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Our Ref: 40441

10 July 2025

Dear Emy

PARCEL R11 OF PHASE 2B OF THE SOUTH WOKINGHAM STRATEGIC DEVELOPMENT LOCATION: RESERVED MATTERS APPLICATION (REF: 250678)

On behalf of my client, Kier Property Developments Limited ('the Applicant'), I enclose a package of revised information that has been prepared in relation to a reserved matters planning application for 343 dwellings on Parcel R11 of Phase 2b of the South Wokingham Strategic Development Location ('the Site').

The submission has been prepared in response to the consultation responses that have been received and further to the meetings that took place on 1st May and 18th June 2025. The feedback received has led to amendments to the proposals which are explained in the table below.

Submission

Please see the accompanying 'Consolidated Drawing and Document Schedule', which sets out the documents and drawings that are being submitted and describes how they relate to the submissions made in March and April 2025. Please note that, while not specifically requested, the submission includes an updated version of the Condition 40 Noise Assessment. The modelling has been updated to reflect the minor amendments to the layout.

Consultation Responses

The table below explains the position in respect of the issues raised in the consultation responses and describes where amendments have been made to the proposals.

Ref	Issues Raised	Response
1	Designing Out Crime Officer (11th April 2025)	
1.1	<i>"There are 4 locations throughout the proposed development with undercroft access to a rear parking courtyards. The vehicular access into the parking court needs to be electronically gated with key fob access provided to associated dwellings. Any</i>	Condition 61 of the hybrid application (Ref: 191068) states that <i>"no gates or barriers shall be erected on any shared vehicular access"</i> . Therefore, in accordance with Condition 61, the accesses to the shared rear parking areas will not be gated. Notwithstanding this it should

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Birmingham

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Manchester

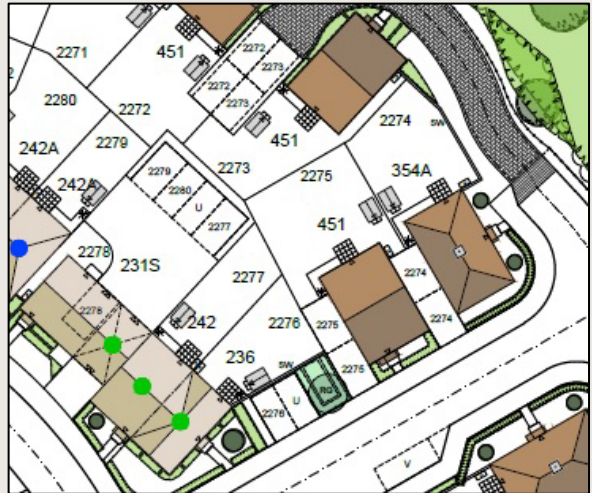
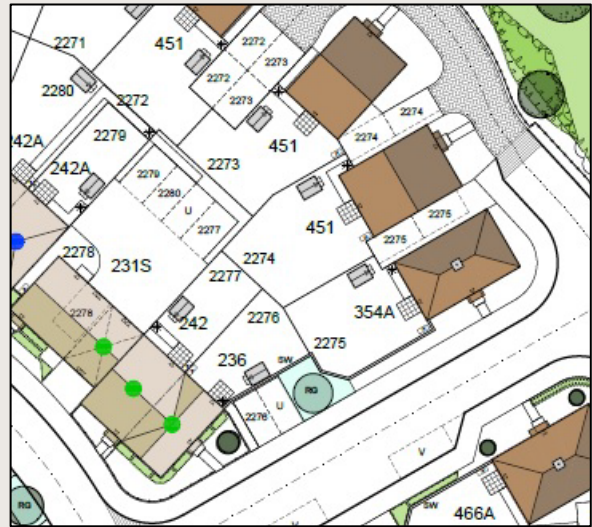
Reading

Ref	Issues Raised	Response
	<i>additional pedestrian access into the space will also need to be gated."</i>	also be noted that the parking areas are overlooked by habitable rooms in the Flat Above Garage ('FOG').
1.2	<i>"Whilst not a rear parking courtyard, as houses front on to the parking courts, the arrangement of houses breaks the secure perimeter block and exposes the rear boundaries of dwellings. This is also the case at 2124-2128. It is noted that in such situations the boundary treatment of the rear boundaries of exposed dwellings is proposed to be a 1.8m brick screen wall. It is recommended that this is further reinforced with the inclusion of defensive planting in front of the wall. This should be a thorny species that does not provide a climbing aid."</i>	The proposals accord with paragraph 10.5 of the Secured by Design Residential (Homes) Guide 2025 which states: <i>"Vulnerable areas, such as exposed side and rear gardens, need more robust defensive barriers by using walls or fencing to a minimum height of 1.8m."</i> There is therefore no need for further reinforcement. Notwithstanding this, the planting to the north of parking bays 2125 and 2126 has been changed to Pyracantha 'Orange Glow'.
1.3	<i>"Flat Blocks: Generally, the parking courts to the flat blocks should be electronically gated at the front of the building line so only residents have access. Any pedestrian access into the space should also be gated. This is particularly key where the parking court is effectively a rear parking court and exposes the rear boundaries of multiple adjacent dwellings."</i>	<u>Vehicular Accesses</u> As set out in response to 1.1 (above) Condition 61 of the hybrid application (Ref: 191068) states that <i>"no gates or barriers shall be erected on any shared vehicular access"</i>. Furthermore, we note that the gates were not required for the vehicular entrances to the parking courts on Parcel R10 (Ref: 250399). Gates have therefore not been added to the vehicular accesses to the parking courts. Notwithstanding this, as can be seen from the Proposed Enclosures Layout the entrances to the parking courts are flanked by 1.2 high walls with piers which clearly demarcate them as private areas. Signage can be added if necessary. <u>Standalone Pedestrian Accesses</u> Blocks 1/2 and 3 include standalone pedestrian accesses to their parking courts. As can be seen from the updated Proposed Enclosures Layout gates have been added as requested.
1.4	<i>"The car parking arrangement for flat blocks 1 and 2 means there are less rear/side elevations of neighbouring dwellings exposed. However, surveillance of the car park from the flat blocks is limited (particularly from block 2) therefore gating is still recommended. Appropriate lighting of the space will also be important, as will more robust</i>	<u>Gates</u> As set out in responses to 1.1 and 1.2 (above): Condition 61 of the hybrid application (Ref: 191068) states that <i>"no gates or barriers shall be erected on any shared vehicular access"</i>.

