



## **WOKINGHAM BOROUGH COUNCIL**

A Meeting of the **PLANNING COMMITTEE** will be held  
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40  
1BN on **WEDNESDAY 13 DECEMBER 2017 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Manjeet Gill'.

Manjeet Gill  
Interim Chief Executive  
Published on 5 December 2017

This meeting will be filmed for inclusion on the Council's website.

Please note that other people may film, record, tweet or blog from this meeting. The use of these images or recordings is not under the Council's control.



## **WOKINGHAM BOROUGH COUNCIL**

### **Our Vision**

A great place to live, an even better place to do business

### **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

### **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

## MEMBERSHIP OF THE PLANNING COMMITTEE

### Councillors

Tim Holton (Chairman)	John Kaiser (Vice-Chairman)	Philip Houldsworth
John Jarvis	Malcolm Richards	Angus Ross
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
57.		<b>APOLOGIES</b> To receive any apologies for absence.	
58.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 8 November 2017.	5 - 10
59.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
60.		<b>APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS</b> To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
61.	Shinfield South	<b>APPLICATION NO 172450 - LAND WEST OF SHINFIELD, WEST OF HYDE END ROAD AND HOLLOW LANE, SOUTH OF CHURCH LANE, SHINFIELD</b> <b>Recommendation:</b> Conditional Approval	11 - 50
62.	Emmbrook; Norreys	<b>APPLICATION NO 172331 - MATTHEWSGREEN FARM, MATTHEWSGREEN ROAD, WOKINGHAM RG41 1JX</b> <b>Recommendation:</b> Conditional Approval	51 - 82
63.	Maiden Erlegh	<b>APPLICATION NO 172366 - 37 WILDERNESS ROAD, EARLEY, RG6 7RU</b> <b>Recommendation:</b> Conditional Approval	83 - 102
64.	Hurst	<b>APPLICATION NO 173049 - 1 NELSONS LANE, HURST, RG10 0RR</b> <b>Recommendation:</b> Refusal	103 - 118
65.	Wescott; Wokingham Without	<b>WATERLOO ROAD, WOKINGHAM</b> <b>Recommendation:</b> Approve submission of application to stop up	119 - 130

### Any other items which the Chairman decides are urgent

A Supplementary Agenda will be issued by the Chief Executive if there are any

other items to consider under this heading.

## **GLOSSARY OF TERMS**

The following abbreviations were used in the above Index and in reports.

<b>C/A</b>	Conditional Approval (grant planning permission)
<b>CIL</b>	Community Infrastructure Levy
<b>R</b>	Refuse (planning permission)
<b>LB</b>	(application for) Listed Building Consent
<b>S106</b>	Section 106 legal agreement between Council and applicant in accordance with the Town and Country Planning Act 1990
<b>F</b>	(application for) Full Planning Permission
<b>MU</b>	Members' Update circulated at the meeting
<b>RM</b>	Reserved Matters not approved when Outline Permission previously granted
<b>VAR</b>	Variation of a condition/conditions attached to a previous approval
<b>PS</b>	Performance Statistic Code for the Planning Application
<b>Category</b>	

## **CONTACT OFFICER**

<b>Arabella Yandle</b>	Democratic & Electoral Services Specialist
<b>Tel</b>	0118 974 6059
<b>Email</b>	arabella.yandle@wokingham.gov.uk
<b>Postal Address</b>	Civic Offices, Shute End, Wokingham, RG40 1BN



**MINUTES OF A MEETING OF THE  
PLANNING COMMITTEE  
HELD ON 8 NOVEMBER 2017 FROM 7.00 PM TO 8.25 PM**

**Committee Members Present**

Councillors: Tim Holton (Chairman), John Kaiser (Vice-Chairman), Philip Houldsworth, Malcolm Richards, Angus Ross, Rachelle Shepherd-DuBey, Wayne Smith and Bill Soane

**Councillors Present and Speaking**

Councillors: Philip Mirfin and Oliver Whittle

**Councillors Present**

Councillors: Lindsay Ferris, Clive Jones and Imogen Shepherd-DuBey

**Officers Present**

Connor Corrigan, Service Manager, SDL Planning Delivery  
Chris Easton, Service Manager, Highways Development  
Madeleine Shopland, Democratic & Electoral Services Specialist  
Justin Turvey, Operational Development Management Lead Officer  
John Sturt, Planning Lawyer

**Case Officers Present**

Emy Circuit, Delivery Manager  
Mark Croucher, Senior Planning Officer  
Graham Vaughan, Senior Planning Officer

**50. APOLOGIES**

An apology for absence was submitted from Councillor John Jarvis.

**51. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 11 October 2017 were confirmed as a correct record and signed by the Chairman.

**MEMBERS' UPDATE**

There are a number of references to the Members' Update within these minutes. The Members' Update was circulated to all present prior to the meeting. It also contains details of properties to be visited prior to the next Planning Meeting. A copy is attached.

**52. DECLARATION OF INTEREST**

Councillor John Kaiser declared a personal interest in Item 55, application 171467 – Land between 24 and 25 Gorrick Square, Wokingham, RG41 2PA, on the grounds that he was a Director of Loddon Homes Limited. He did not participate in the discussion of this item or the vote.

**53. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS**

No applications were recommended for deferral, or withdrawn.

**54. APPLICATION NO 172012 - CARNIVAL POOL LEISURE HUB, LAND AT WELLINGTON ROAD & FINCHAMPSTEAD ROAD, WOKINGHAM, RG40 2AF**

**Proposal:** Full planning application for the redevelopment of the Carnival Pool site to create leisure led development as part of the regeneration of Wokingham town centre. The proposals include the demolition of all existing buildings on site and the construction

of: a leisure centre (use class D2); library (use class D1); restaurant (use class A3); commercial unit for non-residential institution or assembly and leisure use (use classes D1 or D2); 55 dwellings (use class C3); pedestrian and vehicular access including a pedestrian boulevard and realignment of Wellington Road; car parking; hard and soft landscaping; realignment of an existing footpath; drainage and infrastructure works; and associated servicing and utilities.

**Applicant:** Wokingham Borough Council

Councillor Angus Ross indicated that he had been involved in the concept of Carnival Pool in his previous role as Executive Member for Environment but had not been involved in the planning process. He still had an open mind with regards to the decision.

The Committee received and reviewed a report about this application, set out in Agenda pages 11 to 78.

The Committee was advised that the Members' Update included:

- Two additional representations;
- Clarification that not all activities, for example exercise classes that used music, would be covered by a premises licence;
- Wokingham Town Council's comments on the application;
- An updated recommendation.

Members had visited the site on 6 November 2017.

Imogen Shepherd-DuBey, Wokingham Town Council, spoke to the application. Whilst the Town Council largely welcomed the application concerns had been expressed regarding parking provision and Imogen Shepherd-DuBey questioned whether it would be sufficient for those with disabilities in particular. She commented that there was no provision for bus stops along Wellington Road and that the transport plan did not reflect the reality of the current bus service. She questioned whether cyclists and pedestrians travelling to and from the site were adequately provided for and if the proposed cycle storage would be sufficient. In addition she commented that the grey anthracite windows proposed for the blocks of flats were out of keeping with the surrounding area and would date quickly. With regards to the swimming pool, Imogen Shepherd-DuBey emphasised that the current pool had a splash/beach pool for young children and that she believed similar should be provided in future.

Keith Malvern, resident, spoke in objection to the application. He questioned why the previous application had not been proceeded with. He went on to emphasise the need to gain the views of an independent financial adviser as to whether the scheme could or could not support affordable housing.

David Smith and Philip Mirfin spoke on behalf of Wokingham Borough Council, applicant, in favour of the application. Philip Mirfin commented that there was a need for regeneration and that the Council had a proven track record of regeneration for Wokingham. David Smith commented that the scale and the layout of the application remained largely the same as the previous application. He informed Members that there had been extensive stakeholder engagement.

Oliver Whittle, Ward Member for Wescott spoke in favour of the application.

In response to Member questions regarding the provision of a cycle lane along Wellington Road, the Planning Officer commented that the Council did not have full control of the relevant land along Wellington Road and as such a continuous cycle lane along this road was unlikely. Members queried what cycle storage would be available and were informed that the site overprovided against requirements; storage facilities would be available within the residential development, outside the library and leisure centre entrance and also in two smaller clusters elsewhere.

With regards to buses to the site, the Planning Officer indicated that the existing bus stop by the development would remain and that a bay which would be located near the site could potentially be used as a pull in bay for buses. The frequency of bus services was dependent on the level of demand.

The Committee discussed parking in some detail. Members questioned whether the proposed disabled parking provision was adequate. The Service Manager, Highways Development commented that there were sufficient disabled parking spaces within the multi-storey car park, with a lift being available for spaces located on the higher levels. With regards to the distance between the parking spaces and the leisure centre entrance, the proposals were compliant with Department of Transport guidance. Resting points such as benches would be available between the parking and the leisure centre in line with the guidance.

Members were informed that each of the 55 residential units would be allocated a parking space; with 24 bays in front of the flats and the remainder allocated within the multi storey car park. Visitors would also use the multi-storey car park. A Member questioned whether those residents allocated parking bays within the multi-storey car park would be given parking permits and if they would be free. The Service Manager, Highways Development indicated that they would but how this would be managed would be a matter for discussion between the developer and the car park management, the detail would be secured through the parking management condition. He also commented that residents parking in a car park was not unusual for sites located within a town centre location.

A Member questioned whether there would be charging points for electric cars and was informed that there were already points within the multi-storey car park.

It was clarified that during the operational phase there would not be space for on-site recycling of building materials.

In response to a Member question about changing facilities for those performing in shows, the Planning Officer commented that wet and dry changing facilities would be available.

Members requested that an informative regarding finding a suitable site for the Mark Tildesley memorial bench, be added.

The Committee requested that the conditions relating to external materials, trees, landscaping and drainage should be agreed by the Chairman, Vice Chairman and Ward Members.

**RESOLVED:** That Application no 172012 be approved subject to:

- 1) a commitment to make contributions to mitigate the impact of the development in terms of the Thames Basin Heaths Special Protection Area and travel planning in accordance with paragraphs 105-109 and 124 of the report;
- 2) confirmation from the independent financial advisor that the scheme cannot support the provision of affordable housing; and
- 3) the conditions as set out on Agenda pages 13 to 27 and additional informative proposed at the meeting. The conditions relating to external materials, trees, landscaping and drainage to be agreed by the Chairman, Vice Chairman and Ward Members.

**55. APPLICATION NO 171467 - LAND BETWEEN 24 AND 25 GORRICK SQUARE, WOKINGHAM, RG41 2PA**

*(Councillor John Kaiser declared a personal interest in this item and did not take part in the vote on the application)*

**Proposal:** Full application for the proposed erection of a 3no bed dwelling with associated management facilities, garden and 4no on site car parking spaces.

**Applicant:** Wokingham Housing Limited

The Committee received and reviewed a report about this application, set out in Agenda pages 79 to 94.

Darren Toes, Wokingham Housing Limited, applicant, spoke in favour of the application.

In response to a Member question regarding boundary treatment for the driveway the Planning Officer indicated that there was a condition which related to future landscaping.

**RESOLVED:** That Application no 171467 be approved subject to a legal agreement to secure translocation of slow worms and the conditions set out in Agenda pages 80 to 82.

**56. APPLICATION NO 171903 - UNITS 62-67 SUTTONS BUSINESS PARK, SUTTON PARK AVENUE, EARLEY, RG6 1AZ**

**Proposal:** Full planning application for the redevelopment of site to provide a new class B2/B8 industrial unit with ancillary office space and associated storage areas, car parking and landscaping

**Applicant:** Standard Life Assurance Ltd.

The Committee received and reviewed a report about this application, set out in Agenda pages 95 to 118.

The Committee was advised that the Members' Update included proposed amendments to conditions 13, 14 and 16.

Members had visited the site previously.

The Committee discussed the operating hours and the possible noise from vehicles making deliveries late at night. Members were reminded that the nearest residential property was over 150m away from the site.

**RESOLVED:** That Application no 171903 be approved subject to the conditions set out in Agenda pages 96 to 100, with conditions 13, 14 and 16 amended as set out in the Members' Update.

This page is intentionally left blank

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
172450	EXT	Shinfield	Shinfield South	N/A Major Development

**Applicant** Bloor Homes, Linden Homes and Bovis Homes

**Location** Land west of Shinfield, west of Hyde End Road and Hollow Lane, south of Church Lane, Shinfield **Postcode** RG2 9EP

**Proposal** Reserved Matters application pursuant to Outline planning permission O/2010/1432 (pursuant to VAR/2014/0624) for the erection of 473 dwellings including access roads, garages, parking spaces, open space and landscape treatment for Phase 2. (Access, Appearance, Landscaping, Layout and Scale to be considered)

**Type** Reserved Matters  
**PS Category** 7  
**Officer** Christopher Howard

**FOR CONSIDERATION BY** Planning Committee on 13/12/17  
**REPORT PREPARED BY** Assistant Director Delivery & Infrastructure

## SUMMARY

This application relates to land to west of Hyde End Lane, south of Church Lane and east of Hollow Lane, Shinfield within the designated South of the M4 Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2010/1432 which established the principle of access to the site together with development parameters. A variation of condition application was approved under VAR/2014/0624. This secured financial contributions towards the councils own travel plan – My Journey secured through a deed of variation to the S106 in lieu of the requirement of the developers to deliver their own travel plan. This will assist the council in delivering a coordinated approach to travel planning across the SDL and borough.

This current application is a reserved matters application for 473 dwellings together with internal access roads within the site. This is within one large development parcel broadly towards the centre of the site. The purpose of this application is to provide further detail in respect of the layout, scale, appearance of the buildings and landscaping.

The application follows several other planning consents for the South of the M4 SDL and the significant majority of the housing allocation and associated infrastructure required by the Core Strategy within the SDL has now been approved. Outline consent has been granted on appeal for 1,200 residential units and 150 extra care units at Shinfield West together with a primary school, local centre, public open space sports pavilion, suitable alternative natural greenspace (SANG) and access and landscaping. In addition outline planning has been approved for 900 residential units, a primary school, public open space and suitable alternative natural greenspace at Spencers Wood and Three Mile Cross. Both applications help to secure the delivery of the

required infrastructure within the SDL which includes sports pitches, open space, education facilities and a new public transport service.

Full planning permission has also been granted for the Loddon SANG which is now open and available for public use. In addition, the Eastern Relief Road has also been approved. Full forward funding for the Eastern Relief Road has been secured through the Homes and Communities Agency (HCA).

There is further planning history for the SDL provided below.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links.

The outline application for Shinfield West was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Shinfield West and triggers for its delivery.

The principle of development in this location has been established through its allocation by policy CP19 of the Core Strategy and through the Spatial Framework Plan within the South of the M4 Supplementary Planning Document together with the outline planning permission. In addition, the site is located within the development limits as identified in Policy 1 of Shinfield Parish Neighbourhood Plan.

The application is before the Planning Committee as it is a major development recommended for approval. It is considered that the development would be a sustainable urban extension to the existing settlement, whereby residents would have good access to services and facilities. The development would not have a significant detrimental impact on the character of the area or on existing residents.

The proposal assists the Council in maintaining a 5 year land supply, whilst providing an adequate level of amenity for the future occupants, together with an acceptable impact on ecology, traffic, highway safety and flood risk. The proposal additionally contributes to the delivery of infrastructure provided jointly by the wider SDL such as the Eastern Relief Road.

In design terms, the proposal meets all the council's standards, in particular internal space and parking. The proposals are considered to be acceptable, representing good design and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below

#### **PLANNING STATUS**

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 5km of the Special Protection Area (SPA)
- Mineral consultation zone
- Ancient Woodland at south east of the site



- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)

## RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

- 1) Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission 0/2010/1432 dated 8/11/12 as varied by VAR/2014/0624 dated 22/10/14 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

## Plans

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Forms	
Application Form	
CIL Form	
Reports	
Planning Statement	P2c
Energy Statement	Version 1 July 2017
Water Efficiency Calculation Phase 2	Version 1 August 2017
Tree Survey and Tree Protection Measures	CC28-1018 November 2017
Parking Appraisal	A127-R001 Rev E
Drainage Statement	A127-R002B August 2017
Design and Access Statement	Revision A

Planning Layouts	
Site Location Plan	LP.01_PH-2 A
Site Layout Phase 2	SL.01_PH_2 F
Coloured Site Layout	
Site Layout Phase 2 West	SL.01_PH_2W F
Site Layout Phase 2 East	SL.01_PH_2E F
Affordable Housing Layout Phase 2	AHL.01_PH_2 D
Storey Height Plan Phase 2	
Boundary Materials Layout Phase 2	BML.01_PH_2 D
Boundary Materials Layout Phase 2 West	BML.01_PH_2W D
Boundary Materials Layout Phase 2 East	BML.01_PH_2E D
Dwelling Materials Layout Phase 2	DML.01_PH_2 D
Dwelling Materials Layout Phase 2 West	DML.01_PH_2W D
Dwelling Materials Layout Phase 2 East	DML.01_PH_2E D
Street Elevations Phase 2	SE.01_PH_2 B
Street Elevations Phase 2 Western Edge	SE.02_PH_2 C
Street Elevations Phase 2 Greenway Edge	SE.03_PH_2 B
Street Elevations Phase 2 Avenue	SE.04_PH_2 B
Highways and Drainage Plans	
General Arrangement Sheet 1	A127-RM-01 P4
General Arrangement Sheet 2	A127-RM-02 P3
General Arrangement Sheet 3	A127-RM-03 P5

General Arrangement Sheet 4	A127-RM-04 P5
Long Sections Sheet 1	A127-RM-15 P1
Long Sections Sheet 2	A127-RM-16 P1
Long Sections Sheet 3	A127-RM-17 P1
Long Sections Sheet 4	A127-RM-18 P1
Long Sections Sheet 5	A127-RM-19 P1
Long Sections Sheet 6	A127-RM-20 P1
Long Sections Sheet 7	A127-RM-21 P1
Long Sections Sheet 8	A127-RM-22 P1
Long Sections Sheet 9	A127-RM-23 P1
Parking Allocation	A127-RM-32 P6
Levels Sheet 1	A127-RM-41 P4
Levels Sheet 2	A127-RM-42 P4
Levels Sheet 3	A127-RM-43 P4
Levels Sheet 4	A127-RM-44 P5
Drainage Sheet 1	A127-RM-51 P4
Drainage Sheet 2	A127-RM-52 P4
Drainage Sheet 3	A127-RM-53 P5
Drainage Sheet 4	A127-RM-54 P5
Drainage Details Sheet 1	A127-RM-55 P1
Highway Materials Sheet 1	A127-RM-71 P4
Highway Materials Sheet 2	A127-RM-72 P4
Highway Materials Sheet 3	A127-RM-73 P4
Highway Materials Sheet 4	A127-RM-74 P5
Highway Construction Details Sheet 1	A127-RM-75 P2
Highway Construction Details Sheet 2	A127-RM-76 P2
Refuse Vehicle Swept Path Sheet 1	A127-RM-81 P4
Refuse Vehicle Swept Path Sheet 2	A127-RM-82 P4
Refuse Vehicle Swept Path Sheet 3	A127-RM-83 P4
Refuse Vehicle Swept Path Sheet 4	A127-RM-84 P4
Fire Tender Swept Path Sheet 1	A127-RM-86 P4
Fire Tender Swept Path Sheet 2	A127-RM-87 P4
Fire Tender Swept Path Sheet 3	A127-RM-88 P4
Fire Tender Swept Path Sheet 4	A127-RM-89 P5
<b>Landscaping</b>	
Strategic Landscape Sheet 1	RG-L20-01C
Strategic Landscape Sheet 2	RG-L20-02C
Strategic Landscape Sheet 3	RG-L20-03C
Strategic Landscape Sheet 4	RG-L20-04C
Strategic Landscape Sheet 5	RG-L20-05C
Strategic Planting List and Details	RG-L21A
Western Locally Equipped Area of Play (LEAP)	RG-L22-1B
Central Locally Equipped Area of Play (LEAP)	RG-L22-2B
Strategic Planting Landscape Management Plan	August 2017
Bovis Soft Landscaping Proposals Sheet 1	BOV21287-11B Sheet 1
Bovis Soft Landscaping Proposals Sheet 2	BOV21287-11B Sheet 2
Bovis Soft Landscaping Proposals Sheet 3	BOV21287-11B Sheet 3
Bovis Soft Landscaping Proposals Sheet 4	BOV21287-11B Sheet 4
Bovis Soft Landscaping Proposals Sheet 5	BOV21287-11B Sheet 5
Bovis Soft Landscaping Proposals Sheet 6	BOV21287-11B Sheet 6

Bovis Soft Landscaping Proposals Sheet 7	BOV21287-11B Sheet 7
Bovis Hard Landscaping Proposals Sheet 1	BOV21287-12B Sheet 1
Bovis Hard Landscaping Proposals Sheet 2	BOV21287-12B Sheet 2
Bovis Hard Landscaping Proposals Sheet 3	BOV21287-12B Sheet 3
Bovis Hard Landscaping Proposals Sheet 4	BOV21287-12B Sheet 4
Bovis Hard Landscaping Proposals Sheet 5	BOV21287-12B Sheet 5
Bovis Hard Landscaping Proposals Sheet 6	BOV21287-12B Sheet 6
Bovis Hard Landscaping Proposals Sheet 7	BOV21287-12B Sheet 7
Soft Landscape Management and Maintenance Plan	BOV21298 MAN A
Soft Landscape Specification	BOV21298 SPEC
Linden Soft Landscaping Proposals Sheet 1	LIN21271-11D Sheet 1
Linden Soft Landscaping Proposals Sheet 2	LIN21271-11D Sheet 2
Linden Soft Landscaping Proposals Sheet 3	LIN21271-11D Sheet 3
Linden Soft Landscaping Proposals Sheet 4	LIN21271-11D Sheet 4
Linden Soft Landscaping Proposals Sheet 5	LIN21271-11D Sheet 5
Linden Soft Landscaping Proposals Sheet 6	LIN21271-11D Sheet 6
Linden Soft Landscaping Proposals Sheet 7	LIN21271-11D Sheet 7
Linden Hard Landscaping Proposals Sheet 1	LIN21271-12C Sheet 1
Linden Hard Landscaping Proposals Sheet 2	LIN21271-12C Sheet 2
Linden Hard Landscaping Proposals Sheet 3	LIN21271-12C Sheet 3
Linden Hard Landscaping Proposals Sheet 4	LIN21271-12C Sheet 4
Linden Hard Landscaping Proposals Sheet 5	LIN21271-12C Sheet 5
Linden Hard Landscaping Proposals Sheet 6	LIN21271-12C Sheet 6
Linden Hard Landscaping Proposals Sheet 7	LIN21271-12C Sheet 7
Soft Landscape Management and Maintenance Plan	LIN21271 MAN A
Soft Landscape Specification	LIN21271 SPEC
Bloor Plot Landscaping Phase 2 Sheet 1	SO110-LS-009c
Bloor Plot Landscaping Phase 2 Sheet 2	SO110-LS-010c
Bloor Plot Landscaping Phase 2 Sheet 3	SO110-LS-011c
Bloor Plot Landscaping Phase 2 Sheet 4	SO110-LS-012c
<b>Bovis House Type Pack</b>	
HT.A2B4PA (2 Block) Elevations	HT.A2B4PA(2Blk).e P2A
HT.A2B4PA (2 Block) Floor Plans	HT.A2B4PA(2Blk).p P2A
HT.A3B5P (2 Block) Elevations	HT.A3B5P(2Blk).e P2A
HT.A3B5P (2 Block) Floor Plans	HT.A3B5P(2Blk).p P2A
HT.A3B6P-AV (2 Block) Elevations	HT.A3B6P-AV(2Blk).e P2A
HT.A3B6P-AV (2 Block) Floor Plans	HT.A3B6P-AV(2Blk).p P2A
HT.302+ (2 Block) Elevations	HT.302+(2Blk).e P2A
HT.302+ (2 Block) Floor Plans	HT.302+(2Blk).p P2A
HT.A306+ (2Block) Elevations	HT.306+(2Blk).e1 Rev B
HT.A306+ (2Block) Elevations	HT.306+(2Blk).e2 Rev A
HT.A306+ (2Block) Floor Plans	HT.306+(2Blk).p Rev B
HT.A306+ Floor Plans and Elevations	HT.306+.pe P2A
HT.A308+(Variation A) 2 Block Option 1 Elevations	HT.A308+A(2Blk)-1.e P2A
HT.A308+(Variation A) 2 Block Option 2 Elevations	HT.A308+A(2Blk)-2.e P2A
HT.A308+(Variation A) 2 Block Floor Plans	HT.A308+A(2Blk).p P2A

HT.A402+ Floor Plans and Elevations	HT.A402+.pe P2A
HT.A404 Option 1 Floor Plans and Elevations	HT.A404-1.pe P2A
HT.A404 Option 2 Floor Plans and Elevations	HT.A404-2.pe P2A
HT.A404 Variation A Floor Plans and Elevations	HT.A404-A.pe P2A
HT.A408 Variation A (2Block) Elevations	HT.A408-A(2Blk).e P2A
HT.A408 Variation A (2Block) Floor Plans	HT.A408-A(2Blk).p P2A
HT.A409 Floor Plan and Elevations	HT.A409.pe P2A
HT.410+ Elevations	HT.410+.e P2A
HT.410+ Floor Plans	HT.410+.p P2A
HT.A501+ Elevations	HT.A501+.e P2A
HT.A501+ Floor Plans	HT.A501+.p P2A
HT.A503i option 1 Elevations	HT.A503i-1.e P2A
HT.A503i option 2 Elevations	HT.A503i-2.e P2A
HT.A503i Floor Plans	HT.A503i.p P2A
HT.504i Elevations	HT.504i.e P2A
HT.504i Floor Plans	HT.504i.p P2A
HT A506+A Elevations	HT.A506+A.e P2A
HT A506+A Floor Plans	HT.A506+A.p P2A
HT.AFOG (2B3P) Elevations	HT.AFOG.e P2A
HT.AFOG (2B3P) Floor Plans	HT.AFOG.p P2A
Plots A613-A615 (HT.A202i) Elevations	P.A613-A615.e P2A
Plots A613-A615 (HT.A202i) Floor Plans	P.A613-A615.p P2A
Plots A624-A626 (HT.A302+) Elevations	P.A624-A626.e P2A
Plots A624-A626 (HT.A302+) Floor Plans	P.A624-A626.p P2A
Plots A651-A653_A655-A657(HT.A308+A) Elevations	P.A651-A653.e P2A
Plots A651-A653_A655-A657(HT.A308+A) Floor Plans 1 of 2	P.A651-A653.p1 P2A
Plots A651-A653_A655-A657(HT.A308+A) Floor Plans 2 of 2	P.A651-A653.p2 P2A
Plots A.669-A670 (HT.3B5PW,HT2B4PA) Elevations	A669-A670.e P2A
Plots A.669-A670 (HT.3B5PW,HT2B4PA) Floor Plans	A669-A670.p P2A
Plots A673-A675(HT.A3B6P-AV) Elevations	P.A673-A675.e P2A
Plots A673-A675(HT.A3B6P-AV) Plans	P.A673-A675.p P2A
Plots A680-A682(HT2B4PA) Elevations	P.A680-A682.e P2A
Plots A680-A682(HT2B4PA) Floor Plans	P.A680-A682.p P2A
Plots A685-A686(HT.3B5PW,HT2B4PA) Elevations	P.A685-A686.e P2A
Plots A685-A686(HT.3B5PW,HT2B4PA) Plans	P.A685-A686.p P2A
Plots A691-A693(HT.A302+) Elevations 1 of 2	P.A691-A693.e1 P2A
Plots A691-A693(HT.A302+) Elevations 2 of 2	P.A691-A693.e2 P2A
Plots A691-A693(HT.A302+) Floor Plans	P.A691-A693.p P2A
Plot A691 (HT.A306+) Floor Plan and elevation	P.A691.pe Rev A
Single Garage (with bicycle space) Floor Plans and Elevations	GAR.01_A.pe P2A
Single Garage Floor Plans and Elevations	GAR.02_A.pe P2A
Twin Garage (with bicycle space) Floor Plans and Elevations	GAR.03_A.pe P2A
Twin Garage Floor Plans and Elevations	GAR.04_A.pe P2A

