

Emy Circuit
Development Management
Wokingham Borough Council
Civic Offices
Shute End
Wokingham
RG40 1BN

Bristol
3rd Floor
Beacon Tower
Colston Street
Bristol BS1 4UX
nexusplanning.co.uk

Our Ref: 40846

12 September 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 to address matters raised in respect of the previous package of revised information that was submitted on 10th July 2025.

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 previous submissions that have been made.

Consultation Responses

The table below describes the issues that have been raised in respect of the most recent submission and sets out the Applicants response.

Ref	Issues Raised	Response
1.	Email from Case Officer - Employment Strategy and Skills Comments (15th July 2025)	
1.1	<i>"I've received feedback from the Employment and Skills Service Manager on the submitted Employment Skills Strategy and Plan and the approach does not seem to be consistent with what was discussed in some detail with the applicant team previously and captured in the S106, which was that there would be an overarching Strategy for the whole of 2b (submitted with the first RM) and a detailed Plan (consistent with the overarching strategy) for each phase. This was to avoid duplication in</i>	As has been subsequently discussed: • Miller submitted an overarching Employment Skills Strategy with their first reserved matters application (Parcel R10) that covers all of the Miller reserved matters parcels. Each reserved matters application that they submit will include an Employment Skills Plan which accords with their overarching Strategy. • Kier submitted an overarching Employment Skills Strategy with their first reserved matters application (Parcel R11) that covers all of the Kier reserved matters

London

Birmingham

Bristol

Manchester

Reading

Ref	Issues Raised	Response
	<i>each ESP and allow flexibility. A strategy was submitted and approved with R10 but it now seems that it was not intended to be site wide and separate strategy has been submitted with R11, albeit very similar?</i> <i>Ideally, we need to follow the agreed approach. If the applicant's wish to vary from that now we are happy to discuss but will need to understand what is proposed and it may require a variation to the S106.</i> <i>In terms of the content, similar to R10, the documents should be updated to reference supporting our priority groups such as NEETs and care leavers, providing tailored opportunities and guaranteed interviews is important to help young people succeed. It would also be good to see a mention of the Government programme called Connect to Work, about working with people with barriers to employment (often health related), which the council is about to launch."</i>	parcels. Each reserved matters application they submit will include an Employment Skills Plan which accords with their overarching Strategy. Updated versions of the Plan and Strategy were submitted on 14th and 21st August 2025.
2	Designing Out Crime Officer (23rd July 2025)	
2.1	"Parking Courts: <i>The applicant has not addressed the issues highlighted in my previous comments. The applicant makes reference to condition 61 of the outline planning permission to suggest that making the rear parking courts secure with gates is not possible. Whilst the wording of condition 61 is noted, it is clearly not the intention of the condition to prevent gating of private parking areas to make them, and surrounding development, safer. It appears that the intention of the condition relates to highways safety and perhaps the issue of creating "gated communities" which would not be the case of gating parking courtyards.</i> <i>Reference is made to the Secured by Design (SBD) Guidance in relation to my request for additional defensive planting. The advice and guidance provided by SBD is acknowledged. However, additional defensive planting can be beneficial, particularly if the area identified cannot be gated, as it provides an additional layer of security, making any adjacent wall harder to climb, can limit the opportunity for anti-social behaviour and prevents loitering or hiding.</i>	As agreed this matter is being resolved through the inclusion of a condition that secures the ground level lighting for the apartment blocks.