Ref	Issues Raised	Response
	<i>boundary treatment for neighbouring properties and defensive planting."</i>	Gates were not required for the vehicular entrances to the parking courts on Parcel R10 (Ref: 250399). Gates have therefore not been added to the vehicular access to the Block 1/2 parking court. Notwithstanding this, as can be seen from the amended plans the configuration of Blocks 1 and 2 has changed significantly (the two blocks have been combined into one 'L' shaped block). This has resulted in increased overlooking from habitable rooms, with a total of seven habitable rooms per floor overlooking the parking area. <u>Lighting</u> As mentioned, the parking court will be overlooked by habitable rooms in Block 1/2 with a total of seven habitable rooms per floor overlooking the parking area. It is therefore not considered necessary to propose lighting within the parking court. In this respect it is noted that lighting was not required in the parking courts for the apartments in Parcel R10 (Ref: 250399).
1.5	<i>"Where rear access footpaths are necessary to provide access to the rear gardens of properties the routes must be gated to the front of the building line, and secured with a robust key operated lock, operable from both sides. This appears to have been achieved on the proposed layout plan, but the locking operation should be confirmed."</i>	As shown on the Proposed Enclosures Layout the rear access footpaths to properties are gated to the front of the building line. The lock will be robust and key operated. However, it is not necessary to confirm the exact specification as part of the planning process.
1.6	<i>"The proposed play area has the potential to be well overlooked by neighbouring dwellings. The occupants of these dwellings could act as capable guardians to play areas, but need to be able to observe the area from active rooms in the dwellings to do so effectively. Clear stem trees (clear to 2m), and hedging maintained below 1m should be used in the planting scheme to facilitate clear sightlines. From the submitted soft planting plans I cannot determine if this has been achieved."</i>	The existing trees have been retained in accordance with ecological advice. The planting is predominantly grasses and perennials so whilst some may get to 1.5m tall they do not form a solid block. The trees along the footpath will not form a constant line and there will be intervisibility between them. Therefore, the play area will be well overlooked.
1.7	<i>"It is noted that the submitted lighting lux plans suggest that shared surfaces and private drives will not be lit. The rationale of this approach from a security perspective should be provided. It is considered that lighting to the general standards of</i>	It is common practice not to provide lighting to private streets or shared car parking courts, particularly where

Ref	Issues Raised	Response
	<i>BS5489-1:2020 should not only be provided to adopted highways, but also un-adopted road and parking courts. Bollard lighting is not an appropriate lighting method, and should be avoided. Not only can they be damaged by reversing vehicles, more critically they do not provide sufficient light at the right height to aid facial recognition and reduce the fear of crime."</i>	these areas are not intended for adoption by the local highway authority. Neither the <i>Manual for Streets (2007)</i> nor the Wokingham Borough Council guidance <i>Living Streets: A Highways Guide for Developers in Wokingham (2019)</i> stipulate a requirement for lighting in un-adopted or private areas. Furthermore, it is noted that that lighting was not required on the shared surfaced areas or private drives within Parcel R10 (Ref: 250399).
2	Preliminary Feedback Note (1st May 2025)	
2.1	<i>"Street hierarchy - broadly consistent except for main east-west tertiary street looks to be 5.5 metres and could be reduced to 5 metres."</i>	In the Design Code, the tertiary street definition on page 22 specifies a minimum of 5m carriageway; therefore, the main east-west tertiary street is in accordance with this requirement.
2.2	<i>"Character area - three houses to east of access from the Heathlands link would be better in Main Street Character area."</i>	As can be seen from the updated Proposed Site Layout with Character Area Overlay', plots 2001-2005 & 2281-2284 are now within the Neighbourhood Residential area and designed to act as a balanced entrance statement either side of the site access and a transition from the Main Street to Rural Edge character areas.
2.3	<i>"Flat Design - need to see the context of the flats adjacent to the roundabout and understand views of them Need a drawing showing wider context of parcel and possibly detail of this area. Design Code identifies this a location for a key building. Not convinced the two blocks proposed and one linked building would be better."</i>	A wider context plan titled 'Proposed William Heelas Way Roundabout Context Plan' has been provided, which shows the context of the flats adjacent to the roundabout. These flats have been provided in an L-shaped block, which acts as a key building at the entrance to the area.
2.4	<i>"Flat Design - eight blocks of flats, three in the Main Street Character area and five in Neighbourhood residential. Of these six are essentially brick building with a central rendered gable: more variety of built form is required to achieve character and legibility."</i>	There have been ongoing discussions regarding the apartments blocks since the first post-submission meeting on 1 st May 2025. This has involved the provision of updated plans for informal review, a meeting on 18 th June 2025 and email correspondence.
2.5	<i>"Flat Design - need to give more consideration/get Catherine's comments on the height of flats adjacent to the park. Within parameter heights and three-storey design is not necessarily an issue but the mass is and needs to be more of a dual frontage. Agreed it could be considered, not necessarily that it would be acceptable."</i>	This dialogue has resulted in significant amendments to the proposals which we trust you will agree have addressed all the issues raised. The most significant amendments are set out below: Combining Blocks 1 and 2 into a single 'L' shaped building.

Ref	Issues Raised	Response
2.6	<i>"Flat Design - generally the solid to void ratio is too high and the size of windows needs to be increased to be in scale with these larger buildings (applies to some of the houses too, especially on corner plots."</i>	• Apartment designs have been discussed in detail to create more dual frontage blocks with front and secondary front elevations. • Window voids to wall areas have increased with larger and deeper openings. • The number of dormers has been reduced and weatherboarding replaced by tile to match roofs. • A variety of balcony sizes have been incorporated across the 8 blocks.
2.7	<i>"Flat Design - balconies need to be screened so Sanded glass in Main Street or consider other materials. Railings also provide limited screening."</i>	
2.8	<i>"Flat Design - pitched roof dormers result in a top-heavy appearance when scaled up to flats and this is accentuated by the white fascias and weatherboarding (which is not in any case within the materials palette)."</i>	
2.9	<i>"Flat Design - also as for R10 there are opportunities for larger balconies which could also assist with the appearance of the buildings."</i>	
2.10	<i>"Houses - concerns about the scale of some of the corner turning house types and the amount of fenestration in the secondary frontages (not flanks)."</i>	
2.11	<i>"Houses - design of house type 471 - fenestration and detailing of gable needs reconsideration, the large expanse of brickwork is unacceptable. Also size of windows in secondary frontage. Plot 2064 forms a weak entry. Usually expect taller buildings on corner plots."</i>	Amendments have been made to the corner turning house types to increase their scale and to add additional fenestration on the secondary frontages. New bespoke Type G houses have been introduced, replacing type 471. Type G is a full 3 storey dwelling with additional corner brick detailing acting as a 'book end' rather than the 2.5 storey Type 471.
2.12	<i>"Houses - Type 354 - window sizes need increasing for a secondary frontage. Also need to consider scale in relation to adjacent buildings."</i>	House Type 471 was proposed on Plots 2034, 2045, 2046 and 2064. It has been replaced with a full 3-storey House Type G, which represents a significant improvement on House Type 471 and, in combination with Block 5, provides a strong entrance to the parcel from the west.
		The secondary elevation to House Type 354 contains 4 windows.