Triple Garage (with bicycle space) -1 Floor Plans and Elevations	GAR.05_A.pe P2A
Triple Garage (with bicycle space) -2 Floor Plans and Elevations	GAR.06_A.pe P2A
Garden Shed Floor plans and elevations	GSH.01_A.pe P2A
<b>Bloor House Type Pack</b>	
HT B2B4P-A_LTH (2Block) Elevations	HT.B2B4P-A_LTH(2Blk).e P2A
HT B2B4P-A_LTH (2Block) Floor Plans	HT.B2B4P-A_LTH(2Blk).p P2A
HT B3B6P (2Block) Elevations	HT.B3B6P(2Blk).e P2A
HT B3B6P (2Block) Floor Plans	HT.B3B6P(2Blk).p P2A
HT B3B6P-AV(2Block) Elevations	HT.B3B6P-AV(2Blk).e P2A
HT B3B6P-AV(2Block) Floor Plans	HT.B3B6P-AV(2Blk).p P2A
HT B4B6P (2Block) Elevations	HT.B4B6P(2Blk).e P2A
HT B4B6P (2Block) Floor Plans	HT.B4B6P(2Blk).p P2A
HT B303sp (2Block) Option 1 Elevations	HT.B303sp(2blk)-1.e P2A
HT B303sp (2Block) Option 2 Elevations	HT.B303sp(2blk)-2.e P2A
HT B303sp (2Block) Floor Plans	HT.B303sp(2blk).p P2A
HT B304sp Floor plans and elevations	HT.B304sp.pe P2A
HT B309 (2 Block) Option 1 Elevations	HT.B309-1(2blk).e P2A
HT B309 (2 Block) Option 1 Floor Plans	HT.B309-1(2blk).p P2A
HT B309 (2Block) Option 2 Elevations	HT.B309-2(2blk).e P2A
HT B309 (2Block) Option 2 Floor Plans	HT.B309-2(2blk).p P2A
HT B309 Floor Plans and Elevations	HT.B309.pe P2A
HT B340 Option 1 Floor Plans and Elevations	HT.B340-1.pe P2A
HT B340 Option 2 Floor Plans and Elevations	HT.B340-2.pe P2A
HT B350 (2 Block) Elevations	HT.B350(2blk).e P2A
HT B350 (2 Block) Floor Plans	HT.B350(2blk).p P2A
HT B407 Floor Plans and Elevations	HT.B407.pe P2A
HT B412 Option 1 Floor Plans and Elevations	HT.B412-1.pe P2A
HT B412 Option 2 Floor Plans and Elevations	HT.B412-2.pe P2A
HT B412 Option 3 Floor Plans and Elevations	HT.B412-3.pe P2A
HT B413 Elevations	HT.B413.e P2A
HT B413 Floor Plans	HT.B413.p P2A
HT B419 Option 1 Elevations	HT.B419-1.e P2A
HT.B419 Option 2 Elevations	HT.B419-2.e P2A
HT.B419 Option 3 Elevations	HT.B419-3.e P2A
HT.B419 Option 1 & 2 Floor Plans	HT.B419-1.p P2A
HT.B419 Option 3 Floor Plans	HT.B419-3.p P2A
HT B420 Option 1 Elevations	HT.B420-1.e P2A
HT B420 Option 2 Elevations	HT.B420-2.e P2A
HT B420 Option 3 Elevations	HT.B420-3.e P2A
HT B420 Floor Plans	HT.B420.p P2A
HT B421 Option 1 Elevations	HT.B421-1.e P2A
HT B421 Option 2 Elevations	HT B421-2.e P2A
HT B421 Floor Plans	HT.B421.p P2A
HT B427 Option 1 Floor Plans and Elevations	HT.B427-1.pe P2A
HT B427 Option 2 Floor Plans and Elevations	HT.B427-2.pe P2A
HT B435 Option 1 Elevations	HT.B435-1.e P2A
HT B435 Option 2 Elevations	HT.B435-2.e P2A

HT B435 Option 1 Floor Plans	HT.B435-1.p P2A
HT B435 Option 2 Floor Plans	HT.B435-2.p P2A
HT B437 Elevations	HT.B437.e P2A
HT B437 Floor Plans	HT.B437.p P2A
HT B438 Floor Plans and Elevations	HT.B438.pe P2B
HT B438 Floor Plans and Elevations Variation A	HT.B438.Ape P2B
HT B505 Elevations	HT.B505.e P2A
HT B505 Floor Plans	HT.B505.p P2A
HT B515 Elevations	HT.B515.e P2A
HT B515 Floor Plans	HT.B515.p P2A
Plots B792-B795 (HT.B303sp) Elevations	P.B792-B795.e P2A
Plots B792-B795 (HT.B303sp) Floor Plans	P.B792-B795.p P2A
Plots B799-B800 (HT3B5PW,HT3B5P) Elevations	P.B799-B800.e P2A
Plots B799-B800 (HT3B5PW,HT3B5P) Floor Plans	P.B799-B800.p P2A
Plots B803-B805 (HT3B6P) Elevations	P.B803-B805.e P2A
Plots B803-B805 (HT3B6P) Floor Plans	P.B803-B805.p P2A
Plots B806-B808 (HT3B5PW,HT2B4PA) Elevations	P.806-B808.e P2A
Plots B806-B808 (HT3B5PW,HT2B4PA) Floor Plans	P.806-B808.p P2A
Plots B815-816 (HT304sp) Elevations	P.815-B816.e P2A
Plots B815-816 (HT304sp) Floor Plans	P.815-B816.p P2A
Plots B903-B914 (Block D) Elevations	P.B903-B914.e Rev B
Plots B903-B914 (Block D) Floor Plans	P.B903-B914.p Rev B
Plots B917-B918_B919-B920_B926-B927_B936-B937 Elevations	P.B917-B918.e P2A
Plots B917-B918_B919-B920_B926-B927_B936-B937 Floor Plans	P.B917-B918.p P2A
Plots B933-B935 (HTBC360,HTB303sp) Elevations	P.B933-B935.e P2A
Plots B933-B935 (HTBC360,HTB303sp) Floor Plans 1 of 2	P.B933-B935.p1 P2A
Plots B933-B935 (HTBC360,HTB303sp) Floor Plans 2 of 2	P.B933-B935.p2 P2A
Plots B941-B944 (HTB303sp,HTB309) Elevations	P.B941-B944.e P2A
Plots B941-B944 (HTB303sp,HTB309) Floor Plans	P.B941-B944.p P2A
Plots B962-B964 (HT3B5PW,HT2B4PA) Elevations	P.B962-B964.e P2A
Plots B962-B964 (HT3B5PW,HT2B4PA) Floor Plans	P.B962-B964.p P2A
Plots B967-B969 (HTB305sp,HTB303sp) Elevations	P.B967-B969.e P2A
Plots B967-B969 (HTB305sp,HTB303sp) Floor Plans	P.B967-B969.p P2A
Plots B970-972 (HTB2B4PA-LTH) Elevations	P.B970-B972.e P2A
Plots B970-972 (HTB2B4PA-LTH) Floor Plans	P.B970-B972.p P2A

Plots B977-B978 (HTB353,HTB359) Elevations	P.B977-B978.e P2A
Plots B977-B978 (HTB353,HTB359) Floor Plans 1 of 2	P.B977-B978.p1 P2A
Plots B977-B978 (HTB353,HTB359) Floor Plans 2 of 2	P.B977-B978.p2 P2A
Plots B979-B990 (Block E) Elevations	P.B979-B990.e Rev B
Plots B979-B990 (Block E) Floor Plans	P.B979-B990.p Rev B
Bin and Cycle Store (Block D)	BSC.01.pe P2A
Bin and Cycle Store (Block E)	BSC.02.pe P2A
Single Garage type 1 Floor Plans and Elevations	GAR.01_B.pe P2A
Single Garage type 2 Floor Plans and Elevations	GAR.02_B.pe P2A
Twin Garage Floor Plan and Elevations	GAR.03_B.pe P2A
Garden Shed Floor Plans and Elevations	GSH.01.pe P2A

<b>Linden House Type Pack</b>	
HT.C2303 (2 Block) Elevations	HT.C2303(2blk).e P3A
HT.C2303 (2 Block) Floor Plans	HT.C2303(2blk).p P3A
HT.C2B4PA (2 Block) Elevations	HT.C2B4PA(2blk)e P4A
HT.C2B4PA (2 Block) Floor Plans	HT.C2B4PA(2blk)p P3A
HT.C4B6P (2 Block) Elevations	HT.C4B6P (2blk)e P2A
HT.C4B6P (2 Block) Floor Plans	HT.C4B6P (2blk)p P3A
HT.C302 Plans and Elevations	HT.C302.pe P3A
HT.C306 (2 Block) Option 1 Elevations	HT.C306(2blk)-1.e P3A
HT.C306 (2 Block) Option 2 Elevations	HT.C306(2blk)-2.e P3A
HT.C306 (2 Block) Floor Plans	HT.C306(2blk).p P3A
HT.C306 Option 1 Floor Plans and Elevations	HT.306-1.pe P3A
HT.C306 Option 2 Floor Plans and Elevations	HT.306-2.pe P3A
HT.C308 (2 Block) Option 1 Elevations	HT.308(2blk)-1.e P3A
HT.C308 (2 Block) Option 2 Elevations	HT.308(2blk)-2.e P3A
HT.C308 (2 Block) Floor Plans	HT.308(2blk).p P3A
HT.C402 Option 1 Floor Plans and Elevations	HT.C402-1.pe P3A
HT.C402 Option 2 Floor Plans and Elevations	HT.C402-2.pe P3A
HT.C402 Option 3 Floor Plans and Elevations	HT.C402-3.pe P3A
HT.C402 Option 4 Floor Plans and Elevations	HT.C402-4.pe P3A
HT.C402-A Floor Plans and Elevations	HT.C402-A.pe P3A
HT.C403 Floor Plans and Elevations	HT.C403.pe P3A
HT.C404 Option 1 Elevations	HT.C404-1.e P3A
HT.C404 Option 2 Elevations	HT.C404-2.e P3A
HT.C404 Option 3 Elevations	HT.C404-3.e P3A
HT.C404 Floor Plans	HT.C404.p P3A
HT.C411 Option 1 Elevations	HT.C411-1.e P3A
HT.C411 Option 2 Elevations	HT.C411-2.e P3A
HT.C411 Floor Plans	HT.C411.p P3A
HT.C414 Option 1 Elevations	HT.C414-1.e P3A
HT.C414 Option 2 Elevations	HT.C414-2.e P3B
HT.C414 Option 3 Elevations	HT.C414-3.e P3A
HT.C414 Option 4 Elevations	HT.C414-4.e P3A
HT.C414 Options 1,2,3 Floor Plans	HT.C414-1-3.p P3AB



HT.C414 Options 4 Floor Plans	HT.C414-4.p P3A
HT.C414-A Floor Plans	HT.C414-A.p Rev A
HT.C414-Ae Elevations	HT.C414-Ae Rev A
HT.C501 Elevations	HT.C501.e P4A
HT.C501 Floor Plans	HT.C501.p P3A
HT.L751 Floor Plans and Elevations	HT.L751.pe P1A
Plots C518-C519 (HT.C306) Elevations	P.C518-C519.e P3A
Plots C518-C519 (HT.C306) Floor Plans	P.C518-C519.p P3A
Plots C520-C523 (HT.C2303) Elevations	P.C520-C523.e P3A
Plots C520-C523 (HT.C2303) Plans	P.C520-C523.p P3A
Plots C524-C526 (HTC309_C410) Elevations	P.C524-C526.e P3A
Plots C524-C526 (HTC309_C410) Floor Plans	P.C524-C526.p P3A
Plots C531-C533 (HT.C2303) Elevations	P.C531-C533.e P3A
Plots C531-C533 (HT.C2303) Floor Plans	P.C531-C533.p P3A
Plots C538-C541 (HT3B5PW,HT2B4PA) Elevations 1 of 2	P.C538-C541.e1 P3A
Plots C538-C541 (HT3B5PW,HT2B4PA) Elevations 2 of 2	P.C538-C541.e2 P3A
Plots C538-C541 (HT3B5PW,HT2B4PA) Floor Plans	P.C538-C541.p P3A
Plots C542-C544 (HT.C310,HT.C306) Elevations	P.C542-C544.e P3A
Plots C542-C544 (HT.C310,HT.C306) Floor Plans	P.C542-C544.p P3A
Plots C545-C547 (HT.C2303) Elevations	P.C545-C547.e P3A
Plots C545-C547 (HT.C2303) Floor Plans	P.C545-C547.p P3A
Plots C550-C552 (HT.C2303) Elevations	P.C550-C552.e P3A
Plots C550-C552 (HT.C2303) Floor Plans	P.C550-C552.p P3A
Plots C570-C571 (HT.C402-A) Elevations	P.C570-C571.e P3A
Plots C570-C571 (HT.C402-A) Floor Plans	P.C570-C571.p P3A
Plots C572-C574 (HT.C402) Elevations 1 of 2	P.C572-C574.e1 P2A
Plots C572-C574 (HT.C402) Elevations 2 of 2	P.C572-C574.e2 P3A
Plots C572-C574 (HT.C402) Floor Plans	P.C572-C574.p P3A
Plots C585-C586 (HT.C402-A) Elevations	P.C585-C586.e P3A
Plots C585-C586 (HT.C402-A) Floor Plans	P.C585-C586.p P3A
Plots C821-C823 (HT.CF,HT.CR) Elevations	P.C821-C823.e P2A
Plots C821-C823 (HT.CF,HT.CR) Floor Plans 1 of 2	P.C821-C823.p1 P3A
Plots C821-C823 (HT.CF,HT.CR) Floor Plans 2 of 2	P.C821-C823.p2 P3A
Plots C847-C849 (HT.3B5PW,HT.2B4PA) Elevations	P.C847-C849.e P4A
Plots C847-C849 (HT.3B5PW,HT.2B4PA) Plans	P.C847-C849.p P3A
Plots C862-864 (HT.3B5P,HT.3B5PW) Elevations	P.C862-C864.e P4A
Plots C862-864 (HT.3B5P,HT.3B5PW) Floor Plans	P.C862-C864.p P3A
Plots C880-C891 (Block F) Elevations	P.C880-C891.e Rev C
Plots C880-C891 (Block F) Floor Plans	P.C880-C891.p Rev C
Plots C892-C894 (HT.C308) Elevations	P.C892-C894.e P2A
Plots C892-C894 (HT.C308) Floor Plans	P.C892-C894.p P3A
Plots C897-C900 (HT.3B6P-AV) Elevations 1 of 2	P.C897-C900.e1 P2A
Plots C897-C900 (HT.3B6P-AV) Elevations 2 of 2	P.C897-C900.e2 P2A
Plots C897-C900 (HT.3B6P-AV) Floor Plans 1 of 2	P.C897-C900.p1 P3A
Plots C897-C900 (HT.3B6P-AV) Floor Plans 2 of 2	P.C897-C900.p2 P2A
Single Garage Floor Plans and Elevations	GAR.01_C.pe P3A
Twin Garage Floor Plans and Elevations	GAR.02_C.pe P3A



Double Garage Floor Plans and Elevations	GAR.03_C.pe P3A
Garden Shed Floor Plans and Elevations	GSH.01.pe P2A
Car Port Floor Plans and Elevations	CP01pe1 Rev A

Plan numbers being finalised to be included on members update

*Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.*

### **Materials**

- 3) Prior to the commencement of the construction of dwellings above finished ground floor slab level, details of the materials for the external building materials including porches, canopies and front doors (to include colour of doors) shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To ensure that the external appearance of the building is satisfactory.*

*Relevant policy: Core Strategy policies CP1 and CP3*

### **Highways**

- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

*Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.*

- 5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the car port accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space and will not be converted to a garage.

*Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.*

- 5) No building shall be occupied until the vehicular access that serves the dwelling has been surfaced with a permeable and bonded material across the entire width of the access measured from the carriageway edge.

*Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.*

- 6) Prior to commencement of development of the apartments, details of at least two electric charging points for each block of apartments shall be submitted for approval in writing by the Local Planning Authority. The apartments shall not be occupied until the passive electric vehicle charging points have been provided in each of the apartment parking courts in accordance with the approved drawing(s)/details. The passive electric vehicle charging points shall be permanently so-retained until they are available for conversion to a charging plug in point and shall be used for no other purpose.

*Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

### **Archaeology**

- 7) The development shall only take place in accordance with the Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation approved for this sub phase under planning condition 31 of the outline permission.

*Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the Borough (Core Strategy Policy CP3 and Managing Development Delivery Local Plan Policy TB25).*

### **Landscaping**

- 8) The soft landscaping details provided in the plans listed in condition 2 above shall be implemented and delivered in accordance with the approved plans. Any trees or plants which, within a period of five years after planting, are removed die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

*Reason: In the interests of visual amenity and to ensure the proper planning of the site. Relevant policy: Core Strategy policies CP1 and CP3*

- 9) Boundary treatments required for condition 17 of planning approval VAR/2014/0624 shall be implemented in accordance with the approved scheme and shall be maintained in the approved form for so long as the development remains on the site.

*Reason: In the interests of amenity.  
Relevant policy: Core Strategy policies CP1 and CP3*

### **Permitted development**

- 10) Those windows shown on the approved drawings as having obscured glazing in part or full shall be so-fitted and shall be permanently so-retained, and shall remain fixed closed at all times

*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3*

- 11) Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar

openings shall be constructed in the first floor level or above in any elevation of the buildings hereby permitted except for any which may be shown on the approved drawing(s).

*Reason: To safeguard the residential amenities of neighbouring properties.*

*Relevant policy: Core Strategy policy CP3*

### Planning History Site

O/2010/1432	Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a foodstore (2 500 sqm) and other retail and office uses a community building proposed extension of existing primary schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – Appeal Approved 08/11/2012
VAR/2014/0624	Application to remove condition 48 of planning consent O/2010/1432 (the development shall be implemented in accordance with the approved Residential Travel Plan) – <i>Officer note: this has been removed, however a deed of variation has been agreed to the S106 agreement to secure contributions towards the councils own travel plan – My Journey.</i> Approved 22/10/14
NMT/2014/1837	Application for a non-material amendment to planning consent O/2010/1432 to allow for changes to condition 15 relating to Affordable Housing Provision – <i>Officer note: this application secured 16.6% on site affordable housing provision and a commuted sum for off-site affordable housing which has been secured through a deed of variation to the legal agreement.</i> Approved 23/10/14
RM/2015/1375	Reserved Matters application pursuant to Outline Planning consent VAR/2014/0624 for the erection of 69 dwellings including access roads garages parking spaces open space and landscape treatment of Phase 1a Shinfield West (access within site appearance landscaping layout and scale).
160183	Application for Reserved Matters submission in respect of the primary infrastructure phase including access roads, suds ponds, foul and surface water drainage and associated landscaping. Approved 15/04/16
161189	Reserved Matters application pursuant to Outline planning permission VAR/2014/0624 (Pursuant to O/2010/1432) for the erection of 517 dwellings including access roads, garages, parking spaces, open space and landscape treatment of Phase 1, Shinfield West. (Access within the site, appearance, landscaping, layout and scale to be considered). Approved 21/07/17
170035	Reserved Matters application for a two form entry (2FE) primary school, including all hard & soft play areas, school car parking, attenuation pond (habitat area), landscaping and associated drop off car parking. Approved 11/05/17

<b>PLANNING HISTORY SOUTH M4 SDL</b>	
F/2005/4827	Proposed construction of an Eastern relief road for Shinfield including a new bridge over the M4 motorway and under Cutbush Lane. Appeal withdrawn 31/10/2006
O/2007/2268	Outline application for the proposed residential development (C3 Use) at a minimum of 30 dph plus creation of new vehicular accesses footpath links cycleways and public open space. Approved 25/02/2008
O/2009/1027	Outline application for phase 1 development of Science & Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings. – Approved 27/10/10
F/2010/1428	Full application for the construction of an Eastern Relief Road (ERR) to Shinfield including the construction of road foot and cycle-ways an M4 over-bridge. Re-grading of embankments landscaping utilities creation of flood compensation areas and associated works including engineering and other operations. Erection of replacement boundary wall and fence adjoining Shinfield Road/ ERR part demolition of existing farm buildings at Lane End Farm and demolition/deconstruction of two poly tunnels south of Cutbush Lane. – Appeal Approved 08/11/2012
F/2010/1434	Application for change of use of land from agricultural to Suitable Alternative Natural Greenspace (SANG) (Sui Generis use) and associated development to include Pedestrian and Vehicular access car park Footpaths and Landscaping. – Appeal Approved 08/11/2012
F/2013/0347	Full planning permission for the erection of 276 dwellings with associated access landscaping and open space following demolition of existing dwelling and ancillary buildings (214a Hyde End Road). - Approved 24/12/2013
O/2013/0565	Outline application for the erection of 100 dwellings with associated landscaping and open space means of access to be considered. – Approved 10/04/2014
O/2013/0346	Hybrid application with part in outline in respect of up to 900 dwellings up to a three form entry primary school public open space access and landscape (means of access into the site to be considered) and part in full in respect to Suitable Alternative Natural Greenspace (SANG) following demolition of existing

	dwelling and ancillary buildings including greenhouses sheds stables and garage (214a Hyde End Road). - Approved 24/12/2013
O/2013/0101	Outline planning permission for a residential development comprising up to 126 dwellings, public open space, children's play areas, accesses to Cutbush Lane and the Shinfield Eastern Relief Road, Landscaping, Ecological buffer zone, ground modelling, sustainable drainage systems and associated infrastructure. – Approved 24/12/2013
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered. – Under consideration
162829	Application for Reserved matters application for 175 dwellings including internal access roads, garages, parking places, open spaces, allotments, Multi-Use Games Area (MUGA) and Locally Equipped Area of Play. Approved 10/03/17
163457	Reserved Matters application pursuant to Outline Planning Consent O/2013/0346 for the primary infrastructure phase including Spine Road, Suds Ponds, Foul and Surface Water Drainage and Associated Landscaping Approved 23/5/17

## SUMMARY INFORMATION

### For Residential

Site Area	16.92ha including public open space and LEAP
Site Area residential	13.62ha
Existing units	0
Proposed units	473
Proposed density - dwellings/hectare	Approx. 33
Number of affordable units proposed	73 and commuted sum
Previous land use	Agricultural
Proposed parking spaces	1371 gross see report below paragraphs 68-73 for a full breakdown

## CONSULTATION RESPONSES

Archaeological officer	No objection
Natural England	No comment
Environmental Health	No objection
Network Rail	No comments
Thames Water	No objection
Highways Agency	No objection

Berkshire Fire and Rescue	Request a fire hydrant ( <i>officer note – this is secured by condition 77 of the outline planning consent and it is not necessary to duplicate for the Reserved Matters application</i> )
English Heritage	No objection
Planning Policy	No objection
Waste services	No objection
Highways/drainage	No objection
Landscape and trees	No objection, request condition 8-9
WBC Ecology	No objection
Shinfield Parish Council	<p>Comments in respect to:</p> <p>Main roads intended to be used as bus routes are built wide enough to accommodate to large vehicles passing one another, and will incorporate parking restrictions to ensure a steady flow of traffic. [SPC NHDP Policy 4]. Measures to restrict on-pavement and on-verge parking within the designated bus-route must be incorporated. – <i>Officer note, the width of the spine road has been secured through the approval of the primary infrastructure application 160183. The main spine road through the site has been designed to accommodate buses at 6.1m wide. On street parking can be regulated through the parking management strategy secured under condition 45 of the outline planning approval.</i></p> <p>Measures are taken to encourage proper use of the tandem parking to be provided, including measures which will avoid unwanted on-street parking. – <i>Officer note: The parking provision has been assessed and is in accordance with WBC parking standards – see report below paragraph 68-73. Parking restriction measures can also be implemented by the parking management plan required by condition 45 of the outline planning approval.</i></p> <p>There is a provision of safe crossing points on the roads leading to the play area [SPC NHDP Policy 4] – <i>Officer note: The play area is located in an area that is surrounded by lightly trafficked roads (stub ends of Cul de sacs). These will only serve a limited amount of dwellings and are not through routes. A further access point from the west, east and the south is through the Greenway Edge which is a green finger that runs through the site and is well connected by footpaths to the wider planning unit. The highways officer has assessed the application and is satisfied with the access arrangements.</i></p> <p>Garages comply with the Shinfield Neighbourhood Development Plan, and are 3m by 7m, with sufficient</p>

	<p>door widths, in order to accommodate cycles and larger vehicles [SPC NHDP Policy 5] – <i>Officer note: All garages have been designed to be 3x7m in accordance with WBC parking standards and Shinfield Parish Neighbourhood Plan requirements</i></p> <p>The provision of unallocated parking spaces is sufficient to meet the recognised demand for the proposed housing mix. – <i>Officer note: The application is in accordance with WBC parking standards and Shinfield Parish Neighbourhood Plan requirements in respect to unallocated / visitor requirements – see report below paragraphs 68-73</i></p> <p>There is an appropriate range of design variety to be in-keeping with the surrounding housing supply [SPC NHDP Policy 2] - <i>Officer note: There is a good range of house types provided which follow the design parameters set by the phase 1 housing development and principles established under the outline application – see report below paragraphs 19-39</i></p>
Berks Bucks and Oxford Wildlife Trust	No comments received
Conservation Officer	No objection
Environment Agency	No comments
Public Rights of Way Officer	Comment in respect of alignment of footpath – <i>Officer note the footpath will be retained in the site layout</i>

## REPRESENTATIONS

1 letter of objection. The planning related issues are summarised below:

- Loss of countryside – *Officer note: The principle of development has been established through the outline planning application was and deemed acceptable by the Secretary of State. The reserved matters application is in accordance with the established parameters*
- Impact on services (education, health and community) – *Officer note: The outline application secures the delivery of new infrastructure including a new primary school, contributions towards secondary education, contributions towards a new community centre, delivery of new sports facilities and contributions towards these and the GPs surgery at Shinfield centre was built oversize to accommodate the growth in population.*

## PLANNING POLICY

### National Policy

National Planning Policy Framework 2012

Technical Guidance to the National Planning Policy Framework 2012

National Planning Policy Guidance 2014

### South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

- CP1 - Sustainable Development
- CP2 - Inclusive Communities
- CP3 - General Development Principles
- CP4 - Infrastructure Requirements
- CP5 - Housing Mix, Density and Affordability
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP8 - Thames Basin Heaths Special Protection Area
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network
- CP11 - Proposals outside Development Limits (including countryside)
- CP17 - Housing delivery
- CP19 – South of the M4 Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

Managing Development Delivery Local Plan (MDD LP) policies

- CC01 Presumption in Favour of Sustainable Development
- CC02 Development Limits
- CC03 Green Infrastructure, Trees and Landscaping
- CC04 Sustainable Design and Construction
- CC05 Renewable energy and decentralised energy networks
- CC06 Noise
- CC07 Parking
- CC08 Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
- CC09 Development and Flood Risk (from all sources)
- CC10 Sustainable Drainage

Residential Uses

- TB05 Housing Mix
- TB07: Internal Space Standards
- TB09 Residential accommodation for vulnerable groups

Landscape and Nature Conservation

- TB21: Landscape Character
- TB23: Biodiversity and Development

- SAL05: Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

Shinfield Parish Neighbourhood Development Plan:

- Policy 1 Location of Development
- Policy 2 General Design Principles
- Policy 3: Sustainable Development
- Policy 4: Accessibility and Highway Safety
- Policy 5: Parking
- Policy 6 Trees, Hedgerows and Woodlands



Policy 7: Biodiversity  
Policy 8: Flooding  
Policy 9: Community Assets  
Policy 10: Community and Sports Facilities  
Policy 12: Broadband Provision

#### Supplementary Planning Documents

Wokingham Borough Design Supplementary Planning Document (18 February 2010)  
Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 28th April 2010)

Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

Wokingham Borough Affordable Housing Supplementary Planning Document (2 June 2011)

A Vision for Our Villages: Ryeish Green, Spencers Wood, Three Mile Cross Character Statement

### **PLANNING ISSUES**

#### Principle of development and infrastructure delivery

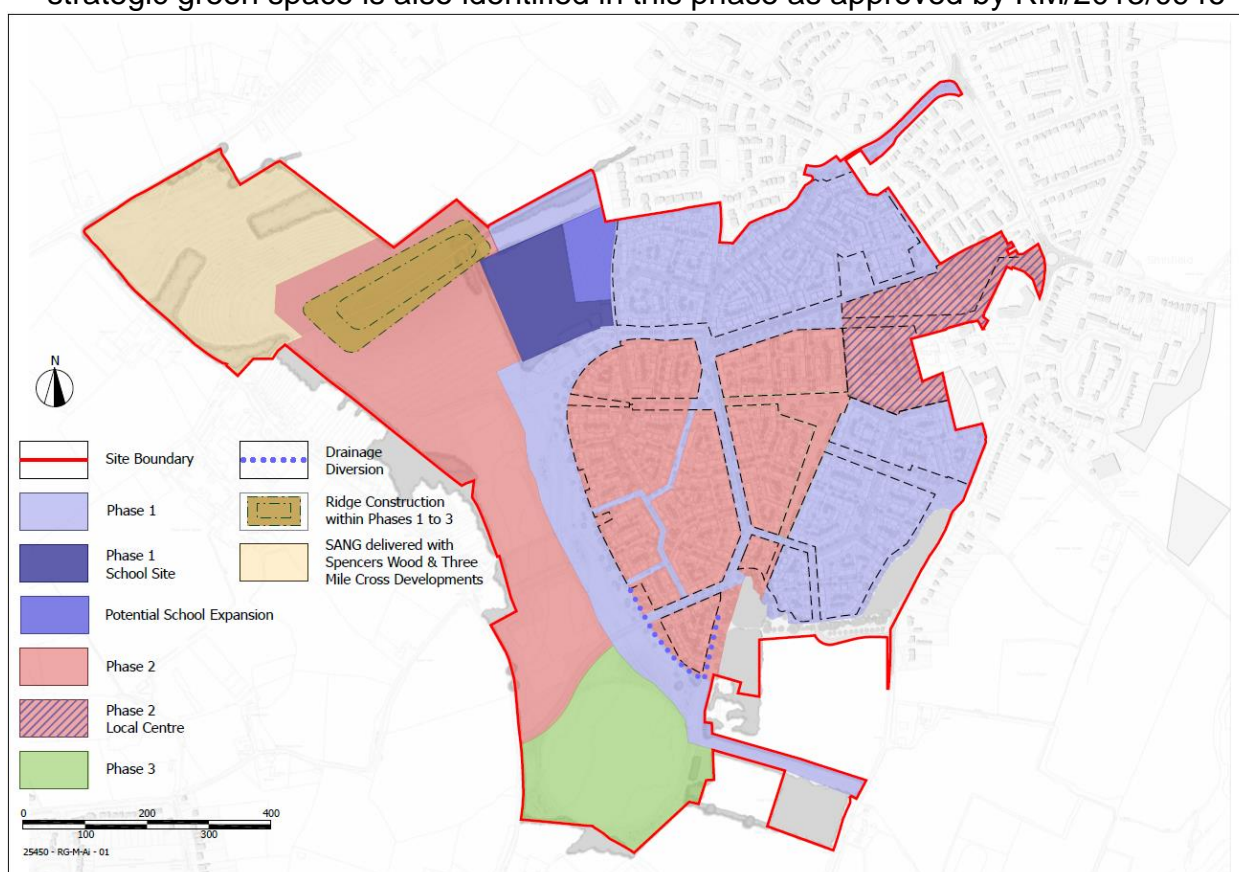
- 1) The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the South of the M4 Strategic Development Location (SDL).
- 2) Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which South of the M4 SDL is one of these. It is anticipated that a phased development incorporating approximately 2,500 dwellings and associated infrastructure will be delivered on 77 hectares of land within the South of the M4 SDL (Appendix A7.14).
- 3) Core Strategy policy CP19 is amplified by Appendix 7 of the Core Strategy, the South of the M4 Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which addresses the associated infrastructure impacts across the whole Borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community. The development site sits within the development limits as outlined in Policy 1 of Shinfield Parish Neighbourhood Plan.
- 4) Outline planning permission for the site was granted by the Secretary of State in 2012. This established the principle of development for the site together with access for up to 1200 residential units, 150 extra care homes, new district centre (including a foodstore 2500m<sup>2</sup>), community centre, leisure uses and green infrastructure including areas of SANG. These were considered against the relevant Core Strategy policies and Local Plan policies and the application was accepted as policy compliant by the

Secretary of State. The current application seeks reserved matters approval for appearance, layout, landscaping and scale.