Ref	Issues Raised	Response
	<i>It is noted that gates have been added to the segregated pedestrian accesses to flats. However, their purpose is undermined if the vehicular entrance is not also gated, meaning that the gates can easily be bypassed or simply left open.</i> <i>If the Council is minded to permit the scheme without the gating of rear parking courtyards, despite the clearly highlighted issues, then lighting of the courtyards is particularly key. Without gating, the courtyards will be essentially public spaces and should therefore have the same standard of lighting required for public areas."</i>	
2.2	"Access and Security Strategy for Apartments: <i>This has not been addressed and I therefore request that a condition is added to any permission requiring the submission of this information prior to any occupation of the apartment buildings."</i>	As previously discussed matters such as the specifications for apartment access systems are not considerations for the planning process.
2.3	"Rear Access Footpaths: <i>I welcome confirmation that gates will be locked and key operated."</i>	Noted.
2.4	"Public Open Space: <i>Response is noted."</i>	Noted.
2.5	"Lighting: <i>The comments provided by the applicant are noted. However, in support of my previous comments that lighting levels in parking courts should be to the general standards of BS5489-1:2020, the Secured by Design Residential Guide 2025 states: Communal parking facilities must be lit to the relevant levels as recommended by BS 5489-1:2020 (design of road lighting and public amenity areas).(Paragraph 16.7)"</i>	As per response to 2.1 this matter is being resolved through the inclusion of a condition that secures the ground level lighting for the apartment blocks.
3	NatureSpace District Licensing Officer (24th July 2025)	
3.1	<i>"The applicant is utilising Wokingham Borough Council's District Licence Scheme to address any impacts on great crested newts. They are in possession of a NatureSpace report (ref.: 202502046a2) which should be submitted prior to determination. The NatureSpace report contains the information necessary to</i>	We submitted the Great Crested Newt District Licensing Scheme Certificate and supporting information on 10th September 2025. As set out in the email that accompanied the submission we understand that you have spoken to Alex Burrows of NatureSpace and he advised that <i>"as the District Licence certificate will be submitted before determination, there will</i>

Ref	Issues Raised	Response
	<i>demonstrate impacts on great crested newts will be appropriately dealt with.</i> <i>The NatureSpace report contains planning conditions and reasons, as well as informatives, which must be included in the decision notice in verbatim to allow the applicant to access the District Licence. These can be found on pages 8 – 10 of the report and are reproduced below.</i> <i>Condition 2 below requires a NatureSpace certificate to be submitted and approved before commencement of development. This certificate will be provided by NatureSpace once the applicant has paid the second stage fee necessary for the development to be covered by the District Licence.</i> <i>Once the certificate has been submitted and approved, the Council will issue formal authorisation for the development to proceed under the District Licence. Until authorisation is issued, the development will have no legal coverage under the District Licence."</i>	<i>be no requirement for a subsequent discharge of pre-commencement condition".</i> On this basis we trust that Condition 12 from the most recent version of draft conditions schedule can be deleted.
4	Senior Landscape Officer (13th August 2025)	
5.1	<i>"The amended levels drawing now includes a section along the eastern edge of the proposed development to show how the proposed levels of the development platform relate to the 15m ancient woodland buffer zone. This indicates that the development will encroach into the 15m buffer by approximately 3m but is up to 5.6m in another area. This is not acceptable and contrary to the Government Guidance on ancient woodland, which states that we should not approve any development within the buffer zone, and increasing ground levels is considered development. The AIA and AMS describes the methodology of how these levels will be raised, but as we stated at the outset, all development needs to be outside the 15m buffer zone for the ancient woodland. This will need to be resolved and a matter of urgency."</i>	This matter was subject to extensive correspondence between the Council and the Applicants Team. The result being agreement that the following amendments would resolved the issue: • Reduction of the width of the shared surface road. • Straightening of the carriageway. • Reduction of the rear gardens of adjacent plots to 10.5 metres. The changes have removed the 'built' element (spaces and verge) from the ancient woodland buffer zone and almost completely removed the banking / batter from the buffer zone. The impact is best shown on the Proposed Levels Layout (7371-MJA-SW-XX-DR-C-001 PL9)
5.2	<i>"The MJA Highway Adoption Plan now conforms with the ALP General Arrangement Sheets (1 & 2) indicating the adopted highway verges and unadopted verges with rain gardens. However I note that a visitor space is shown adjacent to plot</i>	The visitor space has been removed from the Highway Adoption Plan as requested.