Ref	Issues Raised	Response
2.13	<i>"Relationship between dwellings - plots 2273 & 20275. Unacceptable privacy due to inter-looking. Probably need omission of a house and reorganisation."</i>	Plots 2274 and 2275 have been reconfigured to resolve the privacy issue (see below). Original Configuration  Amended Configuration 
2.14	<i>"Temporary access - need to understand what is proposed (temporary link adjacent to plot 2274) and how it dovetails with the Waterloo Road pedestrian & cycle route. Route is due to be closed to traffic once the R10/R14 link is open. Not mentioned in the Transport Statement."</i>	A standalone Technical Note on the proposed temporary link (A389-TN013) has been prepared and is included in this submission.

Ref	Issues Raised	Response
3	Senior Landscape Officer (8th May 2025)	
3.1	<i>"Highways hard surfacing materials are provided on the General Arrangement drawings however the hard materials for the smaller access roads, parking courts, parking bays, private drives and on-plot parking paths and patios are not identified or as being any particular material. This information will need to be provided and indicated on the Presentation Layout drawing, or a separate drawing showing hard landscape details."</i>	Details of the hard surfacing materials will be included in the submissions that will be in due course (post-reserved matters) to discharge conditions 15 (Landscape, Ecology and Green Infrastructure) and 60 (Highway Construction Materials) of the outline planning permission.
3.2	<i>"Rumble strips are indicated on the ALP drawings and will be made up as a 2m wide band of granite setts (Highway Construction Details Sheet 1 ALP). It is not clear if this is the same as the Transitions Strips shown on the MJA drawings and will need to be clarified."</i>	The MJA drawings (7371-MJA-SW-XX-DR-C-006 PL5 and 7371-MJA-SW-XX-DR-C-008 PL4) have been updated to show the rumble strips and match the ALP drawings.
3.3	<i>"Although proposed levels are shown for highways, FFL's for dwellings, attenuation basins and footpath in the POS (i.e. related to the engineering information), we will require a comprehensive levels drawing for the site as a whole and to include proposed levels around the plots and within the POS as well as showing existing site levels that can be read easily."</i>	The Proposed Levels Layout (7371-MJA-SW-XX-DR-C-001 PL7) has been updated to serve as a comprehensive levels drawing that contains all the requested information.
3.4	<i>"One concern I have is in relation to the build up of levels to create a development platform along the eastern edge of the site and how this will impact the 15m ancient woodland buffer zone as there will be a need to alter ground levels within this zone to create an embankment down to existing levels. This will need to be carefully and thoughtfully addressed though the scheme design to minimise any impacts on the ancient woodland."</i>	The Proposed Levels Layout (7371-MJA-SW-XX-DR-C-001 PL7) has been updated to include a section through the area in question. The Arboricultural Impact Assessment & Method Statement has also been updated and includes a section which prescribes the methodology that will be followed during construction.
3.5	<i>"The ALP General Arrangement Sheets (1 & 2) indicate the adopted highway verges and unadopted verges with rain gardens. However this conflicts with the MJA Highway Adoption Plan which indicates all highway verges to be adopted including rain gardens in the verge, which is the expectation. The ALP drawings will need to be amended to show this."</i>	The ALP drawings have been amended to align with the MJA Highway Adoption Plan.

Ref	Issues Raised	Response
3.6	<i>"The MJA Proposed Surface Water Strategy drawing indicates the location of the surface water pipes and their connection to the attenuation basins but not any connections to the highway rain gardens or permeable paving in the parking courts. This will need to be identified on the MJA drawing in line with the ALP drawings."</i>	The MJA Proposed Surface Water Strategy drawing has been updated to show connections to highway rain gardens and permeable paving in the parking courts, ensuring alignment with the ALP drawings.
3.7	<i>"Other rain gardens outside highway land (i.e. adjacent to individual plots or the swale in the central open space) the location of which are indicated on the Presentation Layout and Detailed Soft On-plot Landscape Proposals drawings, are also not shown as having any connection into the surface water drainage system. This will need to be indicated on a comprehensive drainage strategy drawing for the site as a whole."</i>	The MJA Proposed Surface Water Strategy (7371-MJA-SW-XX-DR-C-002 PL4) has been updated to show the required connections.
3.8	<i>"The two rain gardens in the highway verge outside plots 2046 – 2049 will need to be connected into the surface water drainage system on the ALP drawings as at present they are not connected."</i>	The ALP drawings have been revised to show that the two rain gardens in the highway verge outside plots 2046 – 2049 are now connected to the surface water drainage system.
3.9	<i>"The ALP Drainage Construction Details Sheet 2 indicates a rain garden tree pit outlet detail and shows a 1.2m x 1.2m tree pit enclosed by a root barrier. This is not acceptable as firstly the rooting area for the tree is totally inadequate, and secondly there is no drainage so the rooting area will quickly become waterlogged causing the tree to die. A number of tree pit details are shown on a separate Tree Pit Details drawing and suggest the rain garden tree pit detail on the ALP drawing is amended so this correspond to the appropriate landscape detail, or as a minimum the root barrier is moved to the edge of the rain garden on each side and the barrier removed from under the tree pit and replaced by geotextile membrane"</i>	The rain garden tree pit detail on the ALP Drainage Construction Details Sheet 2 has been amended to correspond with appropriate landscape details.
3.10	<i>"ALP Drainage Construction Details Sheets 1 & 3 indicate two types of headwalls, one constructed of brick and the other using concrete bagwork. It would be helpful to understand the location where each of these features is to be used and whether an alternative, more natural solution could be used instead such as the Rootlok system which can be hydroseeded."</i>	A note has been added to the ALP Drainage Layouts to identify which headwall is proposed. It is noted that R10 RM included precast concrete headwalls. For consistency it is suggested that these are adopted for R11 also.