- 5) The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wider infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

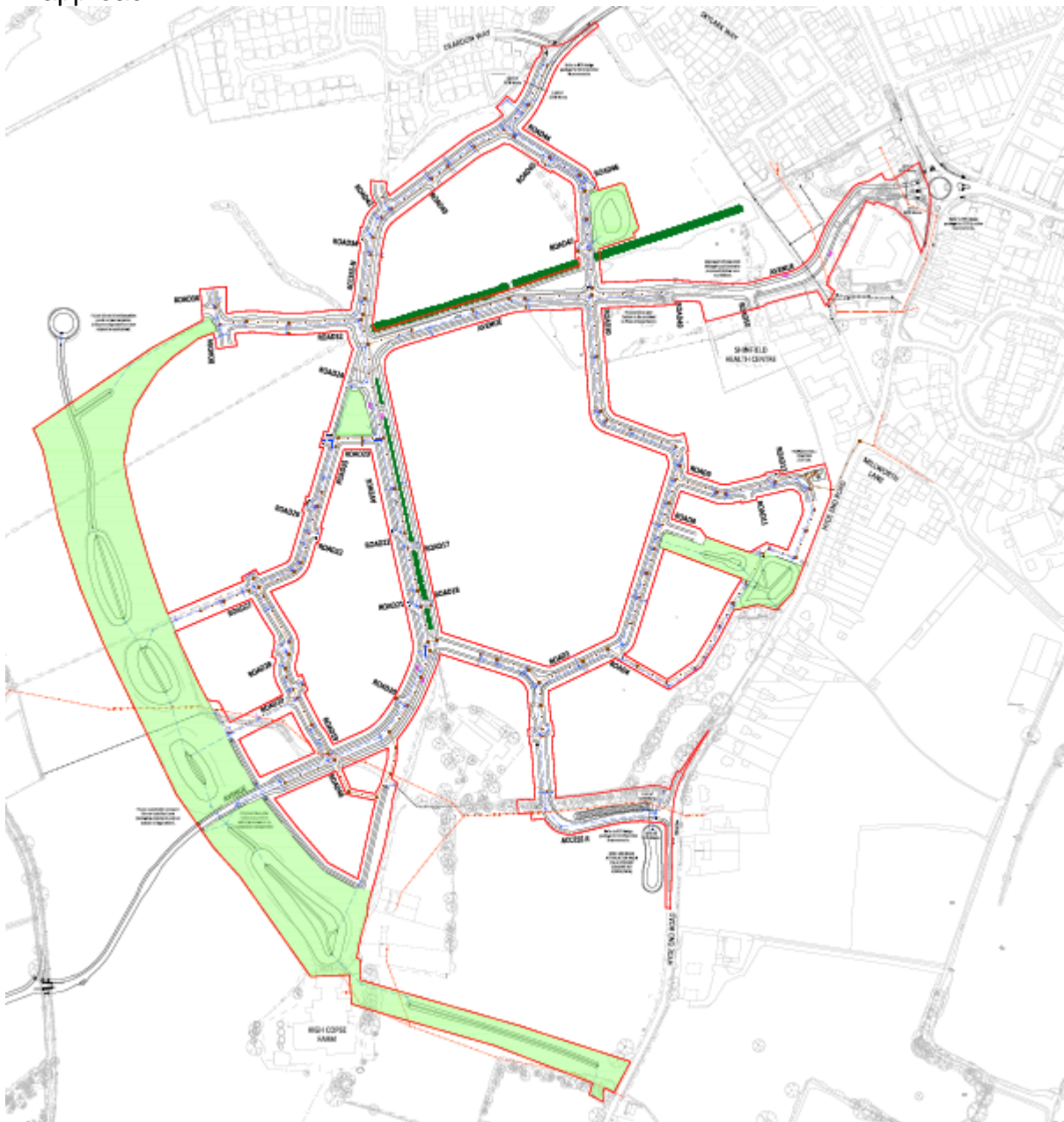
#### Site background/established principles

- 6) The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established. Two all vehicle access points were permitted one at Hyde End Road (which would serve this phase of the development) and the other at Church Lane (which the development would ultimately link into). A further point of access was also established from Hollow Lane (although this will be restricted to bus, pedestrian and cycle access beyond the new district centre).
- 7) Since approval of the outline planning application, approval has been granted for several applications in respect to conditions and reserved matters applications. The phasing strategy for the site was established through the Interim Phasing Master Plan which is shown in figure 1. This established housing development to the north and south of the site as part of the phase 1 development. In addition, planting in the strategic green space is also identified in this phase as approved by RM/2013/0946



**Figure 1: Phasing for Shinfield West**

8) Once the phasing strategy for the site was established, an application for the key infrastructure within the site was approved (ref 160183). This identified the principal internal roads within the site, drainage features and key areas of landscape and a plan is shown in figure 2. The infrastructure application was a key enabling application which will speed up access to the development plots within the site and will accelerate housing delivery. It facilitates access to key infrastructure within the site such as the school, which is currently being delivered together with public open space and has enabled this to be brought forward more rapidly than a piecemeal approach.



**Figure 2: Infrastructure approved under planning app 160183 with principle roads, landscaping and drainage features established**

9) Following this reserved matters approval was granted for phase 1 for 517 dwellings (161189) for the development parcels to the north and south west of the site. This followed design principles for the site established through the approval of a site wide Design Code for the entire Shinfield west planning unit. This established the



overarching principles for the site for areas such as highway widths and design parameters for the houses themselves. The Design Code ensures consistency in design approach of the key streets / spaces once the future development parcels are brought forward. The main principles of the design code were applied to the phase 1 houses and layout and these have been incorporated into the current phase 2 reserved matters application. This is further discussed in paragraphs 28-37.

- 10) In addition to this, reserved matters planning approval has been granted for the new primary school at the west of the site under 170035. This is currently under construction which has been enabled by the delivery of the primary infrastructure and careful consideration of the phasing of the site.

#### Site Description

- 11) The application site relates to land to the west of Shinfield. The development parcel is towards the centre of the site with the approved housing parcels to the north and south west of the site which are shown outside of the redline of the plan below in figure 3 and annexed to this report.



**Figure 3: Development parcels and plan showing context of Shinfield West planning unit with Shinfield**

- 12) The predominant land use is agricultural. The development parcels are located well away from existing residential development but would be adjacent to the new

houses that will be delivered as part of the phase one housing delivery. The houses on the western edge would face onto the settlement separation gap between Shinfield West and Spencers Wood which includes the advanced landscaping approved under RM/2013/0946. The applicant has carefully considered this edge of settlement location which is further discussed in paragraphs 33-34.

#### Affordable and specialist housing

- 13) Core Strategy Policy CP5, *Housing mix, density and affordability*, amplified by MDD LP Policy TB05: *Housing Mix*, South of the M4 SPD Design Principle 2b, the Infrastructure SPD and the Affordable Housing SPD, requires a mix of tenures, including 35% affordable housing within SDLs.
- 14) The application proposes 73 affordable dwellings (35 two bedroom dwellings; 30 three bedroom dwellings and 8 four bedroom dwellings) on site equating to 15.4%. This is in accordance with an amendment to the affordable housing strategy for the site which was agreed under NMT/2014/1387 and a deed of variation to the S106 dated 21<sup>st</sup> October 2014. Under the terms of the non-material amendment, the on-site affordable housing was set as 16.6% and the deed of variation sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application. For the phase 1 application slightly more units were provided within this phase than the 16.6 required. This means that the balance for the phase 2 application is slightly lower than the 16.6% on site delivery. Overall when taken together, for phase 1 and 2 in total, 165 affordable units will have been provided for the overall 990 dwellings that will be delivered in both these phases. This equates to the 16.6% on site affordable housing requirement.
- 15) On this basis, it is considered that the application is in accordance with the agreed strategy and will secure the 35% affordable housing requirement. The affordable housing officer is satisfied with this strategy.

#### Dwelling mix

- 16) MDD LP Policy TB05 requires an appropriate housing mix, which reflects a balance between the character of the area and the current and projected needs of households.
- 17) The application proposes the dwelling mix outlined in table 1:

**Table 1: Dwelling mix**

Dwelling Type	Total No. on Site	1-Storey	2-Storey	2.5 Storey	3-Storey
1 bed Apartment	12				3No. Flat Blocks
2 Bed Apartment	27				
2 Bed House	76	0	76	0	0
3 Bed House	166	0	105	59	2
4 Bed House	169	0	146	22	1
5 Bed House	23	0	17	6	0
<b>TOTALS</b>	473				

18) The Policy Officer has assessed the application and raises no objections in terms of the dwelling mix. Taking the constraints of the site into account, this approach is considered acceptable.

#### Masterplan – Layout

19) Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and South of the M4 SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.

20) Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:

*Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*

21) Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD. The development site is within these limits.

22) Policy 2 sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a

landscape led design approach with retention and appropriate buffers to existing important vegetation.

- 23) Further design guidance is provided by the South of the M4 SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.
- 24) It is important to set out the site in the context of the wider planning permission for Shinfield West. The application parcel forms a significant part of the Shinfield West planning unit. In order to ensure consistency of design for the entire planning unit, the Shinfield West planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.
- 25) To build upon these principles, a requirement of the outline planning permission was for the applicant to submit an acceptable design code (ref: 160557) for approval to the council prior to the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site. In this case there are three developers building on the site and therefore it is important to control design whilst at the same time ensure diversity in appearance. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site. The design principles were brought forward in the design and layout of the phase 1 development which in addition, were further refined detailed design for the house types.
- 26) The submitted masterplan retains the principles within the outline planning application, design code and phase 1 layout/detailed design. To reflect this and inform diversity of development, the applicant has applied seven different character areas to the layout (The Avenue, Neighbourhood Loop, Greenway Edge, Western Edge, Internal Streets Woodland Edge and Western Edge). Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas.
- 27) The principle layout of the site has been established by the primary infrastructure application. This established the key routes through the site and used the principles outlined in the design code to inform street hierarchy, landscaping and drainage features. As these have been established, the layout of the main routes is considered acceptable.

#### Masterplan – Design and appearance

- 28) In terms of the detailed design of the buildings, the South of the M4 SPD recommends that the existing built form should be used to inform the design which is echoed by the Shinfield Parish Plan policy 2. The design code sets out the parameters for the site and builds upon the principles established by the design and access statement for the outline planning consent. The current application incorporates the Avenue, Neighbourhood Loop, Woodland Edge, Greenway Edge and Internal Streets character areas and these are taken in turn below.

- 29) The Avenue character area is a principle road through the site which would ultimately link the site between Hyde End Road at the south and Church Lane to the north of the site with the wider Shinfield West planning unit. In order to emphasise this key route through the site, the applicant has incorporated 2, 2.5 and 3 storey dwelling heights to make this a clear and legible road. The house types along this road are reasonably uniform in style, identifying this road as this key route through the site. Some diversity does however exist within the built form. Apartments located towards the northern end of this road and towards the district centre would help aid legibility. In addition, the street width of this route is also wider than the other character areas in order to emphasise this principal route.
- 30) The Neighbourhood Loop character area would provide a secondary circuit from the development parcel to the wider Shinfield West planning unit. This road is slightly narrower than the Main Street which would provide an indication of a change in street hierarchy. This is reinforced with the application of a different character area along this road with more variety in terms of building types. Building heights along this route are predominantly 2-2.5 stories. The street hierarchy and design approach would set it apart from the Avenue Character area.
- 31) The Woodland Edge character area has been applied to a small area facing towards existing woodland (High Moor Copse) located at the south of the site. Again a different approach has been applied to the design of the roads serving this part of the development, with shared streets and private drives linking to the proposed dwellings for this area. The style of dwellings here is a more traditional form of design than the rest of the site and features for the building have been designed to provide a cottage style appearance. The units here are two stories in height and this approach is considered to respond well to the edge of the site.
- 32) The Greenway Edge character area has been applied along the areas of strategic landscaping within the site as established by the Primary Infrastructure Application. These will serve as an important function of providing landscaping within the development site and clear linkages between the development parcels. The predominant form of development for this character area is two storey detached houses resembling a loose form of development adjacent to the Greenway Edge. There are the occasional semi and terraced units which are up to 2.5 stories but the length of terraces are shorter than in other character areas and sit well in the landscape.
- 33) For the Western Edge, the applicant has carefully considered the relationship with the site and the edge of the development area. This area marks the edge of the development and the open countryside between Shinfield and Spencers Wood. In this location, all of the proposed houses are detached and all but two are two stories in height. For the two units which are two and a half storey houses, these are located next to an important node into the site which aids legibility for future users.
- 34) In respect to layout, the houses here are well spaced out and all but one fronts onto the open space. The one unit that does not, has however been designed to provide maximum surveillance to the open space with windows provided on the flank elevation overlooking this area. Density here is lower than other parts of the site and this approach together with the type of detached units, detailed design and



consideration of height would provide a good transition between the open countryside and the built form.

- 35) The Internal Street character area has a less formal road hierarchy and shared surfaces are used to serve access to these areas. The layout of housing within this part of the site is also less formal with short street runs (but well linked and permeable) and with more variety within the building line and unit types. Again the application of these design principles helps to provide a distinctive neighbourhood which would be clear to future occupants and users of the site.
- 36) Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style of the dwellings achieved through detailing such as rendering on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.
- 37) The overall design approach for all of the dwellings provides continuity in approach when compared to the Shinfield West phase 1 development and is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

#### Masterplan – Density

- 38) Design principles 3 (a-g) are outlined in the South of the M4 SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the South of the M4 SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35dph across the SDL.
- 39) The overall density proposed by the application is 33dph. The masterplan shows that density would be greater towards the centre of the site diminishing towards the edges. Higher density in the centre would define both the Avenue and Neighbourhood Loop character areas which provide a good degree of legibility for these areas and the design code will ensure that this theme is continued as the other development parcels come forward. The application of lower density development towards the edges of the development provides a good transition between the existing built form and surrounding countryside which is an acceptable approach.

#### Masterplan - Landscaping

- 40) Much of the development site is open fields at present. Whilst there is not a huge presence of significant existing vegetation, the masterplan has carefully considered the landscape and incorporated this into the design. Along the southern edge, there is a woodland adjacent to Hyde End Road which would be retained and appropriate buffers have been applied in the layout of the development to preserve this. This would help to soften the impact of the houses from the outset and provide screening of this parcel as you approach the development.

- 41) Along the Avenue, there is a hedgerow which is located on the eastern side of the road. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. This would also provide a degree of softening for when the future development parcels are brought forward. Extensive street tree planting is also proposed for this area of the development which when mature, would emphasise this key route whilst softening the built form.
- 42) Within the development, landscaping is proposed throughout the character areas. Landscaping strips and SUDs have been established through the primary infrastructure and these will include tree planting. More informal planting is proposed in the other character areas which include trees and low level planting. These measures together with the proposed boundary treatments would help mitigate the proposed development's impact on the landscape and are generally consistent with the advice provided by the South of the M4 SPD.
- 43) The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. Where existing vegetation has been lost, this has been established at the outline planning stage. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by conditions 12-22 of the outline planning consent.

#### Masterplan conclusion

- 44) The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area. The applicant has strongly demonstrated a comprehensive approach to the delivery of the houses under consideration through the application of the principles established in the design code within the layout and design choices. In addition, the development follows on well from the established design principles that are being delivered in the phase 1 planning unit.
- 45) Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

#### Residential amenity: the impact upon existing neighbouring properties

- 46) Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
- 47) The isolated nature of the development parcel means that there would be no significant harm to any of the existing residents living outside of the Shinfield West planning unit as there is sufficient separation to prevent any overbearing, loss of light or overlooking issues.
- 48) In respect to the phase one units that have been approved under 161189, the layout pays regards to the amenities of the future occupants of these areas of the site.

The plans have been checked and the development is in accordance with the separation standards outlined in the Borough Design Guide.

- 49) As outlined above the development is in accordance with the separation standards outlined in the Borough Design Guide. Given these relationships and the onsite conditions, it is considered that there would be no significant amenity impacts to existing residents in terms of overlooking, loss of light and overbearing.

#### Residential amenity – noise

- 50) Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by conditions 11 and 12 attached to the outline planning consent. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

#### Residential amenity: the amenity of future occupants of the development

- 51) The Borough Design Guide and MDD LP policy TB07 set out minimum thresholds for private amenity space and internal space standards which new residential development should be assessed against.

#### Private amenity space

- 52) The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted masterplan, in nearly all cases, the proposed layout complies with these requirements. In the cases where garden depths are under the 11m threshold, the plots are wide which compensates for the shorter garden depth and the back to back relationships are maintained. Overall, with these relationships, it is considered the development will provide acceptable levels of private amenity space and privacy for the future occupants of the dwellings.

#### Internal Space Standards

- 53) With respect to internal floor space of the units, the Borough Design Guide and Policy TB07 of the MDD LP establish internal space standards for new dwellings, setting standards for both the gross internal area (GIA) and the minimum combined area of the living, kitchen and dining spaces for houses. All the proposed units either meet or exceed the minimum internal space standards and the combined living, kitchen and dining area specified in policy TB07. This will ensure an appropriate standard of living and amenity will be enjoyed by future occupiers of the dwellings.

#### Security

- 54) The layout takes into account security and all of the communal areas of open space are well overlooked by the proposed housing, as are the areas of parking. The layout also means that there are generally back to back relationships which restricts access to private amenity space.

### Noise

- 55) Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.
- 56) The Environmental Statement submitted for the outline planning permission established the main source of noise is Hyde End Road. The buffer provided between the proposed houses from High Moor Copse ensures that the proposed houses would be set well back from Hyde End Road and would be within Noise Exposure Category A in the 2026 scenario. On this basis there should be no significant impacts to the occupants of the proposed dwellings. In terms of noise within the development, this would not be at a level that is unusual in a residential area.

### Sustainable Design and Construction

- 57) Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.
- 58) The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure this commitment is achieved and in accordance with the requirements part L of the building regulations seeks to achieve on site renewables and as such, it is not necessary to duplicate a condition.
- 59) As part of delivering sustainable development on the site, the Council expects measures to reduce water consumption to be included within the development. In the case of water, this can be achieved by the inclusion of aerated taps, shaped low capacity baths, dual flush toilets, low flow rate showers and the provision of water butts. Again building regulations covers this aspect and a condition is not required.

### Access and movement

- 60) The outline planning permission for Shinfield West established the access points to the site and was accompanied with a full Transport Assessment. This included modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application.
- 61) Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.

- 62) There has also been a detailed infrastructure planning application (ref number 160183) for Shinfield West. This included the details of the key highways within the developments and included:
- The main access roads to the north onto Hollow Lane and south at Hyde End Road;
  - The bus only link through the neighbourhood centre and onto the four arm roundabout with Hollow Lane;
  - The Neighbourhood Loop roads and the sustainable bus link that connects with Spencers Wood;
  - Cycle and pedestrian routes within and connecting with the development and key destinations in walking and cycling range;
  - Bus stops and bus service provision in a phased basis, associated with the South of M4 SDL bus strategy.
- 63) As much of the transport infrastructure has been approved in terms of highways, this application is mainly addressing the detailed layouts of the local access roads, car parking and cycle parking. The primary infrastructure application will deliver easy pedestrian and cycle routes to the surrounding area and is well linked to key access points surrounding the site.

#### Access and movement - Site layout

- 64) As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principal accesses to the site from the south would be off Hyde End Road and from the north off Deardon Way in accordance with the access agreed for the infrastructure consent. The Main Street and Avenue has been designed to be 6.1m wide to allow for two busses to pass simultaneously. In order to ensure good public transport to the site, a public transport strategy is required by condition 47 of the outline planning consent prior to the occupation of the development. Bus stops will also be located within the site to ensure good connectivity for the development site with public transport. Footpaths along the spine roads have been designed to be 2m wide on both sides in order to separate pedestrians from traffic movements and the Avenue includes a 3m footway and cycleway through the site.
- 65) The Neighbourhood Loop would provide the secondary access for the site. The public transport strategy does not require buses to run through this part of the site and accordingly the road width has been designed to be 4.8m wide. Pedestrian access and permeability within the site is provided to an acceptable standard. Opportunities for connectivity out of the site to future development phases and the wider Shinfield West development parcel are also provided.
- 67) The Side Streets, Woodland Edge and Western Edge would be served by a mixture of shared surfaces and private drives. These areas of road are short in length and have tight corners which will ensure low vehicle speeds within these zones. The necessary tracking requirement for refuse vehicles has also been assessed and is considered acceptable.

#### Access and movement - Car parking

- 68) In line with Core Strategy Policy CP6, *Managing Travel Demand* and MDDL Policy CC07: *Parking*, condition 40 requires reserved matters to incorporate car and motorcycle parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated parking.

69) The application car parking numbers are summarised in the Table 1 below. This shows a gross total of 1371 parking spaces, almost three per dwelling (2.90), although this includes garages and visitor spaces. There are 934 allocated spaces, 169 visitor spaces and 268 garages. Some 57% of dwellings (268) have a garage, with 16 double garages.

**Table 2: Summary of Car Parking Provision**

	<b>nos</b>	<b>ratio of 517</b>
<b>Total Visitor</b>	<b>169</b>	0.36
<b>Total Allocated</b>	<b>934</b>	1.97
<b>Total Garages</b>	<b>268</b>	0.57
<b>Total Allocate &amp; Garages</b>	<b>1202</b>	2.54
<b>Total Visitor, allocated &amp; garages</b>	<b>1371</b>	2.90
<b>Total Tandem Parking</b>	<b>321</b>	0.68

70) Average allocated parking per plot is 2.62 with garage parking assumed to be used at 50%. This parking level of parking is based on the WBC parking demand calculator (which assumes that garage accommodation accounts for 0.5 spaces per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. There are also 20 car ports which have been introduced instead of garages as they are better utilised for parking.

71) The majority of parking is provided on plot with some designated parking spaces provided in bays. The proposed allocated parking within bays is located in relation to the dwelling it is intended to serve. Parking spaces on the driveways have been set out so if an additional vehicle parks then footways are unlikely to be blocked. Where there is a risk then either the layout was changed or surface materials will differentiate the driveway with the pedestrian and/or cycle route. Visitor parking is also well distributed through the development and this is provided in bays or shared surface areas which are off-set from the carriageway to reduce the level of on carriageway parking.

72) WBC are promoting more electric charging points in new developments as housing without can be a significant barrier to electric car ownership. Dwellings with a garage can assume to be provided for, but non garaged units should have at least 10% active electric charging provision and 20% passive provision. The developer will add passive charging to each of the parking courts.

73) On this basis, the level of characteristics of car parking provided should limit demand for on street parking throughout the development and be of an appropriate quality.

#### Access and Movement – Pedestrian & Cycle Access

74) The layout provides for pedestrian access with 2m footways on both sides of the main access roads within the site. The side roads are either secondary streets which include footways that connect to other Shinfield phases or shared surface for the minor accesses. Connectivity is an important feature of Shinfield West with for example vehicle cul-de-sacs providing a through route for pedestrians. A shared

cycle path is proposed towards the centre of the site which would provide good north south connectivity linking onto the sustainable transport link towards Spencers Wood.

#### Access and Movement - Cycle storage

- 75) Consistent with Core Strategy Policies CP1, *Sustainable Development* and CP6, *Managing Travel Demand*, which expect development to make provision to support sustainable travel, Condition 41 of the outline planning consent requires cycle storage in line with the Council's standards at the time. These are set out in MDDL P Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.
- 76) Cycle parking is provided on site either within garaging or sheds. The 268 dwellings with garages are a minimum of 3.0 by 7.0m dimension to allow for cycle parking. At the other 169 dwellings there are garden sheds of adequate size and a connection to a gate. At the 3 flatted developments, totalling 36 units there are dedicated cycle storage facilities. All dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements.

#### Access and Movement - Access to public transport

- 77) The South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency bus service, operating in a loop in and out of Reading along the A327 or A33 corridors. The frequency of service combined with high quality bus stop infrastructure and bus priority, which includes the bus only link between Shinfield and Spencer's Wood, results in an attractive public transport service connecting many destinations.
- 78) Before the bus only link between Shinfield and Spencers Wood is completed an interim bus strategy has been identified. Initially bus services will be accessed from Hyde End Road for the southern part of Phase 1. For connection to this part of the site a new bus stop will be placed on Hyde End Lane near to the site access. The northern part of the development will be accessed with the bus diverted through the development at Deardon Way. This service would be provided by an initial service to Shinfield which will become a 30 minute frequency from early 2018 that will return to the A327 via the southern area and northwards along Deardon Way. By the time these Phase 2 dwellings start to be occupied the Sustainable link to Spencers Wood and Phase 3 of the strategy should be operating, with the 15 minute frequency double loop to/from Reading.
- 79) The infrastructure application secured two pairs of bus stops located within the development which are well within 400m of all the proposed houses on the site. With a high frequency bus service, improved pedestrian and cycle connectivity and the delivery of the Council's My Journey Travel Planning initiative, there are good sustainable alternative modes of transport available to the new residents other than the private car.

