	51.475326, -0.862477	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



20 November 2023

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Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	C17	C18	C19	C20	C21	C22	C23	C24	C25	C26	C27	C28	C29	C30	C31	C32	C33	C34	C35	C36	C37	C38	C39	C40	C41	C42	C43	C44	C45	C46	C47	C48	C49	C50	C51	C52	C53	C54	C55	C56	C57	C58	C59	C60	C61	C62	C63	C64	C65	C66	C67	C68	C69	C70	C71	C72	C73	C74	C75	C76	C77	C78	C79	C80	C81	C82	C83	C84	C85	C86	C87	C88	C89	C90	C91	C92	C93	C94	C95	C96	C97	C98	C99	C100	C101	C102	C103	C104	C105	C106	C107	C108	C109	C110	C111	C112	C113	C114	C115	C116	C117	C118	C119	C120	C121	C122	C123	C124	C125	C126	C127	C128	C129	C130	C131	C132	C133	C134	C135	C136	C137	C138	C139	C140	C141	C142	C143	C144	C145	C146	C147	C148	C149	C150	C151	C152	C153	C154	C155	C156	C157	C158	C159	C160	C161	C162	C163	C164	C165	C166	C167	C168	C169	C170	C171	C172	C173	C174	C175	C176	C177	C178	C179	C180	C181	C182	C183	C184	C185	C186	C187	C188	C189	C190	C191	C192	C193	C194	C195	C196	C197	C198	C199	C200	C201	C202	C203	C204	C205	C206	C207	C208	C209	C210	C211	C212	C213	C214	C215	C216	C217	C218	C219	C220	C221	C222	C223	C224	C225	C226	C227	C228	C229	C230	C231	C232	C233	C234	C235	C236	C237	C238	C239	C240	C241	C242	C243	C244	C245	C246	C247	C248	C249	C250	C251	C252	C253	C254	C255	C256	C257	C258	C259	C260	C261	C262	C263	C264	C265	C266	C267	C268	C269	C270	C271	C272	C273	C274	C275	C276	C277	C278	C279	C280	C281	C282	C283	C284	C285	C286	C287	C288	C289	C290	C291	C292	C293	C294	C295	C296	C297	C298	C299	C300	C301	C302	C303	C304	C305	C306	C307	C308	C309	C310	C311	C312	C313	C314	C315	C316	C317	C318	C319	C320	C321	C322	C323	C324	C325	C326	C327	C328	C329	C330	C331	C332	C333	C334	C335	C336	C337	C338	C339	C340	C341	C342	C343	C344	C345	C346	C347	C348	C349	C350	C351	C352	C353	C354	C355	C356	C357	C358	C359	C360	C361	C362	C363	C364	C365	C366	C367	C368	C369	C370	C371	C372	C373	C374	C375	C376	C377	C378	C379	C380	C381	C382	C383	C384	C385	C386	C387	C388	C389	C390	C391	C392	C393	C394	C395	C396	C397	C398	C399	C400	C401	C402	C403	C404	C405	C406	C407	C408	C409	C410	C411	C412	C413	C414	C415	C416	C417	C418	C419	C420	C421	C422	C423	C424	C425	C426	C427	C428	C429	C430	C431	C432	C433	C434	C435	C436	C437	C438	C439	C440	C441	C442	C443	C444	C445	C446	C447	C448	C449	C450	C451	C452	C453	C454	C455	C456	C457	C458	C459	C460	C461	C462	C463	C464	C465	C466	C467	C468	C469	C470	C471	C472	C473	C474	C475	C476	C477	C478	C479	C480	C481	C482	C483	C484	C485	C486	C487	C488	C489	C490	C491	C492	C493	C494	C495	C496	C497	C498	C499	C500	C501	C502	C503	C504	C505	C506	C507	C508	C509	C510	C511	C512	C513	C514	C515	C516	C517	C518	C519	C520	C521	C522	C523	C524
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