Ref	Issues Raised	Response
3.11	<i>"The ALP Basin Section Drawings (Sheets 1 & 2) are helpful in indicating the form, levels and slope gradients of the basins within the site. The cross section for Basin R11A-1 indicates that this will be lined with puddled clay, however no construction details are given for the other three basins. We will need to ensure that the design and construction of the basins allow for the proposed planting as indicated on the landscape drawings. I understand that if an impermeable liner is used, then tree planting on the upper slopes of the basin as indicated on the landscape drawings will not be possible. A co-ordinated approach will need to be taken to ensure the landscape provision in conjunction with the attenuation basins can be achieved."</i>	Updated basin sections which provide the requested details for the other basins are included in the submission.
3.12	<i>"It is not clear how the attenuation basins will function; i.e. will they be dry or wet basins? And if dry most of the time we should be seeing a low flow channel that relates to the marginal planting and boulders as seen in the Detailed Public Open Space Soft Landscape Proposals drawing. See point 13 below requiring a need to take a holistic approach to the design."</i>	Basins are predominantly dry and accessible. Basins R11 A – 1 and R11 A – 2 have low flow channels through them and depressions for permanent water levels. R11B has local depressions to create permanently wet areas.
3.13	<i>"The approved Site-Wide Landscape Design Statement indicates the attenuation basins within this parcel are to be located either within natural / semi-natural greenspace or parks and gardens with the types of features as indicated in the matrix on page 42 of the document and also shown in the Design Compliance Document. Although we have detailed landscape proposals for the basins shown on the Detailed Public Open Space Soft Landscape Proposals drawings and details of the basin though engineering cross-sections, we don't have plans, drawings, cross-sections showing a combined approach to the design of the basins incorporating these element as identified in the matrix in a holistic way, which will need to be provided."</i>	The updated Illustrative Landscape Sections (P24-2506_EN_010A) include additional labels and engineering information for 3no. of 4no. of the basins within the site to highlight the matrix points from the LDS.
3.14	<i>"The information for the play area is shown on both the Detailed POS Hard Landscape Proposals Sheet 1 and Detailed POS Soft Landscaping Proposals Sheet 1. However details of the play equipment are shown on the separate Landscape Masterplan drawing."</i>	A Play Space Masterplan (P24-2506_EN_11) is included with this submission. The responses to the four points of clarification are:

Ref	Issues Raised	Response
	<i>Initial ideas for this play area were included in the Site Wide Landscape Design Statement and this design seems to now be shown on the detailed landscape drawings. As there is a lot going on in this location it would be helpful to have a detailed drawing of the play area in conjunction with the attenuation basin to fully understand how this area will work. Clarification of the following is required:</i> <i>We will need a greater understanding as to how the different elements of the play area work together with the soft planted area in order to attain a cohesive design approach across the whole area.</i> <i>The areas of proposed wet pour surfacing don't always appear to be that logical, leaving narrow strips of grass between the wet pour and the feature paving. If areas of grass are to be left between hard surfacing perhaps these should be larger and combined with rain garden planting (I note that two rain gardens are proposed). Dedicated stepping stones through rain gardens or other planted areas are good and possibly the use of some from of chunky timber edging could be used to prevent overrun into these areas.</i> <i>It is not clear if any parts of the play area are to include mounding which would add interest to this area and perhaps added enclosure if this is used around the edges.</i> <i>The design of the area might lend itself to a track around groups of play equipment which will provide added play value. (Ray Barry to advise)."</i>	- Play space design has been adjusted to create a more cohesive design. - The areas of wet pour have been rationalised and the soft landscaping around extended with the suggested timber edging included to help protect the planting. - Mounding has been added to the southern and western edges of the play space to help create a sense of enclosure. - A track has been added to one of the areas of equipment. Most of the zones are well served by the circulation path with the stepping stones, grass routes and now the additional track creating secondary and more playful ways to navigate the space.
3.15	<i>"The types of fencing for the various character areas shown on the Enclosures Plan and is informed by the Design Code. The Detailed Public Open Space Hard Landscape Proposals also indicates types of fencing adjacent to the public open space and in several locations, the fencing differs from the Enclosures Plan, or it is unclear what types of fencing are proposed especially where adjacent to POS. It is also not clear why some fencing is required and then just ends, so consideration will need to be given as to how the fencing ends or returns into other features. Details of all fencing / enclosure types will need to be provided."</i>	The Detailed POS Hard Landscaping Proposals Plans have been amended to be consistent with the Proposed Enclosures Layout. All fencing adjacent to the public open space has been clarified, with logical terminations or transitions into other features appropriately detailed.

Ref	Issues Raised	Response
3.16	<i>"The Enclosures Plan indicates estate rail type fencing around apartment Block 6 (light blue); however this then changes to 1.2m hoop top railings (yellow) to the east and around the edge of this part of the central POS, see extract above. I would question why this section of bow top fencing is required, and if fencing is necessary in this area then it should be replaced with estate rail fencing."</i>	The fencing has been removed as requested.
3.17	<i>"The location of lighting columns is shown on the Detailed Soft On-Plot Landscape Proposals sheets, with a number positioned on the edge of the proposed development. In some instances these appear to be in conflict with new tree locations within the POS and suggest in these instances the trees are repositioned away from the lighting columns. However these locations should also be checked against the General Arrangement drawings as in some locations these differ to those on the landscape plans."</i>	Tree positions have been adjusted where necessary to prevent conflicts with lighting columns. The locations have also been cross-checked against the General Arrangement drawings to ensure consistency across all plans.
3.18	<i>"The landscape drawings seem to show features which look like bin collection points in some locations. These will need to be removed as I believe the waste team do not require these features"</i>	The bin collection points have been removed from the landscape drawings, as they are not required by the waste team.
3.19	<i>"There doesn't appear to be any detailed information on the proposed pond within the southern POS. It does not form part of the surface water drainage strategy so we will need to understand how water gets into and is retained in the pond as well a pond profiles and depths etc."</i>	Information on the design of the pond, including profiles and depths, will be included in the landscaping pack that will be submitted in due course to discharge condition 15 of the outline planning permission. However, we can confirm that: • The pond will be lined and initially filled artificially. • The plans have been amended to show an overflow connection into the drainage system. The calculations relating to this are included in the updated Drainage Statement.
3.20	<i>"Recommendation: Two additional trees to the front of apartment block 1 within the hedgerow, and the repositioning of the Carpinus betulus (relocated) to the side of plot 2001 as this is in a similar position to and conflicts with the Prunus shown on the on-plot planting plan (Sheet 4)."</i>	Two additional trees have been added to the front of apartment block 1 within the hedgerow, and the Carpinus betulus has been repositioned to the side of plot 2001 to avoid conflict with the Prunus.