#### Flooding and Drainage

- 80) Core Strategy Policy CP1 and MDDL P Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable

manner. These requirements are reinforced by South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

- 81) The site is entirely in Flood Zone 1 where the risk of flooding is low and all uses, including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. Furthermore, the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment.
- 82) The outline application was supported by a Flood Risk Assessments which assessed the impact of flooding on the application site. This identified flood risks across the whole site and proposes measures to manage surface water runoff including the 1 in 30 year and 1 in 100 year storm events (+30% for climate change) for the areas of residential development.
- 83) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage has been approved under 160183. This included 6 SUDs ponds in the strategic greenspace and 3 within the site. These will not only attenuate storm water on site and control the discharge but also provide landscaping features.
- 84) The Flood Risk Assessment and proposed measures on site have been assessed by the council's Drainage Officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable.

#### Thames Basin Heaths Special Protection Area

- 85) The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The South of the M4 SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided.
- 86) The development will be mitigated by the provision of the Loddon SANG / Ridge SANG which is now open and available for public use. This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Shinfield West development and some of the other SDL developments. Planning permission for the Ridge/ Loddon SANG has been granted under F/2010/1434 and as such this meets the Natural England's '*Guidelines for the Creation of Suitable Alternative Natural Greenspace*' (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach and the applicant has also agreed to provide SAMM payments to provide an overall SPA mitigation strategy.



### Ecology

87) Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The applicant has demonstrated that there would be an adequate buffer zone from the proposed development to High Moor Copse. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

### Archaeology

88) Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Assessment for condition 35 was submitted which indicated that there is no evidence to support the presence of significant archaeological remains on the application site and a low potential for archaeological deposits on the site. Condition 31 relating to archaeology was attached to the outline permission for a written scheme of investigation prior to the commencement of development and this approach is supported by the Council's Archaeological Officer.

## **CONCLUSION**

The reserved matters are consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and those within the Shinfield Parish Neighbourhood Plan and guidance for development within the South of the M4 SDL. It is considered that the applications will deliver high quality development in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

## **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

This page is intentionally left blank

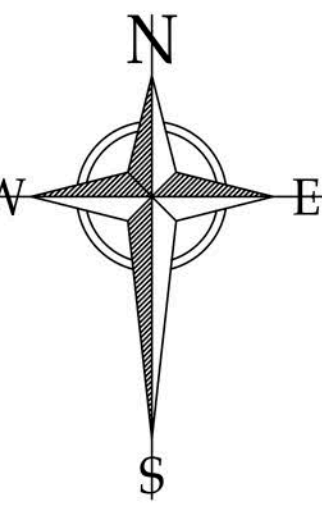


NOTES

This drawing is the copyright of Thrive Ltd ©. All rights reserved.  
Ordnance Survey Data © Crown Copyright. All rights reserved.  
Licence No. 100007359. DO NOT scale from this drawing.  
Contractors, Sub Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.  
Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

REV	DESCRIPTION	DATE	AUTHOR	CHKD
A	Planning Issue	27.07.17	MVP	
B	All parcels updated to LA comments. Schedule updated to match.	10.10.17	MVP	
C	Schedule updated. Parcel Layouts updated in line with planners comments.	19.10.17	JNW	
D	Parcel Layouts updated in line with highways engineer comments.	09.11.17	HG	
E	Cycle visibility splays removed. parcel A4 and A622 car port amended to garage.	13.11.17	HG	
F	Cycle and bin stores amended to 14.11.17 meet local authority regulations.	14.11.17	HG	

- Key
- Proposed New Trees
  - Indicative Parking Space
  - 1.8 m high dividing fence
  - 1.8 m high wall
  - Affordable Housing
  - Application Boundary
  - Parcel Boundary Line
  - Disposal Boundary Line



scale 1:1250

PLANNING



Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE  
t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

PROJECT  
Shinfield West  
Shinfield  
For: Consortium Works

DRAWING  
Coloured Site Layout  
Phase 2

SCALE	DATE	AUTHOR	CHKD
1/1250@ A0	Jun 2016	AS	
JOB NO.	DRAWING NO.	REV	
CONS150427	CSL.01_PH-2	F	
CLIENT REF.			



This page is intentionally left blank

## Planning observations from Shinfield Parish Council – Thursday 14 September 2017

**172302** **Land west of Basingstoke Road: south of Three Mile Cross and north of Spencers Wood, RG7 1AZ**

Proposal Screening Opinion application for an Environmental Impact Assessment for a proposed development of up to 123 dwellings

Planning Officer Nick Chancellor Comments by

Comment Shinfield Parish Council requests that an Environmental Impact Assessment for this site be carried out to identify the likely impacts of this development, due to the site being outside of the Strategic Development Area, and forming the green separation space between the two settlements, as per the MDD DPD and the adopted Shinfield Neighbourhood Plan.

**172450** **Land west of Shinfield, west of Hyde End Road and Hollow Lane, south of Church Lane.**

Proposal Reserved Matters application pursuant to Outline planning permission O/2010/1432 (pursuant to VAR/2014/0624) for the erection of 473 dwellings including access roads, garages, parking spaces, open space and landscape treatment for Phase 2. (Access, Appearance, Landscaping, Layout and Scale to be considered)

Planning Officer Chris Howard Comments by

Comment Shinfield Parish Council requests that the developer confirms that the proposals within this Reserved Matters application meet the requirements of the Shinfield Neighbourhood Development Plan. It will be deemed acceptable if:

- Main roads intended to be used as bus routes are built wide enough to accommodate to large vehicles passing one another, and will incorporate parking restrictions to ensure a steady flow of traffic. [SPC NHDP Policy 4]. Measures to restrict on-pavement and on-verge parking within the designated bus-route must be incorporated.
- Measures are taken to encourage proper use of the tandem parking to be provided, including measures which will avoid unwanted on-street parking.
- There is a provision of a safe crossing points on the roads leading to the play area [SPC NHDP Policy 4]
- Garages comply with the Shinfield Neighbourhood Development Plan, and are 3m by 7m, with sufficient door widths, in order to accommodate cycles and larger vehicles [SPC NHDP Policy 5].
- The provision of unallocated parking spaces is sufficient to meet the recognised demand for the proposed housing mix.
- There is an appropriate range of design variety to be in-keeping with the surrounding housing supply [SPC NHDP Policy 2]

**172495** **Land at Lambs Lane and Beech Hill Road Spencers Wood Berkshire \*Neighbouring Parish\***

Proposal HYBRID APPLICATION Outline application for a residential development of 120 dwellings (Access to be considered). Full application for Change of use of part of land to form a Suitable Alternative natural Greenspace (SANG).

Planning Officer Michaela Mercer Comments by

Comment Shinfield Parish Council objects to this planning application for the following reasons:

- This proposal represents the loss of the green separation space between the villages of Swallowfield and Spencers Wood, which is contrary to the objectives of Core Strategy policy CP19.
- This site is not on land identified for development within the current phase of the Local Plan. Any short term benefit from delivery of 120 dwellings on the site would not outweigh the risk of harm to the overall strategy for sustainable housing growth within the parish.
- The site is not within the identified Strategic Development Location.
- This proposal would result in the loss of open countryside and the urbanisation of Beech Hill Road.
- With no active frontage and limited visual connection between the development and Beech Hill Road, the development would fail to integrate with, or make a

positive contribution to the street scene along Beech Hill Road or the village of Spencers Wood.

- The site has poor public transport links and is likely to have a high dependency on the use of private cars, contrary to the sustainable transport goals of the NPPF and Core Strategy.
- The proposal fails to make satisfactory provision of adequate services, amenities and infrastructure needs and consequently would have an unacceptable adverse impact upon the amenities of the area.
- We are concerned that proposal will add considerable additional pressure to Lambs Lane School, which is already at capacity with no further space for expansion, and will result in more families unable to access a school within walking distance, and will result in more car journeys to school.
- This proposal will add additional vehicles pressure to the junction of Beech Hill Road and Basingstoke Road, which is regularly backlogged with traffic in the peak travel hours.

**172291**

Proposal

**Lambs Farm Business Park, Basingstoke Road, Swallowfield, RG7 1PQ**

Full application for the proposed change of use including Engineering works to provide HGV parking area (Retrospective).

Planning Officer

Daniel Ray

Comments by

Unknown

Comment

This type of parking requires changes to the surface drainage systems to include fuel and oil interceptors to prevent the contamination of surface water run-off. In the Design and Access statement associated with this application, item 8.1 notes that the parking surface is semi-porous and that 'drainage will be to the existing watercourse' which in the opinion of Shinfield Parish Council is unacceptable.

The Parish Council also objects to further encroachment on the countryside that this proposal, in an area outside of the settlement limits, represents.

**172382**

Proposal

**Unit 4, Heron Industrial Estate, Basingstoke Road, Spencers Wood, RG7 1PJ**

Full application for the closing up of existing windows and extension of cladding to match existing

Planning Officer

Gregory Smart

Comments by

22 September 2017

Comment

No comment

**172682**

Proposal

**211 Shinfield Road, Reading, RG2 8HA**

Consultation from Reading Borough Council for the following proposal 'installation of additional shop entrance and alterations to westward side elevation and external seating area'

Planning Officer

Janeske Delport

Comments by

28 September 2017

Comment

No comment

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
172331	EXT	Wokingham	Emmbrook / Norreys	Major

<b>Applicant</b>	WBC
<b>Location</b>	Land at Matthewsgreen Farm, Matthewsgreen Road, Wokingham
<b>Proposal</b>	Application for the approval of Reserved Matters pursuant to Outline planning consent O/2014/2242 for the erection of a new Community, Primary and Nursery school building with associated access off Road 24, parking and landscaping including the provision of playing fields and hard court play area. Appearance, landscaping, layout and scale to be considered.
<b>Type</b>	Reserved Matters for Major Application
<b>PS Category</b>	1
<b>Officer</b>	Sophie Morris

<b>FOR CONSIDERATION BY</b>	Planning Committee on 13 <sup>th</sup> December 2017
<b>REPORT PREPARED BY</b>	Delivery Programme Director

## SUMMARY

The application relates to the Matthewsgreen Farm development site; a site comprising 34 hectares in total and situated approximately 2km to the northwest of Wokingham town centre and south of the A329(M). The application site sits within the development Plan allocated North Wokingham Strategic Development Location (SDL).

The principal of the development was established under Outline planning permission for approximately 760 dwellings, a primary school, a neighbourhood centre, community facilities, a section of the Northern Distributor Road and associated works including open space was granted under planning application O/2014/2242 in March 2015. At the time, it determined the planning application, WBC accepted and established the principle and quantum of development on the site. WBC has already approved Reserved Matters for 329 of the 760 dwellings (phases 1, 2a, 2b, the majority of phase 3) and for the Northern Distributor Road (NDR) running through the site. It should be noted that the residential development only requires one form of entry. However, the Council has taken the decision to future proof new schools so they can be expanded to two forms of entry if required.

The current application is a reserved matters application submitted pursuant to the original outline consent for the primary school/community centre phase of the development and comprises a phased two-form entry primary school, with a 26 place nursery and local community centre. The purpose of this application is to provide further detail in respect of the appearance, landscaping, layout and scale.

The development is considered to be well designed having regard to the constraints and requirements of the site. It would not cause detrimental impact upon either the character of the area or the amenity of existing residents beyond which was considered acceptable at the outline stage. The proposal also provides a good layout for the future users of both the school and community facility without detrimental impact on ecology, flood risk, traffic and highway safety. To ensure the most efficient use of the site, the

community building and school form one building and car parking on the site will serve school, community centre and the neighbourhood centre. The school has also been designed in accordance with best practice wherever possible and national standards for schools, this includes consideration against issues of noise and air quality.

This is a sustainable development that offers substantial public benefit in meeting the needs of the community and delivering on Wokingham's development aspirations for the North Wokingham SDL. The application will deliver high quality development in accordance with the Council's spatial strategy and there are no other material planning considerations of significant weight that would dictate that the application should be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

## PLANNING STATUS

- Within North Wokingham Strategic Development Area
- 7KM Thames Basin Heath SPA
- Archaeological Interest
- Flood Zones 1, 2 and 3 (mainly 1)
- Minerals Consultation Zone
- Contaminated Land Zone
- Ground Water Protection Zone
- Landfill Gas Protection Zone
- Minerals Consultation Zone

## RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2242 dated 02/04/15 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

### Plans

2. This permission is in respect of plan no's listed below. The development hereby permitted shall be carried out in accordance with the approved drawings and documents listed unless otherwise agreed pursuant to the requirements of the attached conditions or otherwise agreed in writing by the Local Planning Authority.

5147552-ATK-EXT-ZZ-DR-L-0002 Rev P06 - Phase 1 External Arrangement  
5147552-ATK-EXT-ZZ-DR-L-0001 Rev P08 - External General Arrangement  
5147552-ATK-00-GF-DR-A-1006 Rev P2 - Phase 1 Proposed Ground Floor Plan  
5147552-ATK-00-GF-DR-A-1007 Rev P2 - Phase 1 Proposed First Floor Plan  
5147552-ATK-00-GF-DR-A-1008 Rev P2 - Phase 1 Proposed Roof Plan  
5147552-ATK-00-GF-DR-A-1010 Rev P5 - Phase 1-2 Proposed Ground Floor Plan  
5147552-ATK-00-GF-DR-A-1011 Rev P5 - Phase 1-2 Proposed First Floor Plan  
5147552-ATK-00-GF-DR-A-1012 Rev P4 - Phase 1 and 2 Proposed Roof Plan  
5147552-ATK-00-GR-DR-A-1100 Rev P1 - Proposed Sections  
5147552-ATK-00-01-DR-A-1106 Rev P1 - Typical Classroom Layout  
5147552-ATK-00-GF-DR-A-1150 Rev P4 - Phase 1-2 Proposed Elevations  
5147552-ATK-00-GF-DR-A-1151 Rev P1 - Phase 1 Proposed Elevations  
5147552-ATK-00-GF-DR-A-1153 Rev P1 - Phase 1-2 Section Elevation Strip - Hall  
5147552-ATK-00-GF-DR-A-1154 Rev P1 - Phase 1-2 Section Elevation Strip – School



*Reason: To ensure that the development is carried out in accordance with the application form and associated details hereby approved.*

#### Highway construction details

3. Prior to occupation of the development hereby approved, full details of the access on to 'Road 24', including levels, widths, construction materials, depths of construction, surface water drainage, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

*Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.*

4. Prior to commencement of development, full design details of the proposed embankment along the southern boundary of the site shall be submitted to and approved in writing by the Council. Such details shall demonstrate that there will be no structures on or supporting the adjacent NDR highway.

*Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.*

5. The land within the pedestrian visibility splays shown on drawing 7022987/SK/009/E shall be maintained cleared of any obstruction at all times.

*Reason: In the interests of highway safety and convenience. Relevant Policy: Core Strategy policy CP6.*

#### Parking Management Strategy

6. Prior to the first occupation of the site, a co-ordinated Parking Management Strategy for the management of the on-site parking in connection with both the school and community uses shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details to ensure that deliveries and servicing to the site do not take place in the car park during school drop off or pick up times along with a mechanism for review should one of the uses commence in advance of the other. The management of the parking within the site shall be in accordance with the approved details thereafter.

*Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.*

#### Future school phase

7. Prior to the commencement of the development of phase two of the school, a revised CEMP will be submitted pursuant to condition 9 of the outline planning permission (O/2014/2242) to ensure appropriate environmental safeguards to the site operatives, occupants of the school and any other new sensitive receptors are assessed and satisfactorily mitigated. The revised CEMP shall be submitted to and agreed with the Local Planning Authority prior to any construction of phase two. The agreed revised CEMP shall be implemented for the duration of the works.

*Reason: For the avoidance of doubt to ensure that future sensitive receptors are protected from the potential effects of construction activities in respect of phase two of the development hereby permitted.*

### Cycle Parking

8. Prior to the occupation of the school, further details of the cycle parking spaces shall be submitted to and approved in writing by the Council. The submission shall include details of a phased provision of the cycle storage spaces in conjunction with the phased pupil intake. The cycle parking/storage shall be implemented in accordance with the approved details prior to first occupation and permanently so-retained for the parking of bicycles and used for no other purposes other than scooter parking. Additional cycle parking shall be provided if the Travel Plan identifies a need for more spaces.

*Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).*

### School Travel Plan

9. Within 6 months of the commencement of the primary school and nursery, an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by private car and provide for periodic review. The travel plan shall be permanently implemented as agreed.

*Reason: To ensure the provision of sustainable transport measures in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.*

### Community Use Travel Plan

10. Within 6 months of the commencement of the community facility, an updated travel plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by private car and provide for periodic review. The travel plan shall be permanently implemented as agreed.

*Reason: To ensure the provision of sustainable transport measures in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.*

### Community Use

11. Prior to occupation of the community facility, a community use scheme (management strategy) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the nature of proposed uses within the building, the arrangements for dual use with the primary school, pricing policy, hours of use, management responsibilities and a mechanism for review in order to secure the continued effective community use of the facilities. The development shall not be used at any time other than in compliance with the approved agreement.

*Reason: To secure well managed community facilities, and to protect the amenity of the area and to ensure that the development is not unneighbourly in accordance with Core Strategy Policies CP1, CP2, CP3 and Managing Development Delivery Local Plan policy CC06.*

### Buggy Storage

12. Prior to the occupation of the community facility, details of the proposed buggy store shall be submitted to and approved in writing by the Council. The buggy store, as approved, shall be installed prior to the occupation of the community facility and shall be made available for its intended and agreed use permanently thereafter.  
*Reason: In the interests encouraging sustainable travel to the site by providing adequate buggy storage provision for users of the community facility in accordance with Core Strategy Policies CP1, CP2, CP3 and CP6.*

#### Lighting

13. There shall be no lighting of any sports pitches or MUGA hereby permitted until a detailed scheme (including lighting assessment) has been submitted to and agreed by the Local Planning Authority to include lighting levels and hours of use. The development and use will be carried out in accordance with the agreed scheme.  
*Reason: In the interests of the protection of the amenity of the area. Relevant policy: Core Strategy policies CPI and CP3 and Managing Development Delivery Local Plan policy CC06.*

#### Veteran Tree Management

14. The ongoing management and maintenance of the existing Veteran Oak tree on the site shall be in accordance with the submitted Oak Tree Management Strategy prepared by Duckworth's Arboriculture dated February 2017 Ref: SCD04048/2017.

*Reason: To secure the continued appropriate management and maintenance of the tree, in accordance with Core Strategy policy CP3, CP7 and Managing Development Delivery Local Plan policies CC03 and TB21.*

#### Site Signage

15. Prior to occupation of the school and community facility, details of any proposed signage in connection with either use (both within the site and on the building hereby approved) shall have first been submitted to and approved in writing by the Council. Any signage displayed shall thereafter be in accordance with such details as approved.

*Reason: In the interests of the visual amenities of the area in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3*

#### Refuse and recycling

16. The internal and external spaces for the storage of refuse and recyclable materials for the building hereby approved shall be provided prior to occupation and retained thereafter.

*Reason: To ensure that adequate provision is made for the storage of recyclables in accordance with Wokingham Borough Core Strategy Policy CP1 and CC04 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).*

#### **Informatives**

1. This permission should be read in conjunction with the outline planning permission and associated Section 106 legal agreement.
2. You are informed that this permission here relates only to the Reserved Matters submitted pursuant to condition 2 of the Outline Permission. It does not convey any

written approval from the Local Planning Authority as may be required for any other of the conditions of the outline permission; details for which shall need to be submitted separately to and approved in writing by the Local Planning Authority.

3. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
  - Advertisement of jobs within local recruitment agencies / job centres;
  - Recruitment and training of residents from the local area;
  - Seek tender of local suppliers or contractors for work.
4. The applicant is informed that parking will need to be restricted along the main routes (Northern Distributor Road and bus route) and on turning heads.
5. Work on Highway - The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
6. Mud on Road - Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
7. Highway Adoption - If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
8. Highway Management - Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
9. Utilities - Any works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
10. Noise - The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

--

## RELEVANT PLANNING HISTORY

**O/2014/2242:** Outline application for a phased development of up to 760 dwellings including 60 units of assisted living homes / older person accommodation a local centre (including retail) a primary school community facilities and associated areas of open space and drainage/ attenuation parking etc. Accesses from Twyford Road, Matthewsgreen Road and Toutley Road (Matters reserved – layout, landscaping, scale, appearance) - Approved March 2015.

**F/2014/1216:** Old Forest Road SANG – approved September 2014

**150093:** Reserved Matters for Phase 1 (100 units) - Approved Oct 2015

**152649:** Reserved Matters for NDR – Approved March 2016

**160765:** Reserved Matters for Phase 2a (82 units) – Approved July 2016

**162140:** Reserved Matters for Phase 2b (73 dwellings) – Approved November 2016

**170618:** Reserved Matters for Phase 3 (74 dwellings) – Approved July 2017

**172751:** Reserved Matters for Phase 4 (253 dwellings) – currently under consideration

**162431:** Development Brief for school and community facility – Approved April 2017

**172766:** Submission of details for Road 24 - currently under consideration

## SUMMARY INFORMATION

RM Site Area	2.03 ha
Proposed floor area (school)	2483m <sup>2</sup>
Proposed floor area (community facility)	500m <sup>2</sup>
Proposed parking spaces (community use)	26
Proposed parking spaces (school drop off)	20 (with an additional 'drop off' zone)
Proposed staff parking spaces (2FE Provision)	35

## CONSULTATION RESPONSES

WBC Waste Services	No comment
WBC Highways	No objection
WBC Environmental Health	No objection
WBC Drainage	No objection
WBC Public Rights of Way	No comment
WBC Landscape Architect	No objection
WBC Ecology	No objection
Berkshire Archaeology	No objection
Thames Water	No comments received
SGN	No comments received
Berks, Bucks and Oxon Wildlife Trust	No comments received

**LOCAL REPRESENTATIONS**

Letters of notification were sent out to 430 neighbouring property addresses. The application was also advertised by way of site notice and press advert.

**Responses**Local Residents

No individual letters of representation have been received in response to the consultation exercise

Wokingham Town Council Comments (see appendix for full comments) [Officer comment in square brackets]:

- On the whole pleased to note that the general design and layout appears to be of good quality and in keeping with the surrounding areas within the new development:- however there are a number of areas of concern – if these can be addressed then WTC will support the application:-

**Concerns raised:**

- Site Access: WTC would like to seek assurances that the 'Road 24' access to the school will not be 4.8m wide – this would be inappropriate and unable to deal with peak time traffic associated with drop off and pick up from the school [*details of the design of 'Road 24' are currently being considered under application 172766. The road width is proposed at 7.3m wide, narrowing at a point further north beyond the entrance to the car park.*]
- Concerns regarding number of spaces available for pick up being 26 for a school population of 420 and Road 24 becoming grid locked particularly at pick up times when vehicles are likely to be waiting for a number of minutes for children to meet them. [*WBC parking standards do not include recommendations for school 'drop-off' facilities; however, the design includes a drop off area. The proposed parking provision accords with WBC standards and will be managed through a parking management strategy and travel plan pursuant to proposed conditions 6, 9 and 10*]
- Concerns over safe crossing arrangements outside the school [*See Highways section of report - the design of the NDR caters for a 2m landscape buffer between the road itself and the shared 3m ped/cycleway. A 'toucan' pedestrian/cycle crossing on the NDR will be located opposite the bus stop approximately half way between the pedestrian entrance to the school off the NDR and Road 24*]
- No provision appears to be made for parking of delivery vehicles [*the school drop off area is also proposed to serve as a delivery/servicing area – to be managed by the parking management strategy to be submitted pursuant to proposed condition 6*]
- Parking appears to provide freely accessible parking by anyone who is not familiar with the site arrangements [*access will be controlled into the staff car park by the use of a barrier during school times only and parking management details will need to be submitted pursuant to proposed condition 6*]
- The D&A statement refers to two vehicle entrances on Road 24 being single width - Concern expressed about site deliveries and refuse/emergency vehicles using single limited width entrances [*The car park is designed to be a one way system, so the northern most access off Road 24 is the entrance, and the other is the exit*]
- Refuse vehicle tracking assumes nothing will be parked outside any of the space allocations and in the drop off bays in order for the refuse vehicle to manoeuvre on site [*the drop off area is not intended for vehicles to be parked for any lengthy period*]

*of time and will be managed through a parking management strategy. This is considered an acceptable arrangement]*

- Phase 1 External arrangement plan is confusing as it shows a vehicular entrance from the NDR directly into the Outdoor plans areas on the south east side of the site but no idea of planned crossings outside on the Main School Entrance *[the vehicular entrance referred to was taken from an outdated base plan – although not part of this application, the approved NDR drawings do not show this vehicular entrance and revised drawings have been submitted with this omitted]*
- Is the capacity of 26 nursery spaces sufficient given the pressure such facilities are currently under in the area *[This is a standard provision for a school of this size. The 26 places is based on the historic model of part-time provision and provides places for 52 children.]*
- Concern regarding the location of soft external play area and hard outdoor PE area in respect of air pollution. *[The principle of the school in this location was considered at the outline application stage. Nevertheless, the soft outdoor and hard outdoor areas are not located adjacent to the NDR – they are to the rear of the school building]*
- The school drop off area is some distance from the main school entrance – it would appear that children would be required to cross other areas where vehicles will be manoeuvring. *[Pupils being dropped off from within the drop off area will be able to get out of their vehicle onto the pedestrian central path and walk along a footpath across the front of the building to the main school entrance.]*
- Dependence on the use of buses for travel should not be taken into account until the provision of such services is confirmed *[NDR will be operational by time school is delivered with bus serves operating along this at this time serving the school.]*
- Problems caused by use of private vehicle use around existing schools need to be mitigated in new schools *[parking requirement for the school is met within the proposals – a parking management plan and travel plan is required to be submitted to encourage alternative means of non-motorised travel to the site. The NDR will be a clearway with parking prohibited ]*
- Please clarify what is proposed for WC facilities as plans do not appear to show these as segregated *[The applicant has confirmed that the WC facilities are designed so they can either be segregated or be gender neutral. This will be dependent upon the requirements of the end provider but can be adapted for either case.]*

#### Emmbrook Residents' Association:

- Noise – the school site will be subjected to noise from the NDR and the A329 (m) Details of external noise levels have not been provided within the reserved matters application. Noise mitigation details are required under conditions 11, 51, and 54, however the development brief did not address external noise and the proposal as it stands will not meet the noise requirements of conditions. *[See para's 31 to 37:- Noise mitigation measures will need to be detailed, considered and implemented pursuant to conditions 51 and 54 of the outline consent. Details of the internal noise mitigation strategy has been submitted to inform this reserved matters application, but will be formally detailed and secured pursuant to the above mentioned outline conditions. The level of noise is not unacceptable and common for schools within urban areas].*
- The external net area for the school is 21% less than BB103 minimum requirement *[see para 21 of report. The identified shortfall against the BB103 guidelines relates to the proposed external net area in connection with a 2FE school. BB standards are in fact guidelines and it should be noted that this school for its urban location is afforded with sufficient open scape given there is NEAP located adjacent and a linear park to rear.]*

- There was no formal public consultation for the Development Brief [*the submission of the development brief ran concurrently with the pre-application proposals, which included several displays being held at the NW Community Forums. Any feedback received fed into the pre-application / development brief process.*]

#### Linden Homes:

- Fully support school application but wish to see car park remain for dual use purposes in perpetuity with the adjacent neighbourhood centre. [*Reserved matters for the adjacent neighbourhood centre have not yet been submitted, and any desire to propose dual use of the car park provided for the school and community centre would need to be secured through a parking management strategy as part of the detailed proposals for the neighbourhood centre. Such an arrangement does not form part of the current submission. However, the intention is to provide dual use of parking to enable efficient use of land. Some shared parking is essential for the viability of the retail units.*]

### **PLANNING POLICY**

#### National Planning Policy Framework (NPPF)

Adopted Core Strategy: CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP9, CP10, CP11, CP13, CP14, CP15, CP17, CP20 and Appendix 7.

Managing Development Delivery Development Plan Document (MDD Local Plan) adopted February 2014: CC01, CC02, CC03, CC04, CC05, CC06, CC07, CC08, CC09, CC10, TB05, TB07, TB08, TB21, TB23, TB25 and SAL05.  
Appendix 2 (Car Parking Standards).

North Wokingham Strategic Development Location SPD adopted October 2011.  
Infrastructure Delivery and Contributions SPD for the Strategic Development Locations adopted October 2011.  
Sustainable Design and Construction SPD adopted 2010

Wokingham Borough Council Design Guide: Borough Guide Design SPD June 2012  
Affordable Housing SPD adopted June 2011.

### **PLANNING ISSUES**

#### Application Site

1. The application site forms part of the Matthewsgreen Farm development site, which itself forms part of a larger area designated under the Wokingham Borough Core Strategy as the North Wokingham Strategic Development Location (SDL). The Matthewsgreen Farm site comprises approximately 34 hectares in total and is situated approximately 2km to the northwest of Wokingham town centre and south of the A329(M). The site is bounded to the south by Matthewsgreen Road, by Toutley Road to the west, by Twyford Road to the east, and by the Ashridge Stream watercourse to the north.
2. The site previously comprised mainly agricultural land, consisting of open fields, ditches, hedgerows and a mixture of trees in terms of age and type. There is also a small existing commercial operation located towards the southern boundary along Matthewsgreen Road.