Ref	Issues Raised	Response
	<i>2064 which is not shown on any other drawing and will need to be removed from the MJA Highway Adoption Plan."</i>	
5.3	<i>"ALP Drainage Construction Details Sheet 3 has now been amended to show the two types of headwalls and this are now referenced on the Drainage Layouts plan which is helpful. Although it is noted that these types have been used for R10 and the preference is to use these types on R11 for consistency, I still consider other solutions could be used especially where the basin is to be more natural in character."</i>	The Applicant maintains their position that a consistent approach across the development is preferable. It is not proposed to change the headwall type.
5.4	<i>"The cover letter indicates that the bin collection points have been removed from the landscape drawings, however they are still shown on the POS Hard Landscaping Proposals and should also be removed."</i>	Bin collection points have been removed from the POS Hard Landscaping Proposals drawings as requested.
6	Email from Case Officer - Highway Comments (14th August 2025)	
6.1	<i>"Swept paths are needed for refuse vehicles and fire tenders for all roads and all movements at junctions (not currently comprehensive) (NB the maximum distance for a fire tender is from the furthest point rather than the front of the house)"</i>	The Refuse Vehicle Swept Path Analysis Plan and Fire Tender Swept Path Analysis Plan have been updated as requested.
6.2	<i>"Swept paths of a refuse vehicle and a car have been provided on the narrower roads, where localised widening has been provided, but are needed for all roads."</i>	This is shown on the updated Refuse Vehicle Swept Path Analysis Plan.
6.3	<i>"For the bend by plot 2281, highways would need to see swept paths of two refuse vehicles passing to ensure that the bend is wide enough. (if it is not, please talk to me before making any amendments)."</i>	This is addressed on the updated Refuse Vehicle Swept Path Analysis Plan. As discussed there will be no point at which two refuse vehicles are operating within the site.
6.4	<i>"The bend by plot 2045 appears to be tight and needs to be reviewed."</i>	As can be seen on the updated the Highway Adoption Plan the area of landscaping within the 15mph visibility splay will now be adopted.
6.5	<i>"Swept paths for a large car has been submitted for certain parking spaces but does not cover the entire site: blocks 4 and 5 are missing."</i>	This is shown on the updated Fire Tender Swept Path Analysis Plan.
6.6	<i>"For parking space 2178, 2185, 2317 there is a complex manoeuvre, which needs reviewing."</i>	Spaces 2178 and 2185 do not require complex manoeuvres and are fine.