Ref	Issues Raised	Response
3.21	<i>"Recommendation: Slight relocation of Ulmus at the S-E end of the central POS as it is close to the Acer proposed in the verge rain garden."</i>	The Ulmus at the southeast end of the central POS has been slightly relocated to maintain adequate spacing from the Acer proposed in the verge rain garden.
3.22	<i>"Recommendation: Two additional small species trees in central POS to soften views of apartment blocks 6 & 7 – locations shown below as red circles."</i>	One additional small species trees have been introduced in the central POS to soften views of apartment blocks 6 and 7, there is not NHBC offset space for the second tree so 4 specimen shrubs have been included instead.
3.23	<i>"Recommendation: Buffer planting such as low shrubs between the visitor spaces opposite plot 2093 and footpath in the POS as shown below outlined in red. The gap is very narrow and includes a fence, therefore grass will be difficult to maintain."</i>	Footpath has been moved to avoid the creation of the narrow gap, so grass is now suitable width to be maintained with the surrounding grassland. Concerns that shrub planting around the visitor space would attract littering.
3.24	<i>"Recommendation: Climbers / wall shrubs along the garden wall for plot 2097 which will help soften the hard edge in views from the adjacent POS."</i>	Climbers and wall shrubs have been introduced along the garden wall for plot 2097 to soften the hard edge in views from the adjacent POS
3.25	<i>"Recommendation: Low hedgerow on the outside edge of footway to front door of dwelling on plot 2097 to define the space and make it looks private rather than public access. It may be preferable to extend the fencing proposed adjacent to the private drive (chestnut cleft?) around the outer edge of this plot too."</i>	A low hedgerow has been planted on the outside edge of the footway leading to the front door of plot 2097 to create a more private appearance. Additionally, the fencing adjacent to the private drive has been extended around the outer edge of the plot.
3.26	<i>"Recommendation: Two trees to the north of apartment block 3 instead of the Syringa and extension of hedgerow to enclose this area."</i>	Two trees have been planted to the north of apartment block 3, replacing the Syringa, and the hedgerow has been extended to enclose this area.
3.27	<i>"Recommendation: It's important that as many street trees are planted in verges / rain gardens as possible as these help to form the landscape structure throughout the development. Therefore an additional street tree should be planted in the verge rain garden between plots 2198 & 2199."</i>	An additional street tree has been planted in the verge rain garden between plots 2198 and 2199 to strengthen the landscape structure.
3.28	<i>"Recommendation: Railings to the front of plot 2108 are shown to follow the back of the footpath, therefore the proposed hedgerow will need to also follow the back of the railings rather than cut across the front of the garden. The Malus proposed for this plot should be replaced with a slightly larger tree on this corner."</i>	The hedgerow to the front of plot 2108 has been adjusted to follow the back of the railings rather than cutting across the garden. There is not the NHBC offset space to change the tree so an additional spec shrub has been added instead.

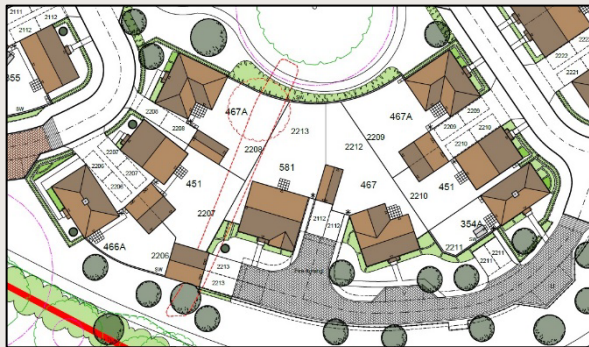
Ref	Issues Raised	Response
3.29	<i>"Recommendation: Several wall shrubs and climbers should be considered to the back of the parking spaces for plot 2005 and along the wall to the adjacent parking court."</i>	Layout has changed significantly around here, planting has been included adjacent to walls where possible.
3.30	<i>"Recommendation: A small tree to the back of the unallocated parking bay between parking for plots 2021 & 2045."</i>	A small tree has been planted at the back of the unallocated parking bay between the parking spaces for plots 2021 and 2045.
3.31	<i>"Recommendation: The Syringa to the front of apartment block 4 and adjacent to the parking for plot 2312 should be replaced with a slightly larger tree within the hedgerow."</i>	The Syringa to the front of apartment block 4 and adjacent to the parking for plot 2312 has been replaced with a slightly larger tree within the hedgerow.
3.32	<i>"Recommendation: The hedgerow will need to be removed from the front of parking for plot 2122."</i>	The hedgerow in front of the parking for plot 2122 has been removed as recommended.
3.33	<i>"Recommendation: Additional street tree planted in the verge to the fronts of plots 2331 & 2332 to avoid the streetlight."</i>	It is not possible to add an additional street tree in this location due to the required streetlight.
3.34	<i>"Recommendation: Additional street tree planted in the verge between the fronts of plots 2338 & 2339."</i>	An additional street tree has been introduced in the verge between the fronts of plots 2338 and 2339.
3.35	<i>"Recommendation: Additional small tree in the planting bed between parking for plots 2255 & 2236."</i>	A small tree has been planted in the planting bed between the parking spaces for plots 2255 and 2236.
3.36	<i>"Recommendation: Additional street tree planted in the verge rain garden to the side of the rear garden to plot 2235 which will avoid the streetlight."</i>	An additional street tree has been planted in the verge rain garden to the side of the rear garden for plot 2235, positioned to avoid the streetlight
3.37	<i>"Recommendation: Herbaceous or shrub planting proposed for rain gardens in the verges should only include plants that don't exceed 60cm in height. I note that there are several plants that will get taller than this and will need to be replaced with lower growing species."</i>	Herbaceous and shrub planting for rain gardens in the verges has been revised, ensuring only species that do not exceed 60cm in height are included.
3.38	<i>"Recommendation: Tree pit details drawing will need to show a detail for trees proposed for rain gardens in verges if different from tree pit detail 3 & 5 as shown. This will need to avoid root barriers enclosing the rootball as shown in the Drainage</i>	Tree pit detail 5 covers a tree within a rain garden highway verge.

Ref	Issues Raised	Response
	<i>Construction Details drawing and as discussed in point 9 above."</i>	
3.39	<i>"Recommendation: The detailed planting plans will need to be accompanied by a more detailed landscape specification (as a separate document for ease of use) and will need to include for example, site supervision for the landscape works on site, marginal and bulb planting, details of hard landscape surfacing and furniture."</i>	The requested specification will included in the submission that will be in due course (post-reserved matters) to discharge condition 15 (Landscape, Ecology and Green Infrastructure) of the outline planning permission.
3.40	<i>"Arboricultural Impact Assessment and Method Statement by ACD Environmental and dated 14th March 2025 Rev A will need to include the original tree survey data as an appendix."</i>	The Arboricultural Impact Assessment and Method Statement now includes the original tree survey data as an appendix.
3.41	<i>"Within the AMS and Site Supervision section, I would also like to see regular scheduled monitoring site visits included to ensure the tree protection fencing has not been damaged or moved, especially as there are sensitive features such as the ancient woodland adjacent to the site."</i>	Regular scheduled monitoring site visits have been incorporated within the AMS and Site Supervision section to ensure tree protection fencing remains intact, particularly in sensitive areas adjacent to the ancient woodland.
3.42	<i>"The Tree Protection Plan will need to be amended in relation to the trees in the central POS. There are no footways proposed within the RPA's of trees T197 and G196 so the no-dig surfacing and ground protection can be removed from this area and fencing extended to the full extent of the RPA's. The only incursion into the RPAs is the rain garden which is already indicated."</i>	The Tree Protection Plan has been amended regarding trees in the central POS. The no-dig surfacing and ground protection have been removed where footways are not proposed within the RPAs of trees T197 and G196, and fencing has been extended to fully encompass the RPAs.
3.43	<i>"We will need to understand how the change in ground level along the eastern edge of the site within the 15m ancient woodland buffer zone can be mitigated to reduce harm to this woodland. We will also need understand within Method Statement how any embankments within the 15m buffer and therefore within the TPF can be implemented on site without the use of heavy machinery within the exclusion zone."</i>	See response to point 3.4 (above).