3. Outline planning permission for the phased delivery of the Matthewsgreen Farm development (for approximately 760 dwellings and associated infrastructure) was granted under application O/2014/2242. Reserved Matters planning permission has subsequently been granted for phases 1, 2a, 2b and part of phase 3 and for the NDR. Development is progressing apace and Phase 1 now has around 50 occupations. The development is also served by a SANG provided to the northern side of Old Forest Road which was granted full planning permission in 2014 and is now open to the public.

#### Application Proposals

4. Reserved Matters planning permission is sought for the school and community centre phase of the development, which is located to the north of the NDR, in between the location for the local centre to the west (which is yet to come forward for reserved matters approval) and the already approved Phase 2a to the east. This application is for a phased 2 form entry (2FE) primary school, 26 place nursery school, and community centre. WBC Children's Services have elected to build the school (rather than the developer) and this application has therefore been submitted on their behalf. The school is anticipated to open in September 2020 with the pupil intake increasing year on year.
5. This RMA seeks approval of appearance, landscape, layout and scale in accordance with Condition 2 from the outline permission. Vehicular access to the site will be from 'Road 24' to the west, the details for which do not form part of this reserved matters application but are currently being considered by the Council under application 172766. Road 24 itself will come off the NDR, which is due to open within the next few months.

#### Principle of development

6. The principle of the development and location of the school/community centre has been established by outline planning permission ref: O/2014/2242. The outline permission was subject to an Infrastructure Delivery Plan and s106 legal agreement, which secured the coordinated delivery of the infrastructure necessary to support the SDL wide development. This included requirements for on-site provision (affordable housing, the NDR, the primary school, the community centre, the local centre and the open spaces) together with contributions towards off-site infrastructure and services such as roads, education, sports facilities and health services. The Old Forest Road SANG, approved under application F/2014/1216, has been constructed to serve the recreation requirements of the development and thus mitigate its impact upon the Thames Basin Special Protection Area. The SANG is now open. The associated S106 requirement in respect of the on-site provision of the school gave WBC the option to either require the developer to build it, or to build it themselves, which WBC have elected to do.
7. Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for the purposes of the Reserved Matters application submissions. It is important to note however that the parameter plans do not absolutely 'fix' matters of detailed design and that deviations from those plans may be accepted under the Reserved Matters applications where the deviations do not substantially alter the original planning permission approved and where the impacts do not result in significant harm to the local area.

#### Reserved Matters - Detailed Design

8. Core Strategy Policies CP1 (Sustainable Development) and CP3 (General Principles for Development) requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03 (Green Infrastructure, Trees and Landscaping) and TB21 (Landscape Character) and the North Wokingham SDL SPD.

#### Layout

9. The illustrative masterplan submitted with the outline planning permission indicated a two-storey school building being located close to the southwestern corner of the application site, with a separate community building being accessed from the NDR at the south eastern end. A Neighbourhood Equipped Area of Play (NEAP) was also shown to be located within the site to the south, next to the community centre.
10. The layout proposed within the application has evolved / been refined over a considerable period of time and has involved ongoing pre-application discussions with the applicant and its project team. The design has also been informed through the submission of a development brief pursuant to Condition 11 of the outline permission (ref:162431) and by national guidance on schools. The brief established the overarching layout and design principles for the site. The development of the brief ran concurrently with the pre-application discussions and therefore the feedback provided through the pre-application process was reflected in an updated brief, which was approved in April this year. The proposals within this stage were also the subject of public consultation through the North Wokingham Community Forums. It is noted that the Emmbrook Residents Association consultation response commented that there had been no formal public engagement with regards to the brief. However, the design proposals were displayed at a dedicated stall at a number of the community forums prior to the formal submission being made. The planning statement submitted with the application details the consultation responses that were received through the public consultations undertaken.
11. Through the pre-application process, the design of the proposal evolved from the initial indicative layout shown within the development brief, and the resulting layout proposed within this submission differs from that shown on the indicative outline masterplan. The key differences are that the school and community centre are combined within one building (with separate entrances), this offers the most efficient use of land and cost effective design approach; the location of the building is set further into the centre of the site in order to accommodate the retention of the TPO Veteran oak tree within the site and to enable adequate parking provision which can be shared with the neighbourhood centre and NEAP. The NEAP no longer forms part of the school/community centre phase, as this is being delivered by Bovis and will be brought forward as part of a separate submission in due course. The location of the NEAP has been moved to an area to the north west of the site (but outside the red line boundary of the application site), below the streamside recreational park.
12. The layout of the proposal is considered to be reflective of the design principles which were conveyed within the approved development brief and have paid due regard to the site constraints, these predominantly being the presence of the TPO Veteran oak tree, the topography of the site, and the desire for the vehicular access to the school to be taken directly from Road 24, rather than the NDR. This was to prevent congestion along the NDR during school drop off / collection times. For reasons set

out within this report, the changes from the indicative masterplan layout are considered to have resulted in an overall good layout, which will successfully accommodate the requirements of the school, nursery and community use provision.

13. Road 24 is being designed and delivered by Bovis, and whilst it is shown on the layout for this reserved matters application, its detailed design does not form part of this application. The car park serving the school and community centre will be split into two sections. The northern section will be shared between the community centre and school drop offs. The southern part of the car park will be for school staff during the day and access to it will be managed through the use of a barrier system (such details to be provided as part of a parking management strategy). Outside of school hours, this will be open to the public. Details of the management of the car parks will be secured through the submission of a parking management strategy, which will need to be submitted pursuant to proposed condition 6 on this reserved matters application.
14. Two pedestrian accesses are proposed into the site, one from the south off the NDR and one from the west, off Road 24. The pedestrian access into the site from the south will serve the school only, and the pedestrian access to the west will be shared with the community centre. Details for the design of 'Road 24' are currently under consideration under application 172766 and includes the provision of a zebra crossing to align with the pedestrian entrance to the school, linking it with what will be the adjacent local centre. Both accesses will also be suitable for use by those cycling to the site. As mentioned within the consultation responses, Wokingham Town Council raised concern with regards to the proposed width of Road 24. However, as stated, such details do not form part of this application, but are currently being considered under a separate application, however the details for which indicate that the road width will be wider, currently proposed at 7.3m. A condition is proposed requiring details of how the school access will tie in to Road 24 (condition 3).
15. The community centre is located on the west side of the building, and comprises 2 halls with a connecting kitchenette area. The larger of the halls is located to the rear of the building and appears two storeys in height, whilst the remainder of the community facility is single storey. The halls have the ability to be used independently, through the use of a folding wall or can be opened up into one larger space. There are toilet facilities, 2 ancillary office rooms, an outdoor amenity area and an area designated for the provision of a buggy store (details of which are to be provided by proposed condition 12).
16. The ground floor of the school element of the building comprises the larger spaces such as the school hall and kitchen, together with the nursery, reception class and library. Both the nursery and reception classes have direct access out onto their designated outdoor play areas to the north of the building. The first floor provides further classrooms, WC's, an ICT suite and a staff room. The school has been designed to enable it to be built in two phases, in the event that expansion to a 2FE school is required in the future. It is proposed that the 1FE provision will be built out initially, but has been designed so that an extension on the east side of the building could be provided to accommodate the necessary increase in floor space to facilitate a 2FE school. The applicant advises that the layouts have been developed in line with the Department for Education and Education Funding Agency "Area Guidelines for mainstream schools". There has also been ongoing consultation through the design stage of the school with WBC Children's Services and WBC Community

Services. The applicant also confirms that the internal floor area meets the Building Bulletin 103 (BB103) guidelines for a model 2FE school.

17. The Town Council's consultation response also raised a query in respect of the layout of the school WC's which are not indicated on the plans as being segregated. However, the proposed layout provides flexibility such that once the school provider is known, the layout of the WC's can be adapted to the provider's preferred requirement.
18. The layout of the building is considered acceptable and has been designed so that the community centre can be used independently from the school, but the internal configuration is flexible, as such that the school hall and kitchen could be used for community purposes and vice versa. Whilst there has been interest from potential operators of the community centre, this is not as yet confirmed. As such, a condition will be required to require details of how the community facility will be shared with the school and what the operating hours will be (condition 11).
19. To the north, the external arrangement of the building provides dedicated outdoor play areas for the nursery and reception classes, which are accessed directly from their classrooms, a hard games area along with playing fields to accommodate 2 football pitches. To the south, the external area provides dedicated cycle/scooter parking areas, an outdoor eating area and an external teaching area. There is also an area identified for a sprinkler tank. Further details relating to the sprinkler tank will be submitted pursuant to Condition 43 of the outline permission, which requires details of measures for controlling the spread of fire to be submitted for approval prior to first occupation.
20. The layout takes into account security and the school site would be secured by a perimeter fence to ensure the pupils are contained within the designated school area when required. Further details of the site perimeter fencing along with fencing within the site will be submitted pursuant to condition 13 of the outline planning permission relating to boundary treatments.
21. The applicant advises that the external spaces accord with BB103 requirements in respect of a 1FE school provision. As raised by the ERA, the proposal would have a shortfall in the provision of BB103 net external area guidelines for a 2FE school. The shortfall against specific categories of space within the outdoor areas would be against the soft outdoor PE area, which amounts to a shortfall of 797m<sup>2</sup> against the BB103 guidelines of 8400m<sup>2</sup>. The BB103 net areas also include a 'float', which can then be used to enhance some areas, depending on the priorities of the school. The cumulative shortfall in the external net area guidelines for provision for a 2FE school amounts to 2680m<sup>2</sup>. However, it should be noted that BB103 represent best practice and are non-statutory guidelines. It is considered that in the context of the location of the school i.e. urban location and adjacent to the NEAP and streamside recreational park, the shortfall in the net external area for a 2FE school against the guidelines would not prejudice the ability of the school to fulfil its outdoor sporting requirements or be harmful to the amenities of future pupils attending the school. It should be noted that the level of outdoor provision is more than many schools found in urban settings.

#### Scale and Appearance

22. The building heights parameter plan submitted at the outline stage indicated a school building of up to 3 storeys and up to 2 storeys for the community facility building. The

scale of the building proposed therefore falls comfortably within the outline heights parameters indicated for this site, with the school building being 2 storeys rather than the 3 storeys originally indicated. Its location within the site ensures compliance with separation distances with the nearest residential dwelling to the east. The majority of the building will be two storeys in appearance, except for the community facility, which is single storey, although the larger of the 2 community halls will appear two storeys in height due to the internal floor to ceiling dimension. The scale of the building in the context of both existing and future neighbouring buildings is considered acceptable.

23. The proposed building has a modern appearance with a flat roof. The façade of the school element of the building is proposed as predominantly buff brick-slips with aluminium framed windows. The school hall is proposed to be clad in 'Trespa' cladding panels. This will sit alongside the entrance to the internal stairwell of the school, which will have aluminium double glazed curtain walling. The community centre building will be a predominantly white rendered building, with the exception of the larger hall, which will have 'trespa' cladding for continuity with the appearance of the school hall façade. It is considered that the proposed mix of materials between the school and community centre are compatible, but will ensure each use has its own identity and distinction. Further details of the proposed materials will be submitted for formal approval pursuant to condition 5 on the outline planning permission. The modern design adopted is considered acceptable and appears appropriate to its intended use. It will also be compatible against the context of the modern apartment block located on the adjacent phase 2a site to the east of the school site.
24. Plant equipment is proposed to be installed on the roof of the building, which should ensure it will not be visible from ground level. Full details of the proposed plant equipment is required to be submitted and approved pursuant to condition 55 of the outline permission.
25. The overall proposed design, scale and appearance is considered good quality and appropriate to its intended use and function as a school and community centre.

#### Landscaping

26. The soft landscaping strategy proposed for the setting of the school and community building will predominantly comprise tree and hedgerow planting around the perimeter of the site where appropriate. Due to the existing topography of the site, which slopes by approximately 5m from the south to the north, a 'cut and fill' approach is proposed which will result in the school building being positioned approximately 2m below the ground level of the NDR. The resulting change in finished floor level is proposed to be dealt with through the provision of a sloping embankment along the southern boundary of the site.
27. The boundary landscape proposals will serve to soften the setting of the building whilst providing a suitable level of screening to a proposed 1.8m high weldmesh fence, proposed to be positioned around the boundary of the majority of the school site. Whilst this type of fencing does not have solid panels, the proposed trees and hedge planting will help to provide an appropriate landscaped setting for the building whilst softening the appearance of the perimeter fencing. Further details of the proposed types and heights of the fencing both around the perimeter and within the site will be secured by details to be submitted pursuant to condition 13 (Boundary Treatments) of the outline permission.

28. There is an existing TPO Veteran oak tree situated within the north western area of the site, which was initially proposed to be removed within the pre-application proposals by reasons of its age and health. However, following a further arboricultural assessment being carried out on behalf of WBC, the Trees and Landscaping officer advised that through suitable management and maintenance measures, including a gradual reduction in size over time, there was not sufficient justification to remove the tree. Advice provided at the pre-application stage was therefore that the tree should be retained. Its retention within the site is considered to be beneficial to the overall landscaping strategy and will add benefit in terms of its ecological, visual and educational value. The tree is therefore being retained within the proposals with a 15m protection zone. Two veteran tree management strategies have been submitted with the application, one of which has been requested by WBC trees and landscaping officer to be referenced as the approved strategy on the decision notice. A condition is therefore proposed to ensure that the future maintenance of the tree is in accordance with the submitted management strategy produced by Duckworth's Arboriculture (condition 14).
29. The landscaping strategy within the remainder of the site comprises hedge and tree planting along and around the footpaths and outdoor eating area. This approach is considered acceptable as it is important in terms of breaking down the hard landscaped appearance of the car parking and outdoor areas, but also in creating a pleasant environment for future users. A landscape feature is proposed on the southwestern corner of the site, which is also identified as a potential area for the school/community building signage. Details of proposed signage do not form part of this application and a condition is therefore proposed to secure the submission and approval of such details (condition 15). WBC trees and landscaping officer raised no objection to the landscaping concepts proposed, and it is considered that the proposed measures, together with the proposed boundary treatments, will act to soften the built environment and would reduce and mitigate the impact of the development upon the landscape.
30. Further consideration of the proposed boundary treatments and landscaping details will also be included within the detailed condition submissions as required under conditions 13 and 14 respectively of the outline permission.

#### Noise

31. Core Strategy Policy CP1 - Sustainable Development, CP3 & CP6 and MDDL Policy CC06 – Noise, direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.
32. A number of conditions attached to the outline planning permission refer to matters concerning noise impacts upon the school site. In summary, condition 11 required the development brief to include a strategy for achieving noise levels in accordance with Building Bulletin 93 (BB93). Details provided within the development brief only related to a strategy to achieve the internal noise requirements in accordance with BB93. This was considered acceptable due to other conditions on the outline requiring detail in relation to external ambient noise levels. Condition 51 requires the submission of a scheme of works to protect the occupiers of the development from externally generated noise; Condition 54 relates specifically to the school

requiring mitigation measures to be submitted so that the internal and external ambient noise levels comply with BB93.

33. The acoustic report submitted with the reserved matters application provides details relating to internal ambient noise and demonstrates that through the implementation of a 'hybrid' mechanical ventilation strategy, the layout and design of the school will meet BB93 with regards to internal noise levels.
34. The ERA's consultation response comments that no information with regards to external noise levels has been provided within the acoustic report submitted with the application. However, details relating to noise levels and mitigation measures are required to be submitted pursuant to condition 54. It should be noted that schools in urban locations are generally impacted by noise. In this instance, there are two main roads running north and south of the school. Although mitigation could be installed to mitigate the external areas of the school from noise, this would comprise large solid fences or walls and this would detrimentally impact upon the visual amenities of the local area by resulting in large areas of static frontage, which is likely to be unsightly and result in anti-social behaviour. The design solution proposed represents the best balance between these competing factors and will provide a school that will provide a good learning environment while not causing harm to the character and appearance of the area. It is apparent, however, that from acoustic information provided in respect of the internal ambient noise levels of the building, mitigation measures are likely to be necessary in order to meet the noise levels referred to within the conditions in relation to the internal noise. As such, any mitigation measures will be required to be submitted for consideration under a separate conditions submission.
35. Whilst an objection was not raised, WBC's Environmental Health officer commented on the proximity of the hard play area to the residential dwellings located within the adjacent Phase 2a development, and its potential impact upon the future residents. However, this area is only likely to be used during school hours, and not in the evenings/weekends/school holidays and as such it is not considered that its use in connection with the school would give rise to issues surrounding noise and disturbance over and above what would have been considered for the site at the outline application stage. However, a condition is proposed to require details to be submitted for approval in respect of any proposed external lighting in order to ensure the residential amenities of neighbouring properties are protected (condition 13).
36. Mitigation measures in relation to potential noise disturbance arising from the use of plant in connection with the site is dealt with through conditions 52 and 55 of the outline permission.
37. Noise, disturbance and inconvenience during the construction period can be managed and minimised as far as is reasonable through good practice and through the existing condition 9 of the outline consent, which requires the submission (for the Council's approval) of a Construction Environmental Management Plan and which restrict the hours of construction activity. A further CEMP is required to be submitted in the event that the second phase of the school is built out in the future (condition 7).

### Ecology and Biodiversity

38. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
39. The Reserved Matters development follows the principles of ecological protection for this parcel established under the indicative plans and strategies of the outline consent and, subject to the implementation of the various strategies, there would be no significant impact upon ecology. Detailed matters of such will be agreed and formally secured pursuant to the relevant conditions of the outline consent.

### Highways and Parking

40. In line with Core Strategy Policy CP6 - Managing Travel Demand and MDDL Policy CC07 – Parking, Condition 28 of O/2014/2242 requires reserved matters to incorporate car and motorcycle parking in line with the Council's standards.
41. Parking provision for the site includes a designated area for staff parking in the southwestern end of the site, for use by the school and nursery staff. A shared parking provision is proposed for the community facility and school drop off within the parking area located within the west end of the site. Access and egress to both parking areas will be off Road 24 via a one-way system. The proposed parking allocation for the community centre in the north section of the car park is 26 spaces, including 4 disabled spaces, together with 20 school drop off spaces. WBC does not have a specific parking standard in respect of a community facility, and therefore the proposed provision has been based upon WBC's requirements for D2 – Assembly and Leisure uses. This is considered an acceptable approach and the proposed 26 spaces for the community facility accords with the standard for such uses.
42. The Council's parking standards do not include recommendations for school 'drop-off' facilities and there will be good prospects of pupils travelling to school by foot or cycle due to its sustainable location. This will be reinforced by implementation of the school travel plan, which has been submitted with the application. Conditions are proposed to require updated travel plans to be submitted within 6 months of the commencement of the use of the school and community facility (conditions 9 & 10). Nevertheless, it is acknowledged that a proportion of children will travel to school by car and as such, the council has included drop off facilities in the design. The proposal therefore proposes that the car park will also fulfil a drop-off function for the school, with 20 spaces proposed to be allocated to accommodate this, along with a 'drop off' zone within the car park for older children attending the school. The comments submitted by Wokingham Town Council refer to the drop off zone being located some distance from the main school entrance and pupils needing to walk across areas where other vehicles may be manoeuvring. However, the location of the drop off zone is such that pupils can safely step out of the vehicles onto the dedicated pedestrian walkway, which links the school and community entrances with the pedestrian access on the western boundary of the site off Road 24. This is considered to be acceptable.
43. The drop off zone is also intended to serve as the service/delivery area for the site, and therefore to avoid potential conflict with school drop off and pick up times, details to ensure the control of deliveries to outside the peak school hours are



required to be submitted as part of the proposed parking management condition (condition 6). This will be managed by the school and community centre.

44. The parking spaces for the school and nursery are based upon one space per full-time equivalent (FTE) staff. Whilst the end provider for the school is not currently known, the assumptions made with regards to likely staffing numbers are based upon those being provided on a comparable school site at Montague Park located in the south Wokingham SDL. Therefore, in line with the Council's standards, it is proposed to provide 35 staff car parking spaces (including three disabled parking bays) and two spaces for motor cycles. This provision relates to the school being built out to a 2FE. Given that it is proposed that the school will be built in two phases, 12 of the staff parking spaces will not be made available for use until such time that the school expands from 1FE to a 2FE. This will ensure that parking capacity can be increased as the school expands.
45. It is proposed to control access to the staff car park through the use of an internal barrier arm during school hours. Outside of school hours, the staff car park would be used in conjunction with the community facility and local neighbourhood centre. The use would be subject to the submission of a parking management strategy to be agreed by condition 6.

#### Cycle Parking

46. Condition 27 of the outline planning consent requires the provision of cycle storage in line with the Council's standards; as currently set out in MDDL Appendix 2. In accordance with WBC standards, the proposals incorporate locations for the covered storage of 152 cycles as well as scooter parking areas. Details of the exact type of cycle parking is not included within the submission and such provision will need to be phased as the school expands. A condition is therefore proposed to require further details of the types of cycle spaces together with details of their phased provision (condition 8).
47. Permeability within the site is considered to be good and the proposed pedestrian accesses will link the site well with the surrounding parcels, in particular the adjacent local centre, as well as the open spaces and wider local areas. The Town Council raised concern with regards to pedestrian safety outside the school from the entrance off the NDR. However, the NDR is designed to have a 3m wide shared pedestrian/cycle path, and a 2m green buffer separating the path from the NDR itself. It is therefore considered that the design of the footway along the NDR is such that pupils will be able to safely disperse onto the ped/cycle path from the entrance. A toucan crossing will be located on the NDR, a short distance to the west from the entrance to the school. The crossing will be located next to a bus stop, thus providing good public transport links to and from the site.
48. The refuse and recycling storage area is located between the two car parks for ease of use by both the school and community facility operator as well as for collection by refuse vehicles. Tracking information has been provided to demonstrate a refuse vehicle will be able to collect waste from the development in accordance with WBC guidance.

#### Flooding and Drainage

49. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by managing surface water in a sustainable manner.
50. Drainage details have been submitted to inform the reserved matters proposals and have been reviewed by WBC's Drainage Engineer.
51. The drainage report proposes porous surfaces for the car parking areas with filter drains at the lower ends and bypass oil separators prior to discharging into the main pipe network, which discharges into the detention basin (SuDs pond) located in the streamside recreation park to the north of the application site.
52. Based on the submitted information, WBC Drainage officer has raised no objection to the reserved matters application and advises of the expectation of seeing greater detail of the proposed drainage strategy, which will in due course need to be formally agreed under separate application pursuant to the outline conditions 38 and 39.

#### Land Contamination

53. The site was agricultural in use and low risk in terms of land contamination. Matters of contamination will be considered and mitigated pursuant to the requirements of conditions 25 and 26 of the outline permission and do not need further consideration under this Reserved Matters Planning Application.

#### Sustainable Design and Construction

54. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDDL policies CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010).
55. An Energy and Sustainability Statement has been submitted in support of the application and provides details in relation to a number of sustainability related conditions on the outline.
56. Policy CC04 establishes that non-residential developments of 100m<sup>2</sup> or more should achieve the mandatory BREEAM requirements and meet or exceed statutory requirements for water resource management. Condition 44 of the outline permission requires the design of non-residential buildings within the site (i.e. the community facility) to achieve BREEAM 'very good' certification, other than the school, which is stated, should achieve BREEAM 'Excellent' certification. However, as the school and community facility are to be accommodated within one building, the BREEAM rating will apply to the whole building, and as such its design has been worked on the principles of achieving an overall 'very good' certification. This is considered an acceptable approach and consistent with other school buildings in the borough.
57. In line with Policy CC04, Condition 47 requires the reserved matters for each phase to include details of measures to reduce water consumption and a number of measures are proposed to be incorporated in the building. Condition 46 requires provision of water butts and composting facilities, which form part of the proposals.

58. Condition 45 requires details to demonstrate how the development will secure a 10% reduction in carbon emissions above the minimum requirements of Part L of the building regulations. The submitted sustainability statement indicates that the proposed design indicates that a 15.7% reduction in carbon emissions will be achieved in accordance with the requirements of the condition.

59. MDDL Policy CC04 requires all development to incorporate suitable waste management facilities including on-site recycling and in accordance with this, the proposals include a suitably sized and located refuse storage area.

#### Heritage Assets

60. Policy TB24 of the MDD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings. There are no designated or undesignated heritage assets within the site. Furthermore, it was established at the outline application stage that the development, subject to the land use distribution and height parameters approved at that time and brought forward here, would not have a detrimental impact upon the special interest or setting of any neighbouring Listed Buildings and Conservation Areas. There is nothing within the current plans that would alter that conclusion.

#### Archaeology

61. In terms of archaeology, results of archaeological trial trenching do not highlight any areas of archaeological potential in relation to the application site. WBC Officers therefore accept Berkshire Archaeology's advice that no further archaeological work is required within the school and community facility site. This will be confirmed through the submission of details pursuant to condition 50 of the outline application.

### **CONCLUSION**

The reserved matters do not substantially deviate from the principles and parameters established by the outline planning permission. This is a sustainable development that offers substantial public benefit in meeting the needs of the community and delivering on Wokingham's development aspirations for the North Wokingham SDL. The application will deliver high quality development in accordance with the Council's spatial strategy and adopted policies and standards and there are no other material planning considerations of significant weight, such as impact upon amenity, appearance etc. that would dictate that the application should be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

#### **Enclosures:**

- 1) Site layout plans
- 2) Wokingham Town Council full comments

This page is intentionally left blank

100  
10  
0  
73

Millimetres

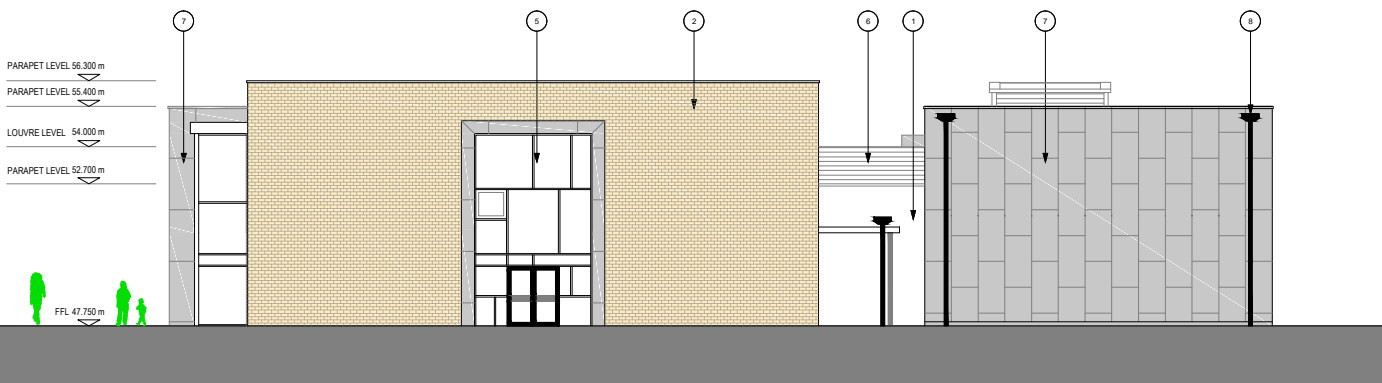
DO NOT SCALE



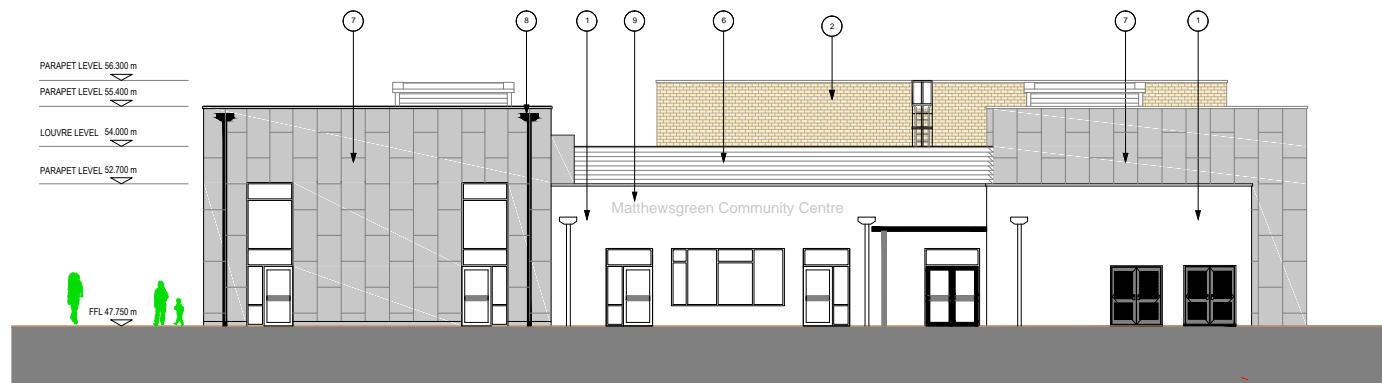
01 Proposed North Elevation  
SCALE 1: 250



02 Proposed South Elevation  
SCALE 1: 250

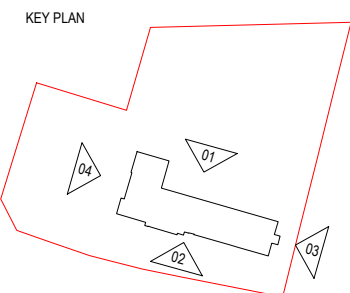


03 Proposed East Elevation  
SCALE 1: 250



04 Proposed West Elevation  
SCALE 1: 250

- PROPOSED EXTERNAL FINISHES
- 1 WHITE RENDER
  - 2 BRICK SLIPS - BUFF COLOURED
  - 3 VENTILIATION LOUVRES - DARK GREY
  - 4 WINDOW - SOLID PANEL TO MATCH FRAMING
  - 5 GLAZING WITH DARK GREY FRAMES
  - 6 LOUVRED SCREEN TO ROOF PLANT
  - 7 TRESPA CLADDING - DARK GREY
  - 8 HOPPERS & RWPs - DARK GREY / WHITE
  - 9 SIGNAGE - DARK GREY



NOTES:

- This drawing is provided for informational purposes only.
- Do not scale drawing.
- All dimensions are in millimeters (mm) except where stated otherwise.
- All drawings are based on survey information provided by 'Savills-Bovis'.
- All dimensions and measurements should be checked on site prior to procuring materials and building work begins.
- These drawings require final dimensional checking on site to ensure their accuracy prior to commencement of any works. Any discrepancies to be reported direct to the Architect.
- This drawing is to be read in conjunction with all other relevant drawings and specifications.