Ref	Issues Raised	Response
6.7	<i>"Swept paths are needed for a large car entering and leaving spaces 2165, 2166, 2169 and 2318."</i>	This is shown on the updated Fire Tender Swept Path Analysis Plan. Our highway consultant advises: <i>"We tracked all 3 spaces but have only shown 2165 as this was the most awkward. 2318 was reviewed along with 2317 above and it does work."</i>
6.8	<i>"Visibility splays of 2.4 by 25m are acceptable for the design speeds of the site roads but need to be provided for all junctions within the site."</i>	They have been provided across the following drawings: • Highway General Arrangement (7371-MJA-SW-XX-DR-C-006 PL6) • General Arrangement Sheet 1 (A389-R11-101 D) • General Arrangement Sheet 2 (A389-R11-102 D)
6.9	<i>"The forward visibility splays approved (drawing A389/LR-111 Rev P10) as part of the R10/R14 link road application should be superimposed onto the landscaping plan to ensure that there is no conflict."</i>	The landscaping has been reviewed against the approved visibility splays and adjusted accordingly.
6.10	<i>"There are examples where forward visibility splays appear to go through front gardens (plots 2121, 2113, 2221, 2237 and 2281). These will need to be reviewed."</i>	The layout has been updated to show these areas within the forward visibility splay being within highway land. There is no visibility splay in Plot 2113. There was one in 2044, which has also been picked up in the revised plans. There is no private landscaping is proposed in these areas.
6.11	<i>"Details of the transition between pavements and shared surfaces and dropped kerbs/tactile paving will be needed but can be dealt with under condition 60 of the outline (highway construction details)."</i>	As stated this will be dealt with through Condition 60.
7	Email from Case Officer - Environmental Health Comments (14th August 2025)	
7.1	<i>"The Technical Note mentions an intrusive investigation carried out in November 2021, which needs to be submitted."</i>	The intrusive investigation was submitted on 18 th August 2025 and, as per your email of 3 rd September 2025, the Environmental Health Officer has advised that they have no further comments.
7.2	<i>"We agreed the specification for acoustic glazing and validation certificate could be dealt with by condition."</i>	Noted.
8	Email from Case Officer - Parking Comments (14th and 20th August 2025)	
8.1	<i>"Just doing a quick comparison of the parking demand calculation spreadsheet and the parking layout. The spreadsheet shows a total of 579 allocated spaces. The layout key suggests there are 585 (494 + 64 + 27). Am I missing something or is there a discrepancy here?"</i>	The Parking Demand Calculation spreadsheet has been updated to address this comment.

Ref	Issues Raised	Response
8.2	<i>"Also (without comparing with the landscape drawings etc) there looks to a space between 2026 and 2027 that isn't identified as anything?"</i>	As discussed this is not a space, but an area of landscaping.
8.3	<i>"I have done a quick review of the updated parking calculation spreadsheet and the habitable rooms for plots 2003, blocks 1 & 2 & plot 2275 don't seem to have been updated to reflect the revised house types/flat designs."</i>	The Parking Demand Calculation spreadsheet has been updated to address this comment.
9	Email from Case Officer - Northern Access Query (21st August 2025)	
9.1	<i>"re 2.1 of your letter accompanying the revised plans: my comment was that the Heathlands link (which should have read R10/R14 link!) would be better in Main Street Character. Your response refers correctly to plots 2001-2005 & 2281- 2284 and indicates they are now within the Neighbourhood Residential area, which would be fine except the drawing (P1904.R11.15-H Proposed Site Layout with Character Overlay) doesn't appear to have been updated. Please can you check and confirm. I'm currently looking at whether the house types for those plots have been updated to fit in the new character area but won't complete that until tomorrow, so if you can let me know about that too it would speed things up."</i>	As we have since discussed: • The Neighbourhood Residential character area has 'bled into' the entrance to the site to act as a transition between the contemporary Main Street character of Blocks 1 & 2 and the very traditional Rural Edge character area. • As part of this transition both sides of the entrance road are within the Neighbourhood Residential area to give balance to the site entrance. • The use of the same rendered house types of Neighbourhood Residential character either side of the entrance create a clear gateway to the site. • The entrance leads the visitor into the core of the development within a single clear character area as opposed to the Main Street viewed from the SDR or the Rural Edge viewed from surrounding countryside. • Introducing Plots 2001-2005 & 2281-2284 into the Main Street character area would create a stark difference between this and the adjoining Rural Edge starting at Plot 2271. We understand that you agree with this approach.
10	Email from Case Officer - House Types and Temporary Access Queries (28th August 2025)	
10.1	<i>"The new house, Type G have pastel doors but are in the main street character area, where they should be black. Providing you are happy that this the case, we can deal with it through the existing materials condition and an informative on the reserved matters."</i>	Yes, the front door should be shown black on the individual house type drawings to match the street scenes and Design Code. As agreed this will be dealt with through condition.
10.2	<i>"What is the lower sill height of second floor windows in 'Type F' and 'Type 356' above internal floor level? (Providing it is over 1.7 metres we can discount overlooking from the bathroom skylights)."</i>	The velux cill on the F type in the second floor en-suite is just above 1.7m from the floor level. The 356 does not have a velux on the second floor.