Ref	Issues Raised	Response
4	Highways Feedback (16th May 2025)	
4.1	<i>"There appear to be a few discrepancies in the car parking calculator, which need to be checked/rectified, although the changes in the number of habitable rooms do not materially alter the calculation of unallocated demand."</i>	The parking calculator has been updated and accurately reflects the number of car parking spaces required.
4.2	<i>"As raised at pre-application stage the garages are clearly designed as such and should be increased to 3 x 7 metres internally (in line with the Borough's Parking Standards Report) if you also wish to rely on them to fulfil cycle storage requirements too."</i>	The garages for plots 2001 & 2002 are 3m x 8m internally and therefore these plots do not require separate cycle storage. All other plots have separate storage for cycle irrespective of whether they have garages or not.
4.3	<i>"Garages have not been included in the parking calculator spreadsheet, which would increase the unallocated parking demand by approaching 30 spaces, with significant layout implications. Given that the properties with garages all have at least two allocated car parking spaces and balancing parking with other considerations this approach can be accepted providing ii) above is addressed."</i>	This has been addressed by the response to point 4.2.
4.4	<i>"Pleased to see the provision of stands for visitors' cycles for the flats but their location needs further consideration. Currently they are mostly within more private parts of the site and should be located closer to front entrances and where they will be overlooked from the dwellings."</i>	All visitors 'Sheffield hoop' stands are located as close to the block entrance as possible and to avoid noise and privacy issues to ground floor apartment residents.
4.5	<i>"Presuming the stores on the ground-floor of the FoGs are intended to be cycle storage for the flats above, these should be identified on the cycle storage layout."</i>	The FOG cycle storage is shown on the Cycle Parking Layout drawing.
4.6	<i>"We will need to see the fit-out of the cycle stores for the flats but this could be dealt with by condition."</i>	The cycle store fitouts are shown on either the ground floor plans for apartments or separate cycle store drawings.
4.7	<i>"The MDDL P requires provision of visitor parking at 0.2 spaces for each dwelling with one or more allocated space. However, the parking calculator does not differentiate between these and other unallocated parking. In some cases, the layout indicates a somewhat artificial differentiation between on-street visitor and unallocated parking."</i>	The visitor and unallocated car parking spaces have been amended in line with the comment. The perpendicular spaces are to be used as unallocated parking for residents, while the parallel spaces are to be used as visitor parking.

Ref	Issues Raised	Response
	<i>Where spaces are within parking courts or rows of perpendicular spaces in front of dwellings it is reasonable to identify them as unallocated, as they are most likely to be used by residents. Where they are parallel they could be used by residents or visitors equally and it makes more sense to identify them as visitor spaces. (Even if it results in overprovision of visitor spaces it will contribute to overall unallocated provision). (Visitor parking requirement would be $343 \times 0.2 = 69$ if all dwellings had an allocated space, reducing to $334 \times 0.2 = 67$ if the spaces for block 5 are unallocated (see question in table above)."</i>	
4.8	<i>"Gordon raised some concern about the distribution of visitor parking across the site, in particular the concentration on the western side. There are also some specific issues where he has raised concerns about the relationship between on-street visitor bays and visibility for vehicles emerging from allocated parking. It appears that there may be some headroom to reduce visitor parking to address these points but that would exacerbate the distribution issue."</i>	The visitor parking bays have been distributed around the site as best possible.
4.9	<i>"What materials are proposed for allocated parking?"</i>	All parking spaces are tarmac, unless they are visitor spaces within a block road paved area.
4.10	<i>"Where unallocated parking is proposed in perpendicular bays, adjacent to allocated parking - in the vicinity of plots 2021, 2029, 2030, 2253, 2322 & 2323 and elsewhere - it is most likely to be used by residents of nearby dwellings, allowing the efficiency anticipated by the council's approach to parking demand. How is it anticipated these spaces will be owned/managed, management company?"</i>	Unallocated spaces will be maintained by the management company and will be marked 'U' for unallocated, for the use of any residents.
4.11	<i>"The parking for 2046 is outside the properties garden. What is the status of the land it is located on? Presuming the parking will be conveyed will the land around it also be? Probably better to make it clearly part of the curtilage with enclosure?"</i>	A fence has been added to make it clear that the parking spaces for plot 2046 and the surrounding landscaping are part of the property's curtilage.

Ref	Issues Raised	Response
4.12	<i>"The parking space for 2122 will appear quite intrusive in area of open space (garden or POS?). Delete this space and use one of the unallocated spaces. Also consider the alignment of the footpath link/extent of the garden/enclosure as people will cut the corner."</i>	The parking space for plot 2122 has been deleted and one of the unallocated spaces has been allocated to the property. The footpath has also been realigned to provide a direct connection to the parking space.
4.13	<i>"The space for 2280 is remote from property. Consider a slight reduction in the garden for 2272 and a secure, gated path."</i>	As suggested the garden for Plot 2272 has been reduced to allow a gated path connecting Plot 2280 and the associated parking space.
4.14	<i>"The space for 2171 would be difficult to manoeuvre in/out of. Delete this space and use one of the unallocated ones."</i>	The manoeuvring area for space 2171 has been increased.
4.15	<i>"Gordon raised concerns about plot 2185 relying on the space in front of 2186 and 2187 parking for turning. The parking would also be quite prominent and detract from the POS. Options for discussion include locating the parking between the house and adjacent flats (while narrowing the access as much as possible, where not required for turning). Or tandem parking. Reconsider whether two separate paths are better in this location or a shared surface could be used, as on the opposite side of the POS. Also to discuss the public/private definition and enclosure for the flats to the north, especially given the need for a double frontage."</i>	The two parking spaces for Plot 2185 have been moved to the side of the dwelling to address this issue.
4.16	<i>"The parking spaces for 2218 are set too far back, likely to lead to parking overhanging the carriageway. Pull whole house forward and rotate slightly for better front outlook (flank of 2217) and larger private amenity to rear."</i>	As requested Plot 2218 house has been pulled forward and slightly rotated to enhance the front outlook, while also ensuring a larger private amenity space at the rear.
4.17	<i>"The amount of space between the parking for 2201/2202 and carriageway is likely to lead to additional cars being parked/overhanging the carriageway which is a particular concern given the proximity to the junction. No easy solution. Can plot 2001 be moved forward fractionally and the road alignment tweaked to reduce the likelihood of overhanging parking?"</i>	Plot 2001 has been moved forward to increase the amount of space between the parking spaces 2201/2202.