0 1m 5m 10m

DRAWING SCALE 1:250 @ A3

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:			
CONSTRUCTION			
MAINTENANCE/CLEANING			
DECOMMISSIONING/DEMOLITION			
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement			

Rev.	Date	Description	By	Chkd	App'd
P4	21/6/17	LIBRARY WINDOWS AMENDED AND HALL DUCTS	AT	JW	CW
P3	21/9/17	STAGE 3 DESIGN ISSUE	AT	JW	CW
P2	2/6/17	UPDATED ELEVATION	AT	JW	CW
P1	12/2/16	UPDATED ELEVATIONS	AT	JW	CW

Drawing Status	FOR PLANNING	Suitability	S2
ATKINS		Euston Tower 286 Euston Road London NW1 3AT Tel: +44 20 7121 2000 Fax: +44 20 7121 2111 www.atkinsglobal.com	
Copyright © Atkins Limited (2017)		Client	
WOKINGHAM BOROUGH COUNCIL		Project Title MATTHEWSGREEN PRIMARY SCHOOL AND COMMUNITY FACILITY	
Drawing Title PROPOSED ELEVATIONS		Scale 1:250	
Original Size A3		Designed AT	Drawn AT
Drawing Number 5145572-ATK-00-GF-DR-A-1150		Date 05/10/16	Checked JW
		Date 05/10/16	Authorised CW
		Date 12/10/16	Revision P4

This page is intentionally left blank



Millimetres

0 10

75



DO NOT SCALE

KEY:

- New trees
- Buffer planting
- Grassed area
- Car Park
- Playground / MUGA
- Paths
- Outdoor teaching / breakout areas
- Drop off area
- Entrance Plaza
- Community Centre play area
- Nursery & Reception play areas
- Habitat area

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

N/A

MAINTENANCE/CLEANING

N/A

DECOMMISSIONING/DEMOLITION

N/A

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

P08	30.11.17	AMENDMENT TO STAFF PARKING & BIN STORE	BC	JH	NM
P07	27.07.17	UPDATE ROAD 24 ALIGNMENT	BC	JH	NM
P06	25.07.17	UPDATE ROAD 24 ALIGNMENT	BC	JH	NM
P05	16.03.17	MINOR AMENDMENTS	BC	JH	NM
P04	10.03.17	ISSUE FOR INFORMATION	BC	JH	NM
P03	17.02.17	MINOR AMENDMENTS	BC	JH	NM
P02	09.02.17	ISSUE FOR COORDINATION	BC	JH	NM
P01	07.02.17	ISSUE FOR INTERNAL REVIEW AND COMMENT	BC	JH	NM

Rev.	Date	Description	By	Chk'd	App'd
Drawing Status					Suitability
FIT FOR INFORMATION					S2

4th Floor  
The Octagon  
27 Middleborough  
Colchester  
CO1 1TG

Tel: +44 (0)1206 732000  
Fax: +44 (0)1206 732020  
www.atkinsglobal.com

Copyright © Atkins Limited (2016)

Client

WOKINGHAM BOROUGH COUNCIL

Project Title  
**MATTHEWSGREEN PRIMARY SCHOOL & COMMUNITY FACILITY**

Drawing Title  
**EXTERNAL GENERAL ARRANGEMENT**

Scale	Designed	Drawn	Checked	Authorised
1:500	JH	BC	JH	NM
Original Size	Date	Date	Date	Date
A1	14/02/17	18/01/17	18/01/17	18/01/17
Drawing Number				Revision
5147552-ATK-EXT-ZZ-DR-L-0001				P08

Potential area for composting

Field maintenance access

Habitat area (wildflower seeding)

Existing tree retained. Restricted area. Refer to Arboricultural report for health and safety protocol

Community parking and drop off parking (46no. spaces) (including 4no. Equality Act spaces)

Buggy store

Motorcycle parking

Minibus parking/ drop off for approx. 6-7 cars

Art feature

Pedestrian priority crossing with link to community hub

Landscape feature corner

Potential location for community centre / school signage

Boundary planting including tree and hedge planting

School staff car park with 35no. spaces (including 3no. Equality Act spaces)

Refuse store

Indicative location for water butt

Parking for scooters and cycles

Outdoor dining/ breakout space

Potential sprinkler pump house and generator (Potential sprinkler tank underneath steps. T.B.C)

Tree lined entrance steps & ramp (maximum ramp gradient 1:15) (ramp solution incorporates retaining walls)

School welcome sign/feature with backdrop of planting.

Ecological mitigation along boundary edge (wildflower seeding and scattered trees)

Buffer planting (native species)

Playing field with provision for 1no. under 9/10 youth football pitch and 1no. under 7/8 youth football pitch (to Sport England guidelines)

Nursery outdoor play area

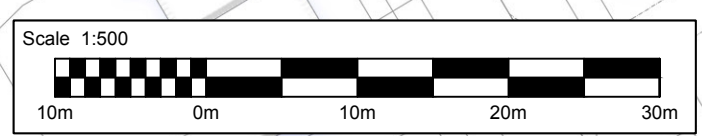
Reception outdoor play area

Hard games area

Parking for scooters and cycles

Outdoor teaching/ breakout space

Embankment retaining solution





This page is intentionally left blank



Millimetres  
100  
10  
0

77



DO NOT SCALE

KEY:

- New trees
- Buffer planting
- Grassed area
- Car Park
- Playground / MUGA
- Paths
- Outdoor teaching / breakout areas
- Drop off area
- Entrance Plaza
- Community Centre play area
- Nursery & Reception play areas
- Habitat area

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

N/A

MAINTENANCE/CLEANING

N/A

DECOMMISSIONING/DEMOLITION

N/A

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

P06	30.11.17	AMENDMENT TO STAFF PARKING & BIN STORE	BC	JH	NM
P05	27.07.17	UPDATE ROAD 24 ALIGNMENT	BC	JH	NM
P04	17/03/17	MINOR AMENDMENTS	BC	JH	NM
P03	10/03/17	ISSUE FOR INFORMATION	BC	JH	NM
P02	17/02/17	MINOR AMENDMENTS	BC	JH	NM
P01	10/02/17	ISSUE FOR COORDINATION	BC	JH	NM

Rev.	Date	Description	By	Chkd	App'd
------	------	-------------	----	------	-------

Drawing Status	S2
----------------	----

4th Floor  
The Octagon  
27 Middleborough  
Colchester  
CO1 1TG

Tel: +44 (0)1206 732000  
Fax: +44 (0)1206 732020  
www.atkinsglobal.com

Copyright © Atkins Limited (2016)

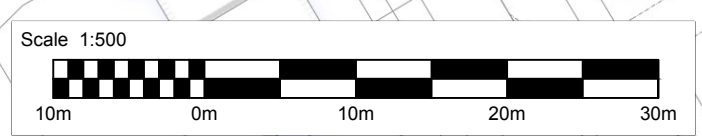
Client

WOKINGHAM BOROUGH COUNCIL

Project Title  
**MATTHEWSGREEN PRIMARY SCHOOL  
& COMMUNITY FACILITY**

Drawing Title  
**PHASE 1  
EXTERNAL ARRANGEMENT**

Scale	Designed	Drawn	Checked	Authorised
1:500	JH	BC	JH	NM
Original Size	Date	Date	Date	Date
A1	10/02/17	10/02/17	10/02/17	10/02/17
Drawing Number				Revision
5147552-ATK-EXT-ZZ-DR-L-0002				P06





This page is intentionally left blank

## **WOKINGHAM TOWN COUNCIL**

### **Comments on Application 172331 – Matthewsgreen Primary School and Community Facilities**

On the whole we are pleased to note that the general design and layout appears to be of good quality and in keeping with the surrounding areas within the new development.

Nevertheless a number of areas of the proposed application give us cause for concern (see below) and are either inconsistent within the application and outline consents or seem to have been missed. If these concerns can be addressed then the Town Council will support the application.

#### **Site Access**

The Design and Access statement indicates that the main access to the site will be by 'Road 24' which is yet to be fully specified. Given the design of many of the roads already approved within the development and the purpose of this road which will be to provide pedestrian, small vehicle, delivery and refuse /emergency vehicle access to both the site and the adjoining residential areas we would like to seek assurances that this road will not be of the minimal 4.8 metre widths permitted elsewhere. This would be wholly inappropriate and clearly unable to deal with the peak time traffic associated with drop off and pick up from the school combined with community centre activities and the residents of the west side of Road 24. Caution is raised particularly about school pick up times where vehicles are not just stopping to drop off but will likely be waiting for a number of minutes for children to meet them. With the maximum available parking spaces for pick up being 26 on site for a school population of 420 (subject to community centre use at the same time) concern is raised that Road 24 will also be used for pick up leading to the same 'gridlocking' issues experienced currently at both Emmbrook Senior school and the Holt. The measures described in section 4.4.17 of the Transportation Technical Note to 'remind parents' will clearly be unworkable.

The Main School Pedestrian entrance on the south side of the site which has a wide capacity entrance opens directly onto the NDR. Concern is raised about the current lack of any firm proposals for safe crossing arrangements outside the school and the capacity of the pavements to safely cope with hundreds of children leaving the school on foot at the same time each afternoon directly onto a busy arterial road.

What provision will be made for the parking of delivery vehicles to the site? No provision seems to have been included anywhere.

#### **Design and Access Statement**

Section 4.2 of this document sets out the 'High Level Zoning principle' for the site.

These include 'Developing the areas in front of the school main entrance' as arrival spaces. This Main entrance is located on the NDR and no facilities to provide arrival spaces here are shown.

It also includes 'Parking split between school staff, community and school pick up'. This does not seem to have been catered for in any material way and would seem to provide freely accessible parking by anyone who is not familiar with the site arrangements or chooses not to follow the rules.

Section 5.5 of the document states that the two vehicle entrances on Road 24 will be of single width. Concern is expressed about site deliveries and refuse/emergency vehicles using single limited width entrances.

Section 5.9 is at least confusing. It shows the Primary Vehicle access route using pedestrian only entrances and the secondary pedestrian route using vehicle only entrances.

### **Transport Technical Note**

Analysis of the plans contained in this document give major cause for concern.

Plan 'Refuse Vehicle Tracking' assumes nothing will be parked outside of any space allocations and also in the drop off bays in order for the refuse vehicle to manoeuvre on site. We are pleased to note that the vehicle will be able to manoeuvre around the community centre car park. However the refuse bins are shown in the layout plans on the southern part of site which does not seem to be accessible and at a minimum would require the refuse vehicle to negotiate the 'staff car park' as well.

Likewise the 'Fire Tender Tracking' plan shows a requirement to use the drop off bays in order to negotiate the site. As long as a fire occurs when no one is parked here then this can only be regarded as satisfactory.

### **Phase 1 External Arrangement Plan**

This plan is also confused. It shows a vehicular entrance from the NDR directly into the Outdoor Play areas on the south east side of the site. It shows a pedestrian crossing on the border of the staff car park but gives no idea of the planned crossings outside on the Main School Entrance.

### **Pupil Capacities**

We would question whether the capacity of 26 Nursery places is sufficient given the pressure such facilities are under currently under in the area and the fact that the new housing development is likely to attract families with children of nursery school age.

### **Environmental**

A Soft External Play Area and a Hard Outdoor Play PE area are located to the South and South East of the site immediately adjacent to the NDR. In the planning, environmental consideration seems to have been given to noise but nothing seems to have been addressed about the air pollution aspects of locating child play facilities adjacent to what is likely to be a busy arterial road. We would urge some consideration as to the impact of this on young children breathing in traffic fumes while exercising. In particular the proposed crossing on the south of the site could exacerbate this as vehicle engines produce the most fumes when the vehicle is stationary.

### **School Access**

The drop off areas located to the north east of the site are a distance from the Main School Entrance to the southern part of the site. It would appear that to get from the drop off area to the main entrance children will be required to cross other areas where vehicles will be manoeuvring giving cause for concern over safety issues on the site. The closest entrance to the facility to the drop off point appears to be the main entrance for the community facilities.

### **Travel Plans**

In the travel plan documents much emphasis is made on the provision of local bus stops and use of buses as a preferred methods of transport to the schools site. It also notes that an operator has not yet been identified for these. Therefore we feel the dependence on the use of buses for travel to the site should not be taken into account in this approval until the provision of such services has been confirmed.

Even given the provision of bus services the problems caused by private vehicle use around the existing schools in Emmbrook for pupil transport are well known and need to be further mitigated in any new schools rather than repeat the problems of the past.

Finally in section 6.2.7 it seems to suggest staff should be used to 'police' the use of the limited drop off car parking and 'remind' users of its intended purpose. Surely a better solution can be found than using school staff as car park attendants.

### **Floorplans**

Given the current major controversy about school WC facilities in certain education authorities being 'gender neutral' can it be confirmed what is being provided by this application? A number of the facilities marked on the floor plans do not appear to be segregated. Currently many parents seem to be very concerned about this issue and it needs to be clarified.

**Planning & Transportation Committee**  
**25<sup>th</sup> September 2017**

This page is intentionally left blank

# Agenda Item 63.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
172366	18/08	Earley	Maiden Erlegh	Cllr. Chopping

<b>Applicant</b>	Mr and Mrs Tahir Bashir	<b>Postcode</b>	RG6 7RU
<b>Location</b>	37 Wilderness Road, Earley, Wokingham.		
<b>Proposal</b>	Householder application for the proposed erection of a part ground floor and part first floor extension (including rear facing balcony) to the existing dwelling.		
<b>Type</b>	Full		
<b>PS Category</b>	366		
<b>Officer</b>	Andrew Chugg		

**FOR CONSIDERATION BY** Planning Committee on 13<sup>th</sup> December 2017  
**REPORT PREPARED BY** Assistant Director – Place Based Services

## SUMMARY

The proposal represents a larger than average extension to a residential dwelling, however, given the physical relationships with neighbouring properties, sufficient distance is maintained to avoid any significant amenity issues in terms of the bulk and massing of the development. In terms of potential overlooking and privacy concerns, suitable mitigation measures in the form of privacy screens are to be secured that would protect the residential amenity of neighbouring properties. As such, the application is considered to accord with planning policy and is recommended for conditional approval.

## PLANNING STATUS

- Major development location
- Bat habitat area

## RECOMMENDATION

**Subject to receipt of an acceptable Bat Survey and no objections from the Council's Ecologist, that the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:**

### A. Conditions and informatives:

#### 1. Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).*

#### 2. Approved details

This permission is in respect of the submitted application plans and drawings numbered 'Location & Site Plan – PL/339/105', 'Proposed Ground Floor Plan – PL/339/106', 'Proposed First Floor Plan – PL/339/107' and 'Proposed Elevations – PL/339/104', received by the local planning authority on 24<sup>th</sup> October 2017. The development shall be carried out in accordance with the approved details unless

otherwise agreed in writing by the local planning authority.

*Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.*

3. External Materials

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the existing building unless otherwise agree in writing by the local planning authority. *Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.*

4. Obscure glazing

The windows in the southern elevation of the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The window shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

*Reason: to safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3*

5. Restriction of permitted development rights – windows and other openings

Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows, doors or similar openings shall be constructed in the first floor level or above in any elevation of the extension hereby permitted except for any which may be shown on the approved drawing(s).

*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3*

6. Privacy screens

The privacy screens to the rear balcony as shown on the approved plans shall be installed prior to first use of the extension hereby permitted and shall be permanently retained and maintained with obscure glazing at a height of 1.8m above the floor level of the balcony.

*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3*

**Informatives**

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:

- Extending the determination period of the application to allow for amended plans (to address amenity concerns) to be submitted, considered and consulted upon

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.



2. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996

## PLANNING HISTORY

37 Wilderness Road:

170553	Householder application for proposed part single storey rear extension to existing dwelling. APPROVED (Prior Approval not required) 21/04/2017
F/2008/1541	Proposed erection of two storey rear extension and addition of pitched roof to flat roof at rear. APPROVED 02/09/2008
F/1998/68845	Proposed single storey rear extension to dwelling to form conservatory. APPROVE 23/02/1999
PD/310/62	Additions (including a two storey rear addition). APPROVE 12/07/1969

## REPRESENTATIONS

**Highways:** No objection.

**Earley Parish Council:** Objection. There are discrepancies between the proposed plans which misrepresent the proposals. The rear facing balcony would result in overlooking to the rear gardens of neighbours. If officers are minded to approve, it is requested that a condition is included to secure privacy screening to protect neighbours amenity (refer to paras. 9 to 14).

**Ward Members:** David Chopping – Objects to this application on the grounds that views from the proposed rear balcony would result in an unacceptable loss of privacy to neighbours (refer to paras. 9 to 14).

**Neighbours:** Objections received from immediate neighbouring properties at 35 and 39 Wilderness Road and 38 Aldbourne Avenue on the following grounds:

- Overdevelopment of the site would allow for multiple occupancy (refer to officer note below).
- Overlooking and loss of privacy resulting from the proposed balcony (refer to paras. 9 to 14).
- Potential increase in noise from gatherings on the balcony in the evening (refer to para. 25).
- The proposal would be 9m beyond the rear of the original house on both the ground and first floors and would be excessive in size (refer to para. 8).
- The property has already undergone significant change. The scale and extent of previous extensions should be considered and how it impacts on the character of the original house (refer to paras. 7 and 8).
- Any development should be suitably set back from the party wall boundary to ensure no guttering, soffits etc. encroach the boundary (refer to para. 26).

Following discussion with the applicant, amended plans were received (on 24<sup>th</sup> October 2017) which reduce the width of the proposed balcony by approx. 1m and incorporates 1.8m high privacy screens to its sides. The amended plans also include a smaller

obscure glazed en-suite window in the proposed south facing side elevation and a revised block plan which accurately reflects the floor areas of the proposed ground and first floor extensions.

Objections to the amended plans were received from immediate neighbouring properties at 35 and 39 Wilderness Road on the following grounds:

- The back wall of the original house is not marked against the existing extensions already in place (refer to paras. 1 to 3).
- The depth of the rear wall will dominate property boundaries (refer to paras. 15 to 17).
- A 45 degree line from the kitchen window of no. 39 would be impeded by the applicants planned boundary wall and therefore impact of the light / sense of open space (refer to paras. 18 to 19).
- Privacy screens are not sufficient to protect the amenities of immediate neighbours (refer to paras. 9 to 14).
- Foundations of any drain should not impact on neighbours drains (refer to officer note below).
- Proposal would reduce property values (refer to officer note below).
- The proposal will result in the removal of a tree on the property boundary with no. 39 that currently provides a degree of privacy (refer to para. 12).

Officer Note: The submitted amended plans appear to indicate that the proposed development would be entirely within the property curtilage of 37 Wilderness Road. Potential property blight or impacts on drainage are not a material planning considerations and have not been taken into account in assessing this application. The proposal does not seek a change of use to a House in Multiple Occupation (HMO). A 45 degree line taken from the kitchen of no. 39 would not be impeded by the proposed development.

#### **APPLICANTS POINTS**

- While the proposal would be greater than the size of rear extensions advocated with the Borough Design Guide, the submitted amended plans demonstrate that no adverse impact would occur to the amenity of neighbouring properties in terms of its physical presence.
- The proposed privacy screens would illuminate any direct overlooking to the areas of garden directly to the rear of nos. 35 and 39 Wilderness Road.

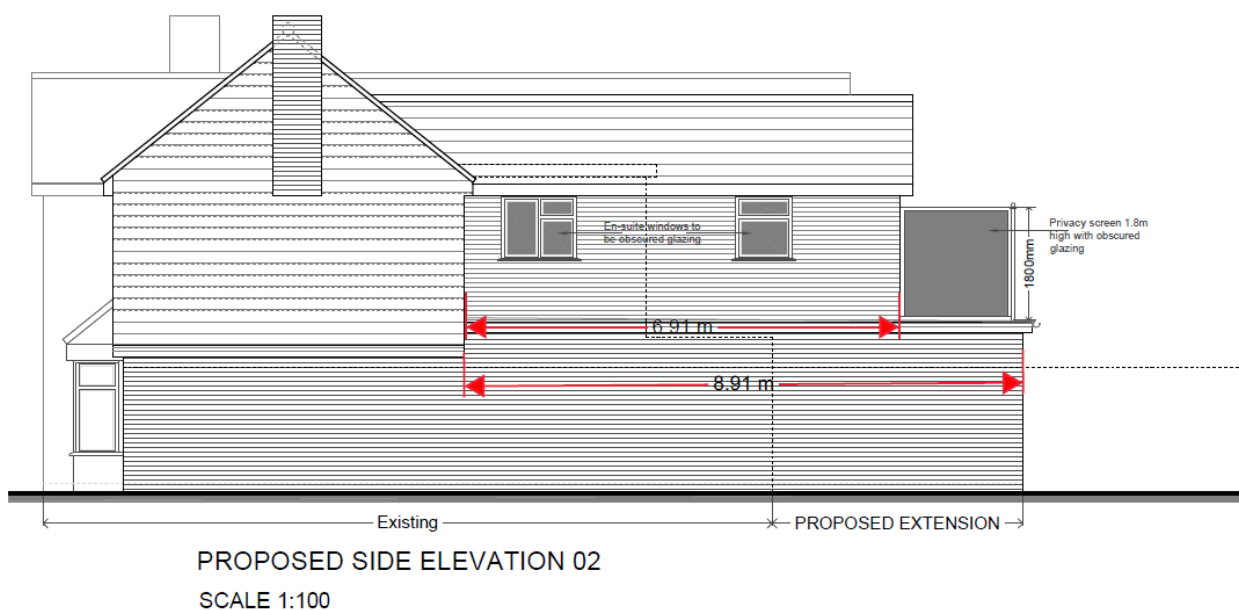
#### **PLANNING POLICY**

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP3</b>	General Principles for Development
	<b>CP9</b>	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits

**PLANNING ISSUES****Description of Development:**

1. The proposal is for a part ground floor and part first floor rear extension that would provide an additional family room and bedroom. The proposed extension would extend approx. 4m to the rear of the existing house (as currently extended); or approx. 9m (at ground floor) and 7m (at first floor) from the rear of the original dwelling. These dimensions are outlined in Fig 1.0 below for clarity with the current extensions annotated by dotted lines.
2. The proposed ground floor extension would extend approximately 1m further than the scheme recently approved under Prior Approval application 170553 (refer to planning history above).
3. The proposal also includes the introduction of a rear facing balcony at first floor that would be approximately. 1.8m deep and 4.9m wide. The proposal balcony would include 1.8m high privacy screens (with obscure glazing) to the southern and northern sides. The proposed south facing en-suite windows in the first floor extension would be fitted with obscure glazing.

**Fig 1.0: Proposed southern elevation showing proposed dimensions in relation to original dwelling house and existing extensions (dotted).**

**Principle of Development:**

4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

5. The site is located within the Major Development Area of Earley and as such the proposal should be acceptable providing that it complies with the principles outlined with the Core Strategy. Core Strategy Policy CP3 states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design with detriment to the amenities of adjoining land users and occupiers.
6. In addition, the Council's Borough Design Guide (BDG) sets out general principles for residential alterations and extensions. Accordingly, BDG Policy R23 states that alterations and extensions should be well designed, respond positively to the original building line, contribute to the local character and relate well to neighbouring properties.

**Character of the Area:**

7. The surrounding area is predominantly characterised by detached properties of similar styles set within large plots located along the eastern side of Wilderness Road. A dense tree belt is located opposite on the western side of Wilderness Road which forms part of the Reading University Whiteknights campus. Many of the properties along this road have been significantly extended over time.
8. The host dwelling was originally a modest property that has been extended in the past to provide utility rooms, a study and en-suite at the rear. The proposed rear extension has been well-designed to be proportionate to the scale and mass of the original dwelling by incorporating two rear gables approx. 1.5m lower than the existing roof ridge line. While the rear extension is significant in size and depth, it is not considered to be excessively large such that it would raise concerns in terms of any significant detrimental impact on the character and appearance of the surrounding area. As such, the proposal accords with Core Strategy Policy CP3 and the Borough Design Guide in this respect.

**Amenities of adjoining occupiers:**

*Overlooking:*

9. Concerns have been raised by neighbours and a local Ward Member in respect of the potential for overlooking that may occur from the proposed balcony and a resulting loss of privacy to neighbours at 35 and 39 Wilderness Road and 38 Aldbourne Avenue to the rear of the site.
10. While the proposed balcony would offer the opportunity to sit outside at an elevated position it would not offer views that would be significantly different from that of existing first floor rear windows in the host property; i.e. those views over the gardens of the application site and neighbours. This is because officers requested amended plans to reduce the size of the balcony and, more importantly, provide a 1.8m high privacy screen to either side of the balcony thereby avoiding any direct overlooking to the private gardens areas directly to the rear of 35 and 39 Wilderness Road. Condition 6 is recommended to ensure that privacy screens are permanently maintained with obscure glazing.
11. Neighbouring side (north facing) windows at 39 Wilderness Road are either obscure glazed, at first floor level, or relate to non-habitable rooms, at ground floor, and therefore no significant loss of privacy would occur to these existing windows. Moreover, the proposal intends obscure glazing in the south facing windows at first

floor that would help avoid any overlooking to the rear garden of 39 Wilderness Road.

12. It is likely that the proposal would require the removal of a relatively small tree on the application site that lies close to the property boundary with no. 39. The removal of this unprotected tree would not require consent from the Local Planning Authority and its removal is not considered to result in any significant amenity concerns when considered in light of this application.
13. The proposal would retain a back-to-back distance of approx. 65m from 38 Aldbourne Avenue which far exceeds the BDG guidance of 22m. Therefore, no significant overlooking or loss of privacy is considered to occur to 38 Aldbourne Avenue.
14. Therefore, while the proposed balcony would introduce a different element to the host property that would increase the amount of outdoor space available for sitting out, it is considered that it would not result in significant privacy concerns that would warrant refusal of this application.