Ref	Issues Raised	Response
10.3	<i>"It would have been useful for the drawings of the approved temporary access and the proposed emergency access to provide more context, making it easier to understand how it relates to the approved R11 parcel access, the R10 turning head/access and the bollards associated with the prohibition of driving.</i> <i>a. It appears that it is off the access between plots 2275 and 2236. Please can you confirm?</i> <i>b. Paragraph 4.5 of technical note mentions a temporary footway and paragraph 4.6 removal of the temporary two-way access. Am I right in thinking the 'temporary' footway is the same as the permanent footpath/cycleway connection and will be retained?"</i>	The extract below shows the approved temporary access in red for context. It also illustrates closed northern end of Waterloo Road, which will only occur once the entire R10-R14 Link Road is complete.  The extract below shows the two-way emergency access from Waterloo Road with R11 and R10 layouts added for context. The sketch illustrates the relocation of the bollards from beyond the southern access into R10 further west and positioned after the proposed two-way emergency access.  In respect of query a) the approved temporary two-way access and the location of the two-way emergency access are both to the east of unit 2275 as can be seen in the sketches above. In respect of query b) the temporary footway is proposed to be located to the north of the two-way emergency access (see sketch in blue below). The footpath is temporary as it is located in the RPA. The final position of the

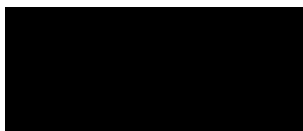
Ref	Issues Raised	Response
		footpath/cycleway would be created by removing half of the 6m wide two-way emergency access once this was no longer required with the temporary footpath and other half of the two-way emergency access removed and landscaped.
11	Email from Case Officer - Highway Adoption Query (29th August 2025)	
11.1	<i>"What is the reason this shared surface access is not identified for adoption? Will traffic be able to pass along the entire length?"</i> 	As discussed the road comprises permeable paving which we understood would not be adopted. Following your advice that this is not the case the Highways Adoption Plan has been updated to show the road as adopted.
11.2	<i>"The fire tender swept paths should be completed using a Royal Berkshire Fire Service Volvo FL8. This measures 8.51m long x 2.55m wide. This is the largest RBS Fire Appliance in use. https://www.rbfrs.co.uk/about-us/our-fleet/"</i>	The Fire Tender Swept Path Analysis Plan has been updated accordingly.
11.3	<i>"The large car specification should also be corrected/updated as per above comments."</i>	The Fire Tender Swept Path Analysis Plan has been updated accordingly.
11.4	<i>"Vehicle speed used in tracking should be confirmed within the spec. inset on the drawing."</i>	Vehicle speeds have been added to the relevant drawings.
12	Email from Case Officer - Highway Queries (1st September 2025)	
12.1	<i>"The LHA require the provision of a drawing showing the resultant visibility splay from the 2 spaces for 2270."</i> <i>The MfS advises in Para 7.8.5 that: 'Ideally defined parking bays should be provided outside the visibility splay. However, in some circumstances where speeds are low, some encroachment may be acceptable'.</i> <i>Therefore, on a site with a 'blank canvas' spaces should ideally be located outside of visibility</i>	The spaces have been moved outside the visibility splay.