Ref	Issues Raised	Response
4.18	<i>"The parking for 2211 projects forward of building line (should generally be behind the building line in rural edge CA) and will be prominent due to the position on the bend. Suggest rotating plot 2212 slightly (reducing the wedge of land at the side of the house and increasing the useable rear amenity space slightly) and creating tandem parking for plot 2211 (possibly one space in garden as elsewhere)</i> <i>Is the path in front of 2212 private/within their garden? Connection to garage might be better nearer the house?</i> <i>Slightly rotate 2206 so it is more parallel with parking and outlook is into the rear garden (while maintaining curved frontage on side road.</i> <i>Suggest a further (informal?) connection to the footpath"</i>	The area comprising Plots 2206 to 2213 has been reconfigured to address the issues raised (see below). Original Configuration  Amended Configuration 
4.19	<i>"The drives for 2220, 2225 & 2297 appear narrow. Widen/demonstrate a bicycle or wheelie bin can pass a parked car."</i>	The driveways for plots 2220, 2225, and 2297 have been widened to ensure adequate clearance for bicycles and wheelie bins to pass parked cars without obstruction.
4.20	<i>"2237 & 2238: the parking for 2237 is forward of the building line and will be prominent on the bend, emphasised as parking for other plots is set back (in accordance with the design code). 2238 is a five-bedroom house with a double garage/drive, plus space for an additional car not identified.</i> <i>Options could be either to delete the garage and parking for 2237 and have a shared garage & drive for the two plots (possibly reducing 2238 to a four-bedroom house) or to push the garage for 2237 back slightly with tandem parking for 2237 in front and pull 2237 & 2238 forward slightly to reduce the extent to which the parking projects and the</i>	The parking spaces for Plot 2237 have been moved backwards to sit behind the building line. The parking spaces for Plot 228 have been moved to the other side of the dwelling.

Ref	Issues Raised	Response
	<i>likelihood of parking overhanging the carriageway at 2237/8."</i>	
4.21	<i>"Plot 2239 needs to be a double frontage. Flank will be very visible, so suggest addition of a bay in the dining room side window."</i>	Plot 2239 is a dual aspect unit with six side windows; therefore, it is considered to have double frontage and a bay side window is not necessary.
4.22	<i>"2256: pull parking back slightly, behind building line but not so far an additional space is created (rural edge) (in line with 2257/8). Ensure second space is at least 5m in length."</i>	The parking spaces for Plot 2256 have been moved backwards to sit behind the building line.
4.23	<i>"Gordon suggested removal of visitor spaces as they affect visibility for vehicles accessing the allocated parking for 2270. Rather than omitting them entirely could satisfactory visibility be achieved by increasing the gap between them or swapping to one side of the access (to the west might be better from a visibility perspective?). Could narrowing of the carriageway/speed control assist."</i>	As suggested the gaps between the visitor spaces have been widened to improve visibility.
4.24	<i>"2092 has the same issue as 2270 with visibility splays. In this case locating them on the opposite side of the road (two groups of three spaces with a tree between?) and introducing a verge plus planting on the NW side may work?"</i>	The gaps between the visitor spaces have been widened to improve visibility.
4.25	<i>"Block 5, 2080-2088 same issue with visibility. "</i>	The gaps between the visitor spaces have been widened to improve visibility.
4.26	<i>"The parking spaces and back-garden fences for 2291 & 2292 should be pulled forward slightly to prevent overhanging parking. It would be consistent with others in the row if parking projected slightly forward of the building line and it would still be possible to achieve rear access."</i>	The dwellings and associated parking spaces have been pulled forward slightly to prevent overhanging parking.
4.27	<i>"Gordon raised concerns about the proximity of the visitor space (adjacent to 2330) to the corner and also suggested grasscrete or similar for the substation space which is only for occasional use (and would otherwise be used by residents). It may be possible to pair the visitor spaces to increase the distance from the corner."</i>	The visitor space near plot 2330 has been repositioned, and paired with another, to increase distance from the corner, ensuring better accessibility and visibility. The substation space has been surfaced with grasscrete to discourage use by residents.

Ref	Issues Raised	Response
4.28	<i>"Although it is generally preferable to avoid rows of more than two or three parking spaces, in this case could the tree be located to approximately the parking space for 2323, to provide a vista at the end of the cul-de-sac."</i>	The parking spaces have been reconfigured to allow the tree to be repositioned at the end of the cul-de-sac.
4.29	<i>"Since the Borough's standards have been superseded by Building Regulations Approved Document S, they should not be referred to in the electric vehicle charging strategy."</i>	The Electric Vehicle Charging Strategy has been updated to remove references to the Borough's standards.
4.30	<i>"343 charging points would be required to comply with Building Regulations; 307 are proposed made up with single and double charging points. I'm unclear if Gordon was suggesting there was a shortfall, or that the proposals would be compliant with the double points. He recommended the single and double points be differentiated on the parking plan, to demonstrate that all dwellings have a charging point."</i>	The Parking Plan has been updated to differentiate between single and double charging points, ensuring that all dwellings are provided with a charging point.
5	Refuse Feedback (5th June 2025)	
5.1	<i>"Plot 2271 - 2273 - Please build the shared driveway to adoptable standard and adopt the road up to the proposed collection point, allowing the dustcart to reverse to the collection point or establish a collection point next to the existing highway."</i>	The consultation response advises that these comments are based on the position that <i>"wheeled bin collections crews are no longer expected to walk along shared driveways to collect from rubbish bins and bins must be placed next to the public highway. If shared driveways are built, a collection point next to the public highway will need to be in place or the public highway extended to allow the waste collection vehicle to travel over it"</i>. This position is contrary to Building Regulations (Part H) and Manual for Streets which advise that <i>"waste collection vehicles should be able to get to within 25 m of the storage point"</i>. In this context it is important to highlight that for the plots for which amendments have been requested the travel distances for operatives are. • 2271 to 2273: Maximum of 25 metres. • 2212 to 2213: Maximum of 13 metres. • 2185 to 2187: Maximum of 31 metres. • 2093 to 2097: Maximum of 15 metres. • 2317 to 2321: Maximum of 21 metres.
5.2	<i>"2212 2213 - Collection point will have to be next to the highway."</i>	
5.3	<i>"2123 to 2130 - Request that the public highway extends to the collection point or establish the collection point next to the public highway."</i>	
5.4	<i>"2185,2186,2187- Collection point will need to be by the public highway."</i>	
5.5	<i>"2093-2097 - Collection point next to the adopted highway or extend the adopted highway to reach the collection point."</i>	