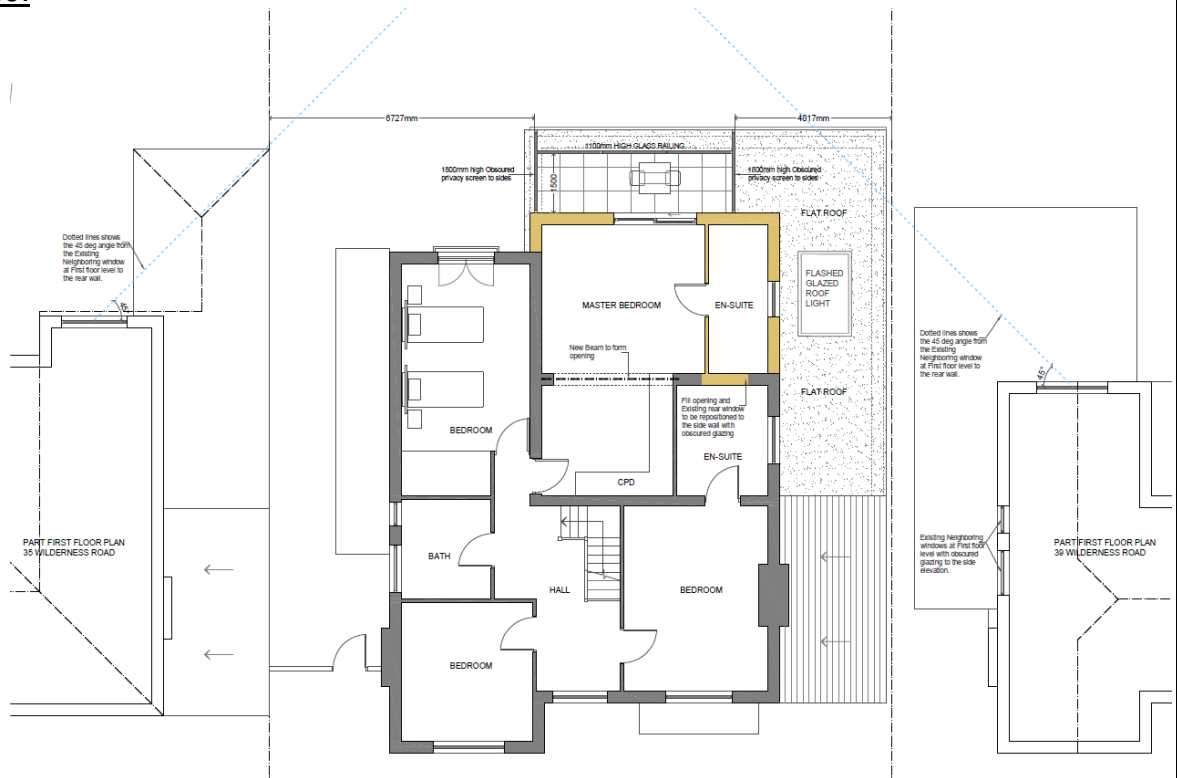
*Overbearing:*

15. The Council's BDG suggests that rear extensions should not project more than four metres from the main rear wall where they are close to a side boundary. While the proposed extension surpasses this guidance each individual application must be considered on its own merits and assessed for significant harm to neighbouring amenities. On larger residential plots there are often opportunities to extend significantly further than that advocated in the above guidance provided residential amenity is protected.
16. The proposed first floor extension would be sited approx. 2.8m and 6.7m from the side boundaries of 39 and 35 Wilderness Road respectively. The first floor extension would only be viewed at a very oblique angle from the first floor bedroom window at 39 Wilderness Road which could not be considered to be overbearing or physically oppressive. Given the flat roofed design of the proposed ground floor extension it is considered that this element would also have little impact on the outlook from either ground or first floor rear windows at 39 Wilderness Road.
17. The degree of separation between the proposals and 35 Wilderness Road also means that they would not appear as overbearing or physically oppressive structures when viewed from this neighbouring property.

*Overshadowing:*

18. The applicant has annotated 45 degree lines on the amended plans (see Fig 2.0 below) in order to demonstrate compliance with the Council's BDG in respect of potential overshadowing issues. The orientation of plots (with the application site being directly north of 39 Wilderness Road) means that overshadowing to this neighbouring property would be minimal or non-existent.

**Fig. 2.0:**



19. In light of the above, it is considered that the proposal would not have an adverse impact on the residential amenities of any of the neighbouring properties to the extent that it would warrant refusal. As such, the proposal complies with Core Strategy CP3 in this respect.

### **Trees and Landscaping:**

20. As mentioned, the proposal would require the removal of a small tree within the application site that is sited along the boundary with 39 Wilderness Road. This tree is not protected by a TPO and its removal is not considered to have any significant impact on the character of the site or surrounding area.

### **Highways**

21. The proposal would provide an additional family room and bedroom. No increase car parking provision would be required as a result of this development. At least three off-road parking spaces currently exist on the frontage of the site.

### **Biodiversity**

22. The site falls within a Bat Habitat Area and therefore the proposal needs to be assessed against any potential impact upon protected species. The applicant has advised that a Bat Survey has been recently undertaken which confirms the non-existence of bats at this property. The Council's Ecologist will be consulted on this document in due course and an update on this matter will be provided at your meeting.

### **Amenity space for occupants**

23. The proposal would not significantly reduce the private rear garden area to the host dwelling. Adequate space would remain for the occupants of the property.

**CIL**

24. Wokingham Borough Council adopted CIL on 6 April 2015. The proposed development will result in an increase in new build floorspace of less than 100 sq m and therefore is not liable for CIL.

**Other issues:**

25. An objection has been raised by a neighbour on the grounds that the proposal would result in a potential increase in noise from gatherings on the balcony in the evening. Officers consider that it is unlikely that this would represent a significant change from the existing situation whereby the rear garden could be used in the evenings.

26. The proposed development appears to be entirely within the curtilage of the application site. However, an informative is recommended to draw the applicant's attention to the Party Wall Act (1996).

**CONCLUSION**

The proposed is recommended for conditional approval as outlined above.

**CONTACT DETAILS**

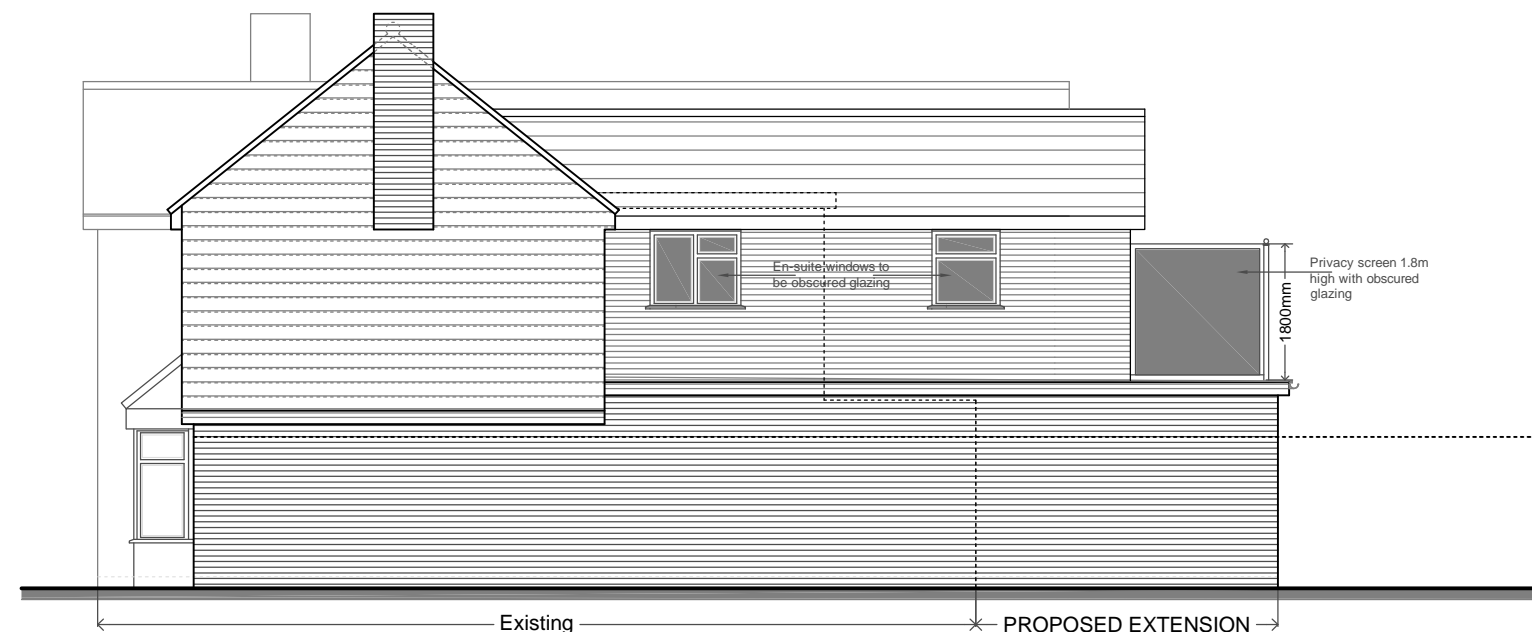
<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

This page is intentionally left blank





PROPOSED SIDE ELEVATION 01  
SCALE 1:100



PROPOSED SIDE ELEVATION 02  
SCALE 1:100

36



PROPOSED REAR ELEVATION  
SCALE 1:100



12 Stanton Close, Earley, Berkshire. RG6 7DX  
Contact : 0118 327 9645  
www.arcadia-design.co.uk

**KEY:**  
Existing Proposed

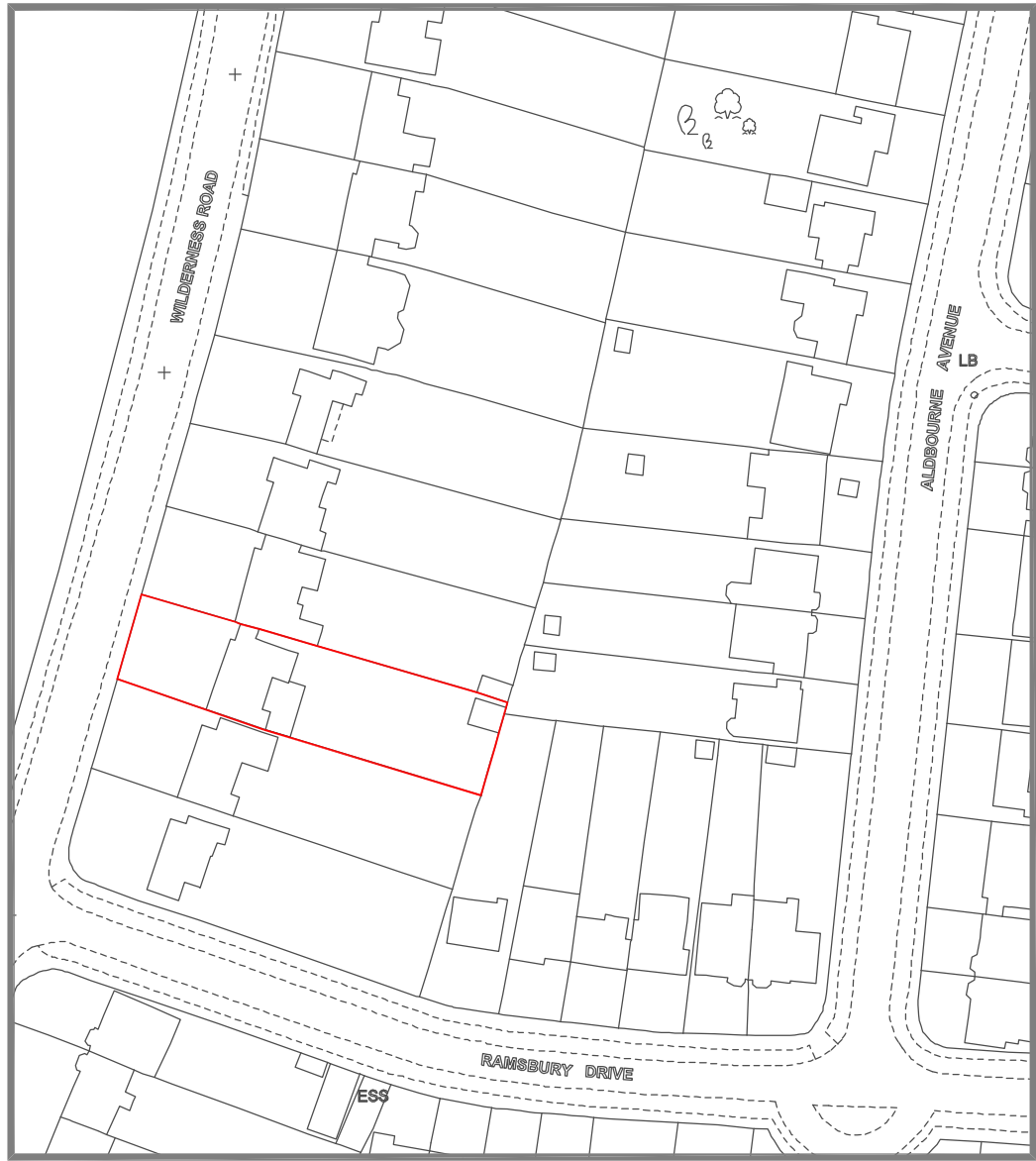
0 1m 2m 4m 8m (1:100)

**NOTES:**  
1. THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED WITHOUT THE WRITTEN APPROVAL OF ARCADIA DESIGN CONSULTANTS.  
2. ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ARCADIA DESIGN CONSULTANTS.  
3. NO DIMENSIONS TO BE SCALED.  
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS, SERVICE ENGINEERS AND STRUCTURAL / CIVIL ENGINEERS DRAWINGS AND SPECIFICATIONS.  
5. ALL RIGHTS RESERVED.

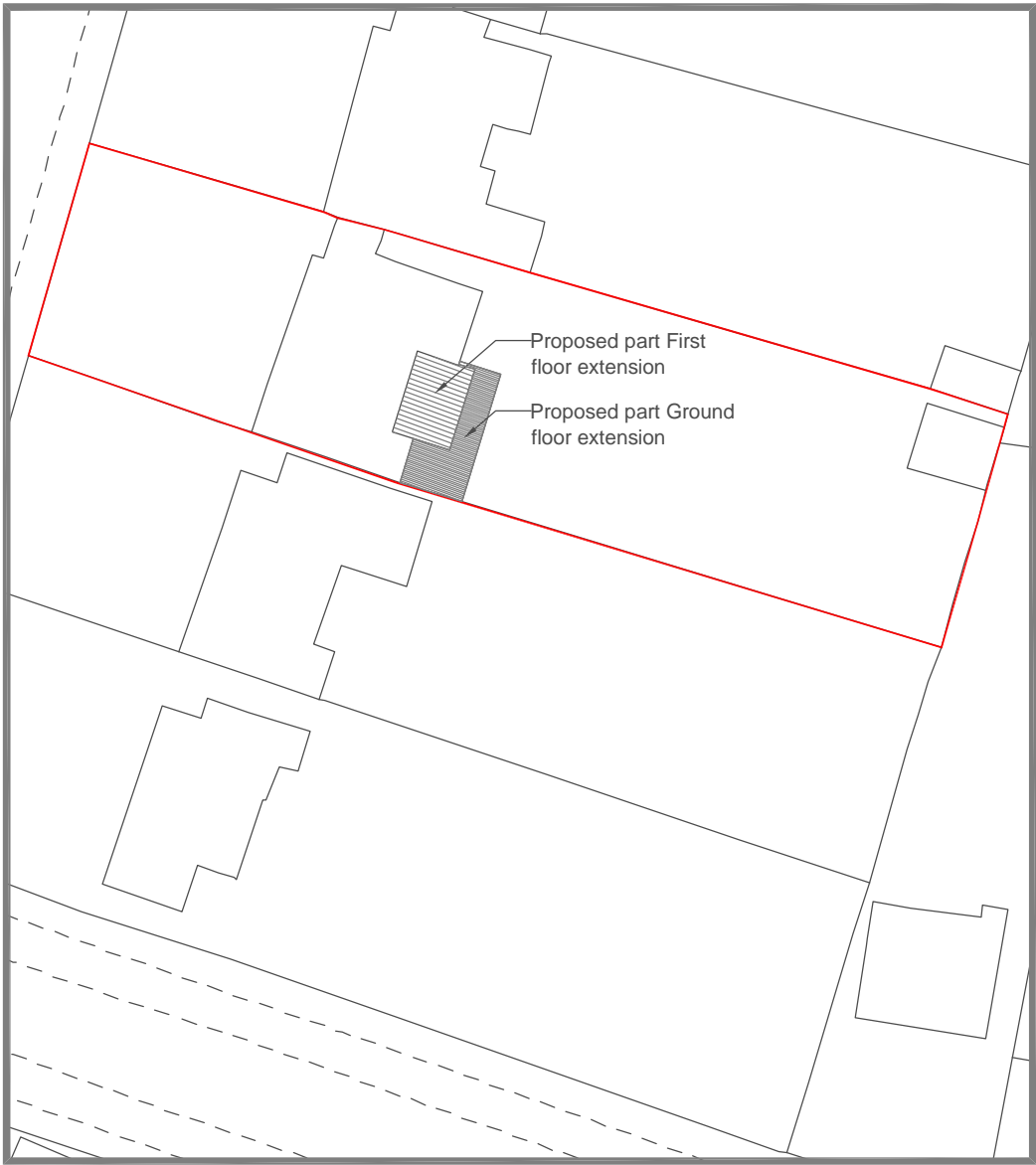
**P L A N N I N G   O N L Y**

B	23/10/17	Amendments to suit PL comments	PROJECT PART FIRST FLOOR REAR EXTENSION AT 37 WILDERNESS ROAD - RG6 7RU	
REV.	DATE	DESCRIPTION	DRAWING TITLE PROPOSED ELEVATIONS	
DWG NO:	PL/339/104	SCALE	1:100 @ A3	
DATE	JUL. 2017	DRAWN BY	MQ	

This page is intentionally left blank



LOCATION PLAN  
SCALE 1:1250  
North



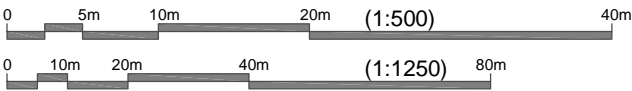
SITE PLAN  
SCALE 1:500  
North

**NOTE:**  
PLEASE NOTE THAT BEFORE BUILDING WORKS COMMENCES IT IS THE RESPONSIBILITY OF BUILDER OR OWNER TO SERVE PARTY WALL NOTICES TO ALL NEIGHBOURS  
DIMENSIONS  
ALL DIMENSIONS TO BE CHECKED ON SITE. CONTRACTOR TO CHECK SITE THOROUGHLY BEFORE WORK STARTS & REPORT ANY DISCREPANCIES.  
  
THIS DRAWING IS COPYRIGHT AND MUST NOT BE TRACED OR COPIED IN ANY WAY OR FORM IN PART OR WHOLE BY ANY MEANS WHATSOEVER WITHOUT PRIOR WRITTEN CONSENT AND MAY ONLY BE USED BY THE PRESENT OWNER IN RELATION TO THE PROPERTY AS REFERRED TO ON THE DRAWING. THIS DRAWING MAY BE COPIED BY AN AUTHORIZED OFFICER OF THE LOCAL AUTHORITY WITH THE SOLE PURPOSE TO ASSIST IN THE DETERMINATION OF A PLANNING OR BUILDING REGULATIONS APPLICATION AND MAY NOT BE USED FOR ANY OTHER PURPOSE UNLESS OTHERWISE AGREED IN WRITING.  
  
DO NOT SCALE FROM THIS DRAWING.DIMENSIONS STATED ARE FOR GUIDANCE ONLY. CONTRACTOR TO VERIFY ALL BOUNDARY POSITIONS AND DIMENSIONS ON SITE PRIOR TO COMMENCING ANY WORKS.MAKING WORKSHOP DRAWINGS OR OBTAINING ANY MATERIALS.  
  
NOTE: NO CHECK DIMENSIONS OF THE SITE HAVE BEEN TAKEN AND ALL INFORMATION AND DETAILS HAVE BEEN PROVIDED BY THE CLIENT.  
  
NO SITE SUPERVISION IS IMPLIED OR UNDERTAKEN UNLESS OTHERWISE SEPARATELY ARRANGED.  
THE DRAWING DOES NO INDICATE THE EXTENT OF ANY EXCAVATION WORKS AND THE CONTRACTOR IS TO DETERMINE THIS PRIOR TO SUBMITTING A QUOTATION FOR THE WORKS OR COMMENCING ANY WORKS.  
  
THE DRAWING DOES NOT INDICATE OR IMPLY THE STRUCTURAL CONDITION OF THE EXISTING PROPERTY.THE DRAWINGS HAVE BEEN PREPARED FOR ASSISTANCE IN THE PREPARATION OF DETAILS FOR PLANNING AND BUILDING REGULATIONS PURPOSES ONLY.NO CHECK DIMENSIONS HAVE BEEN TAKEN,ALL DETAILS HAVE BEEN PROVIDED BY THE CLIENT.  
  
THE USE OF PERMITTED DEVELOPMENT RIGHT IN LOFT IS SUBJECT TO INFORMATION PROVIDED BY OWNER REGARDING THE STATUS OF PROPERTY AS A DWELLING HOUSE AND ANY EXISTING EXTENSIONS.  
IT IS THE RESPONSIBILITY OF OWNER TO DEMOLISH ANY EXTENSIONS WHICH WERE NOT PART OF ORIGINAL HOUSE BEFORE THE WORK ON PROPOSED LOFT COMMENCES.



12 Stanton Close, Earley, Berkshire. RG6 7DX  
Contact : 0118 327 9645  
www.arcadia-design.co.uk

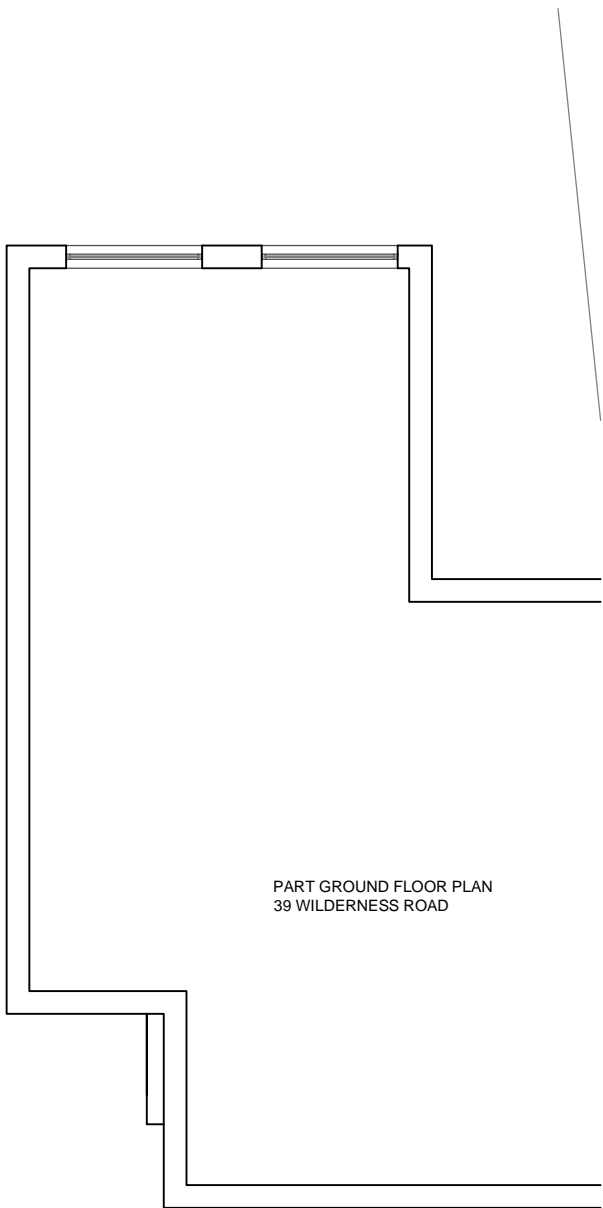
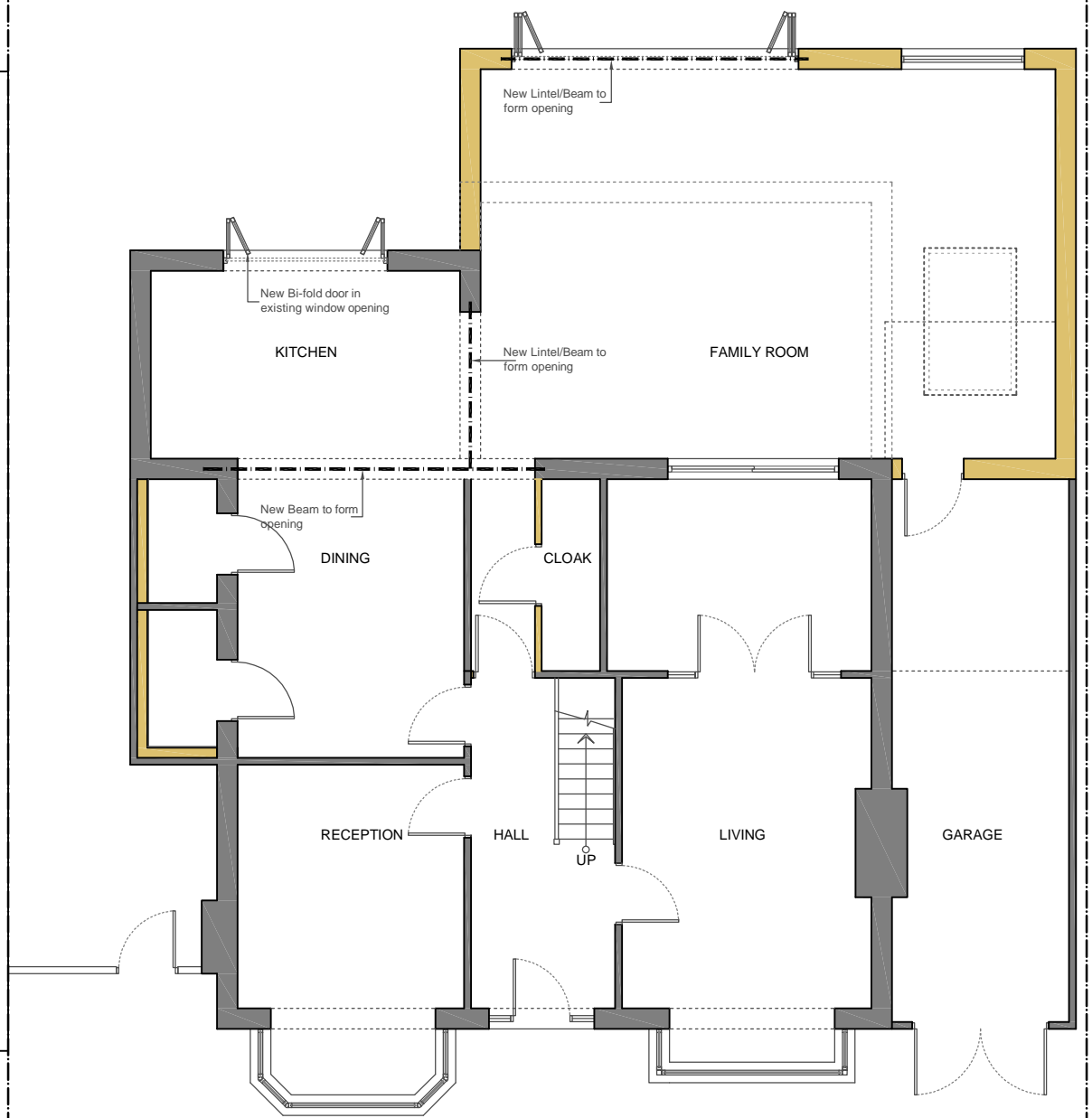
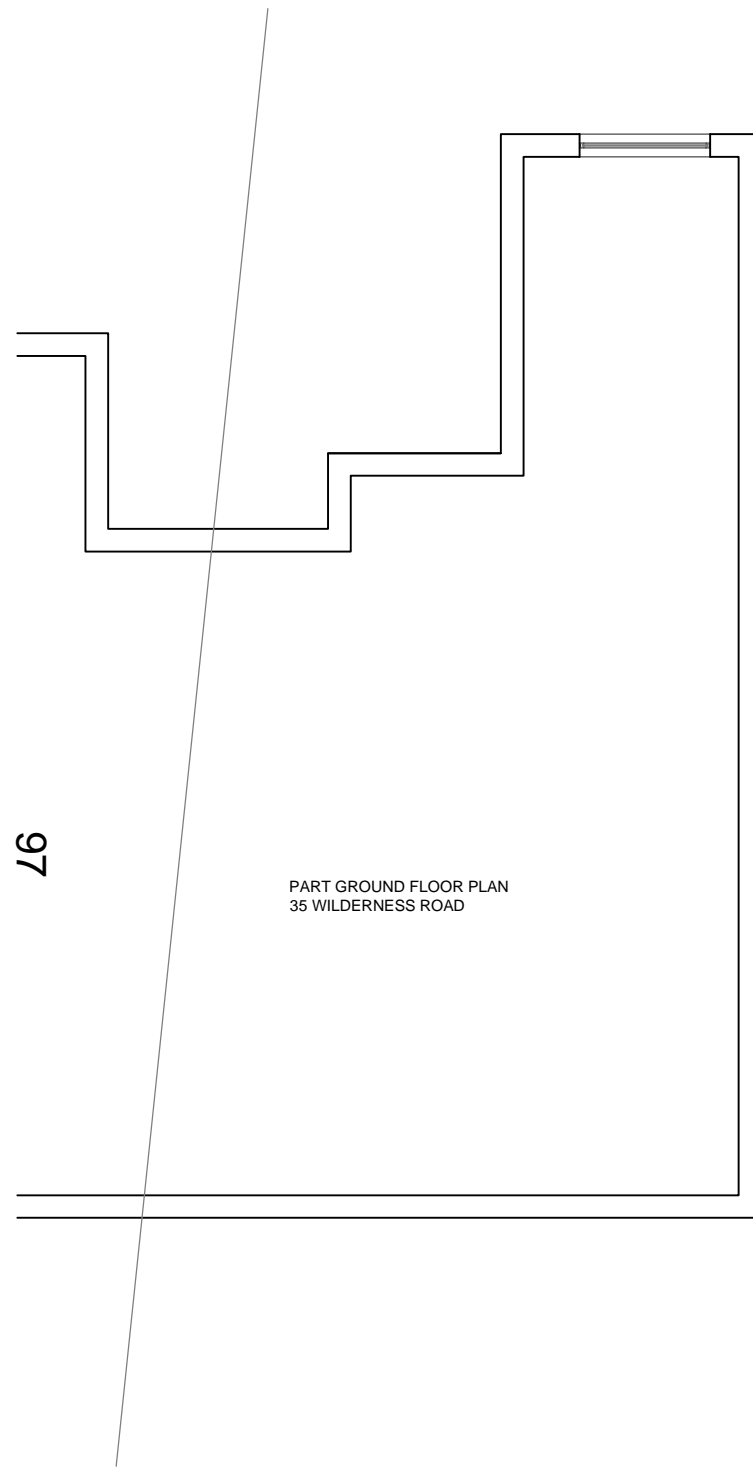
**KEY:**  
Existing Proposed



- NOTES:**
1. THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED WITHOUT THE WRITTEN APPROVAL OF ARCADIA DESIGN CONSULTANTS.
  2. ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ARCADIA DESIGN CONSULTANTS.
  3. NO DIMENSIONS TO BE SCALED.
  4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS, SERVICE ENGINEERS AND STRUCTURAL / CIVIL ENGINEERS DRAWINGS AND SPECIFICATIONS.
  5. ALL RIGHTS RESERVED.