Ref	Issues Raised	Response
	<i>splays or encroachment should be demonstrated to be minimal."</i>	
12.2	<i>"The LHA require the provision of a drawing showing the resultant visibility splay from the 2 spaces for 2092.</i> <i>As with Plot 2270, ideally spaces should be outside of visibility splays or encroachment should be demonstrated as minimal."</i>	The spaces have been moved outside the visibility splay.
12.3	<i>"The LHA require the provision of a drawing showing the resultant visibility splay from the access between Block 5, Plots 2080 – 2088.</i> <i>The road does not appear to be a slow speed environment where encroachment maybe acceptable."</i>	The spaces have been moved outside the visibility splay.
13	Email from Case Officer - Highway Queries (2nd September 2025)	
	<u>"Refuse Vehicle Swept Paths (Drawing No. 7371-MJA-SW-XX-DR-C-009-Rev-PL4 dated 30th June 2025)"</u>	
13.1	<i>"Large Car Spec. Width: The LHA require use of a modern large car with an up-to-date width. The spec. used is for a car measuring 4.998 x 1.793m wide. Many modern cars are wider than this. The large car swept paths should use an Audi Q8 which measures 4.992m long X 2.19m (including mirrors)."</i>	The plan has been updated as requested.
13.2	<i>"Swept Path Specs: The LHA require confirmation of the tracking speed used in the spec. inset on the tracking drawing."</i>	This information has been added to the relevant drawings.
13.3	<i>"RCV Overrun of Footways: Amendment of corner radii or carriageway width to prevent RCV body overrunning footways. The RCV body (and in some cases wheels) seems to overrun the footway at various locations which would present a safety risk to pedestrians (Adjacent to Plots 2008, 2045, 2158 2064, 2188 - 2189)"</i>	The layout has been amended to ensure that there is only body overhang on the sections of verges agreed during the highways meeting on 4 th September 2025.
13.4	<i>"Localised Widening/Passing Places between Plots 2112 - 2120 : Additional localised widening/passing places are required between these plots. This is a distance of c.150m and it appears there is no point where a large car can pass a refuse vehicle along this distance."</i>	The plan has been updated as requested.

Ref	Issues Raised	Response
13.5	<i>"Passing Place between Plot 2242 – 2238: No passing space here and vehicles would have to reverse c.62m if faced by an incoming Refuse Collection Vehicle (RCV)."</i>	The plan has been updated as requested.
13.6	<i>"Passing Place between Plot 2221 and Plot 2226: No passing space here over a distance of c. 80m. Can one be provided?"</i>	The road has been widened to 5.25m to allow refuse vehicle to pass parked cars.
<u>"Fire Tender Swept Paths (Drawing No. 7371-MJA-SW-XX-DR-C-010-Rev-PL6 dated 29th August 2025")</u>		
13.7	<i>"The fire tender swept paths should be completed using a Royal Berkshire Fire Service Volvo FL8. This measures 8.51m long x 2.55m wide. This is the largest RBS Fire Appliance in use. https://www.rbfrs.co.uk/about-us/our-fleet/"</i>	The plan has been updated as requested.
13.8	<i>"The large car specification should also be corrected/updated as per above comments."</i>	The plan has been updated as requested.
13.9	<i>"Vehicle speed used in tracking should be confirmed within the spec. inset on the drawing."</i>	This information has been added to the relevant drawings.
14	Email from Case Officer - Landscape Queries (2nd September 2025)	
14.1	<i>"I've just spotted a couple of minor issues with the Landscape Phasing plan. It's broadly in line with the S106 except</i> <i>• the trigger for phase 1B/NGS9iii is the 100th occupation in R10 and R11 combined, which just needs an update to the key.</i> <i>• The trigger for the open space around the allotments (AOS4, NGS6i & NGS8) is 250th occupation <u>or</u> the first dwelling to rely on the Holme Park SANG & the SANG delivery Strategy requires Phase 1 of Holme Park to be delivered by the 89th occupation, so this will need to be brought forward. "</i>	The Landscaping Phasing Plan will not be an approved reserved matters drawing. We propose to include an updated version of the Phasing Plan in the pack that we will submit to discharge Condition 15.

We consider that this submission addresses the issues raised in the consultation responses received and trust that it will allow you to grant reserved matters approval. Please feel free to contact me should you require further information or wish to discuss the submission in more detail.

Yours faithfully



Daniel Sharp

Associate Director

M 07732 687303

E d.sharp@nexusplanning.co.uk