Ref	Issues Raised	Response
5.6	<i>"2317-2321 - Either the adoptable road will need to be extended or the collection must be located next to the public highway."</i>	2327 to 2321: Maximum of 11 metres. As set out above there is only one occasion where the operative's distance is exceeded. Furthermore, we are aware that the Proposed Refuse Strategy Layout for the recently approved Parcel R10 reserved matters application (Ref: 250399) shows a number of private drives that require operatives to wheel bins to the refuse vehicle on the adopted highway. It is unclear why a different approach is being sought in respect of Parcel R11.
5.7	<i>"2327 - The resident will need to wheel their bin to the public highway or the public highway extended."</i>	
6	Ecology Feedback (1st July 2025)	
6.1	<i>"It is not clear why the 2m hoggin path along the south-western border of R11 needs to run so close to the hedge. This alignment does not provide the space to grade the hedge structurally into the landscaping. It does not provide the buffer strip of natural habitat to the hedgerow."</i>	The footpath is located here due to site levels and providing an accessible footpath. The only other option would be to have it along the residential edge which is less appealing.
6.2	<i>"It is not clear why the 2m hoggin path needs to split and travel both sides of tree T209. The path between the tree and hedgerow acts to fragment the habitat value and increase the amount of modified grassland in an area that has the potential to be managed as a more species rich grassland."</i>	The path is split in response to natural desire lines, as pedestrian movement tends to favour the southern side of the tree. The upper slope has been changed to a mown footpath as this is likely to remain a desire line.
6.3	<i>"It is not clear how the proposed pond to the north of plot 2208 is viable. The drainage strategy means that this pond has a very small surface water catchment and I am not sure how it will be viable. Please can more information be submitted to explain how this is designed to be a viable pond or an alternative habitat be proposed."</i>	The pond will be lined and initially artificially filled. Further details to be provided as part of the discharge of Condition 15 submission.
6.4	<i>"It would provide better habitat connectivity if a hedgerow were planted around the north of the block of flats which includes plot 2020 to connect the gap (see pink line in image snip below.)"</i>	This suggestion is restricted by WBC land ownership in this area. Additional hedgerow has been added where possible to create linkages.
6.5	<i>"The proposed woodland edge herbaceous planting should not include Vinca minor as this can become invasive which would be detrimental to the nearby ancient woodland."</i>	The requested change has been made.

Ref	Issues Raised	Response
6.6	<i>"It is not clear from the colour coding of the different grassland mixes where the tussock grass mixture is proposed to be applied. Can this be made clearer? At the moment I'd recommend that the EG10 specification should be changed to be EM10 so that wildflowers are included in the mix."</i>	Tussock grassland was only in a very small areas and has now been swapped to wildflower meadow mix to make maintenance/implementation more straight forward and the plan easier to read.
6.7	<i>"The use of the Ulmus 'New Horizon' as a street tree within the public open space is welcome. I recommend that it is a more appropriate species to use instead of the Liriodendron tulipifera and Tilia cordata 'Rancho' in the public open space along the eastern edge and near the ancient woodland)."</i>	Tree species have been swapped along the eastern edge.
6.8	<i>"I am concerned that the Proposed Surface Water Strategy shows a pipe connection running through the root protection area for tree T202. This needs to be redesigned to avoid harm to this retained tree in public open space."</i>	The amended Proposed Surface Water Strategy has been rerouted to ensure that the pipe connection no longer passes through the Root Protection Area of tree T202.
6.9	<i>It is good that the lighting specification given in the Lighting Lux Plans is for a warm white colour spectrum (2700K). I cannot see any mark-up indicating the use of baffles/shields to minimise light spill in the public open space likely to be wildlife corridors for light sensitive species. I recommend that the plans include in the specification that: 1. Lanterns LC15, LC16, LC31, LC32, LC47, LC51, LC55, LC57, and LC64 be fitted with rearward baffles; and 2. Lanterns LC40, LC44, LC44A, LC50, LC50A, LC54, and LC56 be fitted with forwards baffles."</i>	Please see the document titled 'Response to Ecology Officer Comments on Lighting' (July 2025) submitted as part of this updated pack.
6.10	<i>"The hedgehog highway proposals focus on creating access to garden rows but don't create a robust network of connectivity as they are prone to failure if a single link in the chain of access points is blocked. I recommend that the plan needs to show more connections, particularly between back to back gardens for it to be a viable measure."</i>	Additional access points have been incorporated to the hedgehog highway network. These enhancements aim to support more robust movement corridors and improved connections.
6.11	<i>"The proposed insect nesting aids shown in Map 3 appear to be mainly proposed for installation on newly planted trees. I am not convinced that this is the best way to provide insect nesting habitat. Rather than installing the 5 insect nesting aids, I</i>	Two bee banks have been provided.

Ref	Issues Raised	Response
	<i>think this green space could accommodate 2 bee banks with much better results – this would be particularly good at creating good habitat for some of the notable invertebrate species recorded locally.”</i>	
6.12	<i>“Please can further information be supplied to explain the number of individual trees counted as created in the post-development scenario. I am of the view that trees planted within created habitats hedgerows with trees, mixed scrub, or woodland planting blocks should not be counted as individual trees this would be double counting.</i> <i>There may need to be some amendments to the BNG metric following any landscaping changes. However, at this stage, Although the individual parcel fails to achieve the 10% target on its own, I am not too concerned that the development as a whole is off-target. The delivery of SANG – required and connected to this parcel as mitigation – should be making up for the on parcel shortfall. It would be beneficial to summarise the overall biodiversity net gain position within an accompanying biodiversity net gain report to a revised metric. This would provide the relevant context to understand the scheme as a whole.”</i>	The BNG Assessment is being updated to address this point and will be submitted shortly.
7	Email from Case Officer (1st July 2025)	
7.1	<i>“On a related topic, it would be useful to have a drawing with the POS boundaries overlayed on the layout to confirm that the areas are in accordance with the approved GI plan and to identify the location of the three parcels of amenity open space within the parcel. In particular the location of AOS6a was to be identified through RM and I can’t immediately see that it has been, unless it has been amalgamated with another area?”</i>	This submission includes an Open Space Provision Plan (P24-2506_EN_012) which shows the requested information.
7.2	<i>“Also, can you point me to where I can find the treatment of FP5, which needs to be suitably robust due to its function as part of the pedestrian and cycle network?”</i>	Please see the Detailed POS Hard Landscaping Proposals (Sheet 1 of 4) (P24-2506_EN-04-01B). It shows that FP% comprises a combination of the existing access track (made good) and hoggin with timber edging.

We consider that this submission addresses the issues raised in the consultation responses received and would be grateful if you could confirm that it has been circulated to relevant consultees. Please feel free to contact me should you require further information or wish to discuss the submission in more detail.

Yours faithfully

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