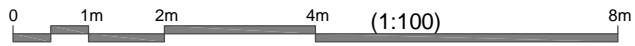
P L A N N I N G   O N L Y					
B	23/10/17	General amendments			PROJECT PART FIRST FLOOR REAR EXTENSION AT 37 WILDERNESS ROAD - RG6 7RU
REV. DATE		DESCRIPTION			
DWG NO:		PL/339/105	SCALE	1:100 @ A3	DRAWING TITLE LOCATION & SITE PLAN
DATE		JUL. 2017	DRAWN BY	MQ	

This page is intentionally left blank



12 Stanton Close, Earley, Berkshire. RG6 7DX  
 Contact : 0118 327 9645  
 www.arcadia-design.co.uk

**KEY:**  
 Existing  
 Proposed



- NOTES:**
1. THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED WITHOUT THE WRITTEN APPROVAL OF ARCADIA DESIGN CONSULTANTS.
  2. ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ARCADIA DESIGN CONSULTANTS.
  3. NO DIMENSIONS TO BE SCALED.
  4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS, SERVICE ENGINEERS AND STRUCTURAL / CIVIL ENGINEERS DRAWINGS AND SPECIFICATIONS.
  5. ALL RIGHTS RESERVED.

P L A N N I N G   O N L Y					PROJECT	
REV.		DATE	DESCRIPTION		PART FIRST FLOOR REAR EXTENSION AT 37 WILDERNESS ROAD - RG6 7RU	
DWG NO:		PL/339/106	SCALE	1:100 @ A3	DRAWING TITLE PROPOSED GROUND FLOOR PLAN	
DATE		OCT. 2017	DRAWN BY	MQ		

This page is intentionally left blank

66

PART FIRST FLOOR PLAN  
35 WILDERNESS ROAD

# PROPOSED FIRST FLOOR PLAN SCALE 1:100

Dotted lines shows  
the 45 deg angle from  
the Existing  
Neighboring window  
at First floor level to  
the rear wall.

PART FIRST FLOOR PLAN  
39 WILDERNESS ROAD



12 Stanton Close, Earley, Berkshire. RG6 7DX  
Contact : 0118 327 9645  
www.arcadia-design.co.uk

**KEY:**  
Existing Proposed

0 1m 2m 4m 8m (1:100)

- NOTES:**
- THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED WITHOUT THE WRITTEN APPROVAL OF ARCADIA DESIGN CONSULTANTS.
  - ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ARCADIA DESIGN CONSULTANTS.
  - NO DIMENSIONS TO BE SCALED.
  - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS, SERVICE ENGINEERS AND STRUCTURAL / CIVIL ENGINEERS DRAWINGS AND SPECIFICATIONS.
  - ALL RIGHTS RESERVED.

## P L A N N I N G O N L Y

REV. DATE DESCRIPTION				PROJECT	
DWG NO:	PL/339/107	SCALE	1:100 @ A3	PART FIRST SLOOR REAR EXTENSION AT 37 WILDERNESS ROAD - RG6 7RU	
DATE	OCT. 2017	DRAWN BY	MQ	DRAWING TITLE PROPOSED FIRST FLOOR PLAN	

This page is intentionally left blank



FROM: Gregory Smart Telephone:

DATE: 16 August 2017

<b>EARLEY TOWN COUNCIL PARISH CONSULTATION SHEET</b>
--

**Application Number:** 172366

**Proposal:** Householder application for the proposed part first floor rear extension to existing dwelling..

**Site Address:** 37 Wilderness Road, Earley, Wokingham, RG6 7RU.

**Applicant:** Mr & Mrs Tahir Bashir.

Your observations are required in respect of this application **by 12/09/2017.**

Please send comments by Email to: [planning.enquiries@wokingham.gov.uk](mailto:planning.enquiries@wokingham.gov.uk) and allow up to 5 working days for the plans to show on the website

Councillors noted discrepancies between the site plan and the floor plans in this application and considered that the block plan misrepresents the proposals.

Additionally, the proposals include a rear facing balcony, with the potential to overlook the gardens of the houses on either side and for these reasons requested that the application be refused

However, if Planning Officers are minded to approve this application, Councillors requested a condition be included for privacy screening to be provided to each side of the proposed balcony.

SIGNED: \_\_\_\_\_



DATE: \_\_\_\_\_

12-9-17



Clerk To Earley Town Council Parish/Town Council.

This page is intentionally left blank

# Agenda Item 64.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
173049	08/08	St Nicholas Hurst	Hurst	Cllr W Smith

**Applicant** Mrs A Jenkins

**Location** 1 Nelsons Lane, Hurst **Postcode** RG10 0RR

**Proposal** Householder application for the proposed raising of existing roof to create a first floor and additional accommodation in roof space, erection of a single storey rear extension, first floor side extension, removal of existing chimney stacks and changes to existing fenestration.

**Type** Householder

**PS Category** 633

**Officer** Ade Balogun

**FOR CONSIDERATION BY** Planning Committee on 13<sup>th</sup> December 2017

**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is located along the north-western part of Nelsons Lane, which is within the countryside. The existing dwelling is a single storey detached house sited on a corner plot with neighbouring dwellings located to the southern side shared boundary along Nelsons Lane. The dwelling is set in a rectangular shape with a hipped roof and has benefitted from various extensions in the past.

The application site is well screened from the road by matured hedgerows that run along the site boundaries including the north, east and south boundary of the site.

This application is a resubmission of a recent planning application (ref: 171039) which was refused 21st September 2017. There were three reasons for refusal relating to the impact of the development on the countryside; the impact of the development on the character of the area; and the impact of the development on the amenity of the adjoining residential occupier. This current scheme is for virtually the same development as that refused under delegated powers earlier in the year.

Restrictive policies are in place to prevent inappropriate development in the countryside. Policy CP11 of the Wokingham Borough Adopted Core Strategy states that in order to protect the separate identity of settlements and the environment, proposals outside development limits will not normally be permitted except where they do not lead to excessive encroachment or expansion of development away from the original buildings and, in the case of residential extensions do not result in inappropriate increases in the scale, form or footprint of the original building. The Borough Design Guide provides a guideline figure of a maximum increase of 50% over the original dwelling.

The proposed development would represent an increase in volume from the original dwelling of 272% and is considered to be an inappropriate form of development which would be harmful to the countryside. The increase in the scale and height of the building would be harmful in this countryside setting. The proposed dormer windows would result in a loss of privacy for the adjoining residential occupier and is unacceptable in terms of neighbour amenity.

#### PLANNING STATUS

- Designated Countryside
- Wind Turbine Safeguarding Zone
- Land Liable to Flood
- Groundwater Protection Zone

#### RECOMMENDATION

**That planning permission be REFUSED for the following reasons:**

1. The proposed development, due to its excessive increase in cumulative volume of the dwelling when compared with the original building, represents a disproportionate addition over and above the size and volume of the original building and would lead to excessive expansion of development away from the original built form; and would result in inappropriate increases in the scale, form and volume of the original building and be harmful to the character and appearance of the application dwelling within its site context and the countryside location contrary to the aims of the Wokingham Borough Adopted Core Strategy Policy CP11 (2010) and Section 8 of the Borough Design Guide (2012).
2. By virtue of its excessive height, the proposal would have an overly dominating impact on the skyline and street scene to the significant detriment to the character and appearance of the surrounding area, contrary to the aims of the Wokingham Borough Adopted Core Strategy Policy CP1 and CP3 (2010) and the Wokingham Borough Managing Development Delivery Plan Policies CC01 and CC03 (2014).
3. The proposed development due to the location of the proposed rear roofslope dormers (south-west facing) and separation distance between the rear elevation of the host dwelling and the shared common boundary line with the neighbouring dwelling No. 2 Nelsons Lane, which fall short of the set guidance of the Borough Design Guide, would result in overlooking across and into the rear garden space of the neighbouring dwelling. This is in breach of the Policy CP3 of the Wokingham Borough Adopted Core Strategy (2010) and the Design Guidance R23 of the Wokingham Borough Design Guide (2012).

#### PLANNING HISTORY

Application No.	Description	Decision & Date
1990/72	Additions-2 bedrooms, bathroom, WC, lounge & kitchen	Approved – 21/12/1972
F/2004/2900	Single storey extension, dormer and roof windows to front loft conversion	Refused - 15/11/2004
F/2004/3486	Single storey front porch extension	Approved - 18/01/2005

153272	Proposed erection of a part single storey part two storey front and rear extension, conversion of roof space to habitable accommodation and addition of front and rear dormer roof extensions Single storey detached house with hipped roof.	Refused 31/03/2016	-
171039	proposed raising of existing roof to create a first floor and additional accommodation in roof space, erection of a single storey rear extension, first floor side extension, removal of existing chimney stacks and changes to existing fenestration	Refused 21/09/2017	

<b>CONSULTATION RESPONSES</b>	
WBC Ecology	No objection
WBC Highways	No objection

<b>REPRESENTATIONS</b>	
St Nicholas Hurst Parish Council	Object to the proposal - it represents over-development of the site and would have a negative and harmful impact on the street scene of this area and should be refused.
Ward Member(s)	Cllr W Smith has called the scheme into committee on the basis that it would not be unacceptable in terms of countryside impact/harm.
Neighbours	One representation was received from neighbouring dwelling No. 2 Nelsons Lane objecting to the proposed development on the basis of impact on local character and overlooking into private rear garden space.

<b>PLANNING POLICY</b>
<p>National Policy National Planning Policy Framework 2012</p> <p>Wokingham Borough Core Strategy policies: CP1 – Sustainable development CP3 – General Principles for Development CP7 – Biodiversity CP9 – Scale and location of development proposals CP11 - Proposals outside development limits including countryside</p> <p>Managing Development Delivery Local Plan (MDD LP) policies CC01 – Presumption in Favour of Sustainable Development CC02 – Development limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and construction CC07 – Parking CC09 – Development and Flood Risk</p> <p>Supplementary Planning Documents Borough Design Guide      Supplementary Planning Document CIL Guidance + 123 List A Design for Hurst - Village Design Statement</p>

## **PLANNING ISSUES**

### **Principle of Development:**

The National Planning Policy Framework has an underlying presumption in favour of sustainable development, which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

The site is located within the countryside. Policy CP11 of the Wokingham Borough Council Core Strategy states that in order to protect the separate identity of settlements and the environment, proposals outside development limits will not normally be permitted except where they do not lead to excessive encroachment or expansion of development away from the original buildings and in the case of residential extensions, do not result in inappropriate increases in the scale, form or footprint of the original building.

Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.

The Borough Design Guide (SPD) June 2012, Section 8 (8.5.4 – Extensions and additions) states that, inter alia:

Extensions may be permissible provided that the scale, form and footprint does not have an unacceptable impact upon the countryside.

And that:

A 50% increase in volume for a 1 storey development is acceptable when compared with the original building

The application is for an identical proposal to the scheme submitted and refused under Planning Application Ref No: 171039 on the basis of harm to the countryside, the character of the area and impact upon neighbour amenity. Whilst there are no changes to material considerations that would affect the determination of this application since the previous application i.e. no policy changes, screening boundary treatments are the same, no other development since built in the immediate vicinity etc, the application has been assessed on its own merits as outlined below.

### **Impact on the Countryside:**

The dwelling is located outside of settlement boundaries within a rural location. The centre of Twyford is approximately 3km to the north and the centre of Wokingham approximately 4km to the south. Although the dwelling is set along a row of three properties, they are low level properties, well screened from the street. Aside from these dwellings there is sparse development in the area, with the immediate context consisting of fields, some agricultural buildings and narrow country lanes.

The original dwelling as built on site would have been a modest single storey dwelling, with a volume of 185 square metres (sqm). Since it was built, there have been a number of applications to increase the size of the dwelling which are reported below.

Planning permission was granted in 1972 (application reference: 1990/72) for an extension which increased the width of the dwelling from 8m in width to 18m. This extension increased the volume of the building to 445 sqm, an increase of 140% from the original.

A later application for a single storey extension and dormer windows (application reference: F/2004/2900) was refused on the grounds that it constituted inappropriate development in the countryside. The officer's report stated that the proposal would have resulted in a cumulative increase in volume of 190% over the original dwelling. A revised proposal for a smaller porch extension was approved in 2005 (application F/2004/3486) but was never implemented.

In 2016, planning permission was refused for the erection of a part single storey part two storey front and rear extension, conversion of roof space to habitable accommodation and addition of front and rear dormer roof extensions (application reference: 153272). This application would have resulted in an increase in volume of approximately 300% over the volume of the original dwelling.

This current proposal would result in a single storey rear extension of approximately 3m depth, 3.5m width and 2.8m in height projecting into the rear garden. It also proposes a proposed part single part two storey front extension including the raising of existing roof to create a first floor and habitable loft space would result in an increase in the existing dwelling house roof ridge height of approximately 1.5m. The resulting roof form of the proposed development would incorporate the insertion of two dormer windows with pitched roofs to the front and three dormer windows with pitched roofs to the rear roof slope. Overall, the resulting volume of the building would be 689 sqm, which would be an increase of 272% compared to the original dwelling.

Policy CP11 of the Wokingham Borough Adopted Core Strategy states that in order to protect the separate identity of settlements and the environment, proposals outside development limits will not normally be permitted except where they do not lead to excessive encroachment or expansion of development away from the original buildings and, in the case of residential extensions do not result in inappropriate increases in the scale, form or footprint of the original building.

Following on from the Core Strategy, The Borough Design Guide provides more detailed advice relating to development in the countryside, including a guideline figure for extensions of a total maximum increase of 50% over the volume of the original dwelling. Whilst noted that this a guideline figure, the proposed 272% increase in volume is clearly significantly in excess of the Borough Design Guide. The property has already been extended significantly beyond the 50% volumetric guidance, and accordingly any further extensions should be modest in scale, borne out by the planning history for the site which includes recent refusals for large extensions to the dwelling.

As described above, the 1972 extension increased the width of the dwelling from 8m to 18m, and the extensions proposed in this application represents further expansion away from the original building and would be a disproportionate addition over and



above the size and volume of the original building which would be detriment to the countryside setting of the dwelling. The increase in the height of the building is discussed in detail below, but this would further add to the cumulative increase in size and volume of the dwelling and would therefore result in disproportionate additions to the building, constituting unacceptable development in the countryside.

In summary, the proposed development, due to its excessive increase in cumulative volume of the dwelling when compared with the original building, represents a disproportionate addition over and above the size and volume of the original building and would lead to excessive expansion of development away from the original built form; and would result in inappropriate increases in the scale, form and volume of the original building and be harmful to the character and appearance of the application dwelling within its site context and the countryside location contrary to the aims of the Wokingham Borough Adopted Core Strategy Policy CP11 (2010) and Section 8 of the Borough Design Guide (2012).

#### **Impact on the Character of the Area:**

As described above, the site has a rural setting; there is sparse development in the vicinity of the site and the closest residential properties, including the application site, are single storey. The dwelling is currently well screened by existing vegetation and even though it is located at the junction of Nelsons Lane and Islandstone Lane, is not prominent from public vantage points. The application proposes to raise the ridge height of the dwelling by 1.5m to allow habitable accommodation at first floor level. In addition, it proposes a number of dormer windows and a glazed two storey feature above the front entrance which serve to attract attention to the building compared to the existing plain roof form. As such, the increase in height and additions to the roof would make the building much more visible from public vantage points and prominent in the streetscene. It would be out of keeping with the existing pleasant rural setting, the character of the existing development in the area and harmful to the streetscene.

By virtue of its excessive height, the proposal would have an overly dominating impact on the skyline and street scene to the significant detriment to the character and appearance of the surrounding area, contrary to the aims of the Wokingham Borough Adopted Core Strategy Policy CP1 and CP3 (2010) and the Wokingham Borough Managing Development Delivery Plan Policies CC01 and CC03 (2014).

#### **Impact on Neighbouring Residential Amenity:**

No. 2 Nelsons Lane is the nearest neighbouring dwelling to the application site and is located directly to the south. Nos. 1 and 2 are both set at angles to the road, and No. 1 is set perpendicular to No. 2. As described above, the application proposes to raise the height of the application dwelling to create habitable accommodation consisting of 4 bedrooms and a bathroom at first floor level and insert three dormer windows in the elevation facing No. 2's private rear amenity space. One of the windows would serve a bathroom and could therefore reasonably be expected to be obscure glazed; however the other two windows would serve proposed bedrooms 1 and 3. These are the sole windows serving these bedrooms.

In accordance with the Borough Design Guide, in order to maintain privacy and limit the sense of enclosure, a back to flank (i.e. from the rear of the new/extended dwelling to the flank of the existing neighbouring dwelling) separation distance of 12m is required. In this instance, the separation distance between bedroom 1 at the rear of the dwelling to the boundary with No. 2 would be approximately 8.5m. This is significantly below the

minimum required by the Design Guide and would result in unacceptable direct overlooking into the rear of the neighbouring property, as well as a sense of enclosure given the limited scale of development in the open countryside. Although there is a hedge between the neighbouring properties, it is not at a height that would sufficiently prevent overlooking and in any event could not be relied on to block views in perpetuity.

As such, the proposed development due to the location of the proposed rear roofslope dormers and separation distance between the rear elevation of the host dwelling and the shared common boundary line with the neighbouring dwelling No. 2 Nelsons Lane, which fall short of the set guidance of the Borough Design Guide, would result in overlooking across and into the rear garden space of the neighbouring dwelling. This is in breach of the Policy CP3 of the Wokingham Borough Adopted Core Strategy (2010) and the Design Guidance R23 of the Wokingham Borough Design Guide (2012).

**Amenity Space:**

The proposal would increase the footprint of the dwelling however, the remaining amenity space would be of a size that would accord with the Borough Design Guide and would be able to accommodate typical garden activities. As such, no harmful impact is considered to occur.

**Highway Access and Parking Provision:**

Three parking spaces are shown on the submitted plans, and it is considered that at least three vehicles can be accommodated within the curtilage of the dwelling. As such the level of parking proposed is adequate to serve the property. Access is not affected by the proposal.

**Ecology:**

A Bat Survey has been submitted with the application, which confirms that the risk of bats being affected by the development is low. The Council's Ecologist has reviewed the report and agrees that the development would be not be unacceptable in relation to bats. There is no objection on this basis, subject to a standard informative in the event that the application were approved.

**Drainage and Flooding:**

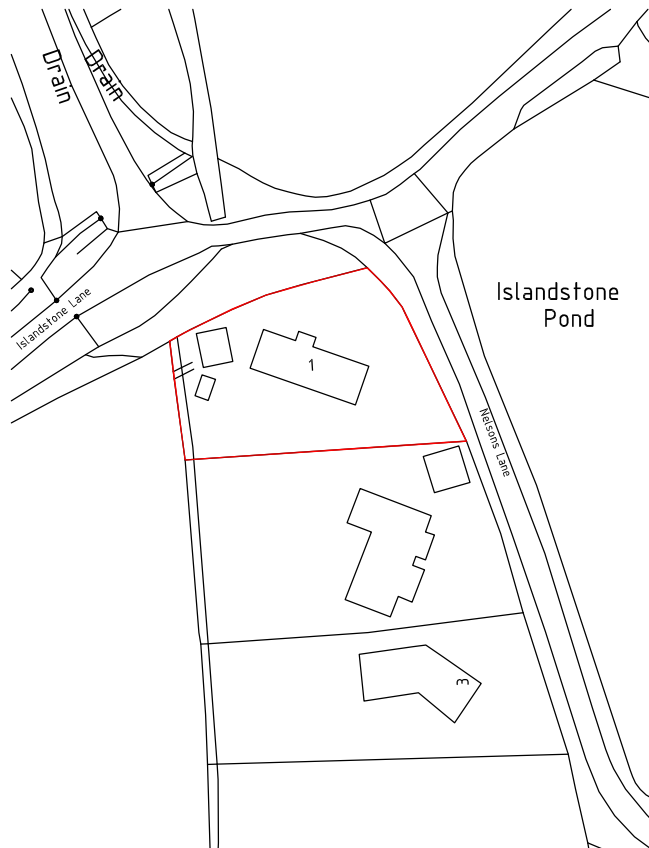
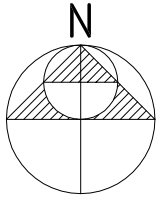
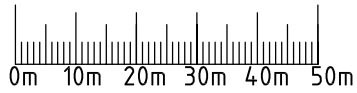
The site is located within Flood Zone 2 (Medium risk of flooding). In accordance with the Environment Agency's standing advice, it would be expected that the application be submitted with a Flood Risk Assessment which sets out what proposed floor levels would be in relation to the estimated flood level. Although this has not been submitted, the Council's Drainage Officer advises that this further information could be sought or conditioned were the development acceptable in all other respects. As such, it is not proposed that this be included as a reason for refusal.

**CONCLUSION**

The proposed 272% increase in cumulative volume of the dwelling represents a disproportionate addition over and above the size and volume of the original building and would lead to excessive expansion of development away from the original built form, resulting in an inappropriate increase in the scale, form and volume of the original building. It would harmful to the character and appearance of the application dwelling within its site context and the countryside location. It would also result in an unacceptable degree of overlooking and loss of privacy to the neighbouring dwelling.

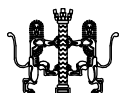
The application is therefore recommended for refusal.
---

CONTACT DETAILS		
Service	Telephone	Email
Development Management and Regulatory Services	0118 974 6000	development.control@wokingham.gov.uk



# LOCATION PLAN SCALE 1:1250 @ A4

THIS DRAWING IS COPYRIGHT AND MAY  
NOT BE REPRODUCED WITHOUT THE  
WRITTEN CONSENT OF THE ARCHITECT.



**W.M. GRAHAM ASSOCIATES**  
RIBA CHARTERED ARCHITECTS

1 Peach Street, Wokingham, Berkshire, RG40 1XJ  
Tel: 0118 9770464  
Email: [wmg\\_architects@btconnect.com](mailto:wmg_architects@btconnect.com)  
Website: [www.wmgramham-architects.co.uk](http://www.wmgramham-architects.co.uk)

**111**

JOB

WOODPECKERS  
1 NELSONS LANE  
HURST  
RG10 0RR

JOB NO

**2987**

DATE

**JAN 17**

DRAWING

**01**

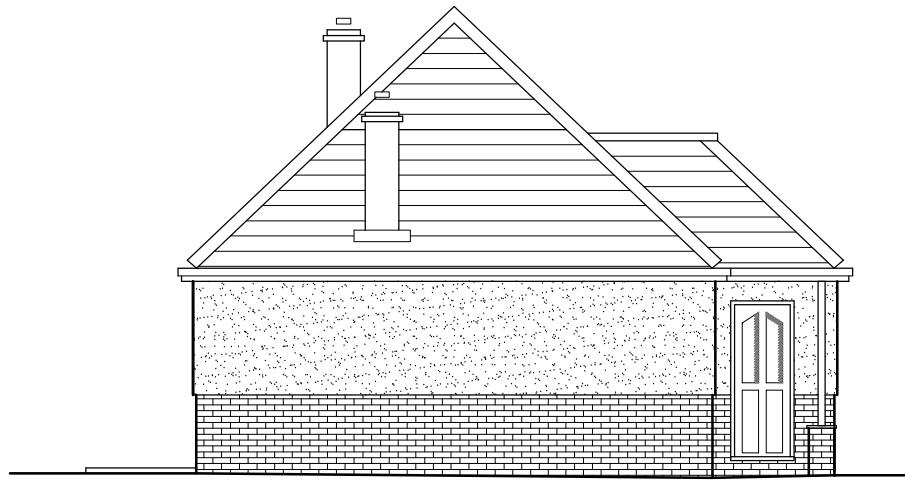
DRAWN BY

**CG**

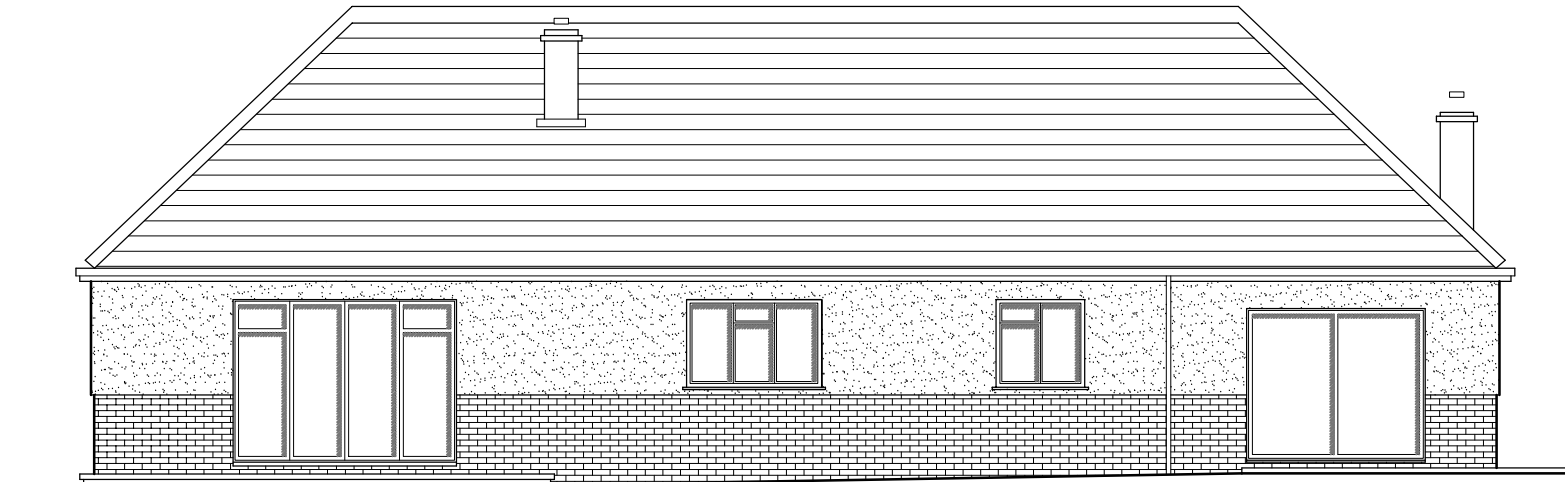
This page is intentionally left blank



FRONT



SIDE

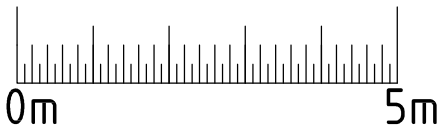


REAR



SIDE

THIS DRAWING IS COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



AREAS

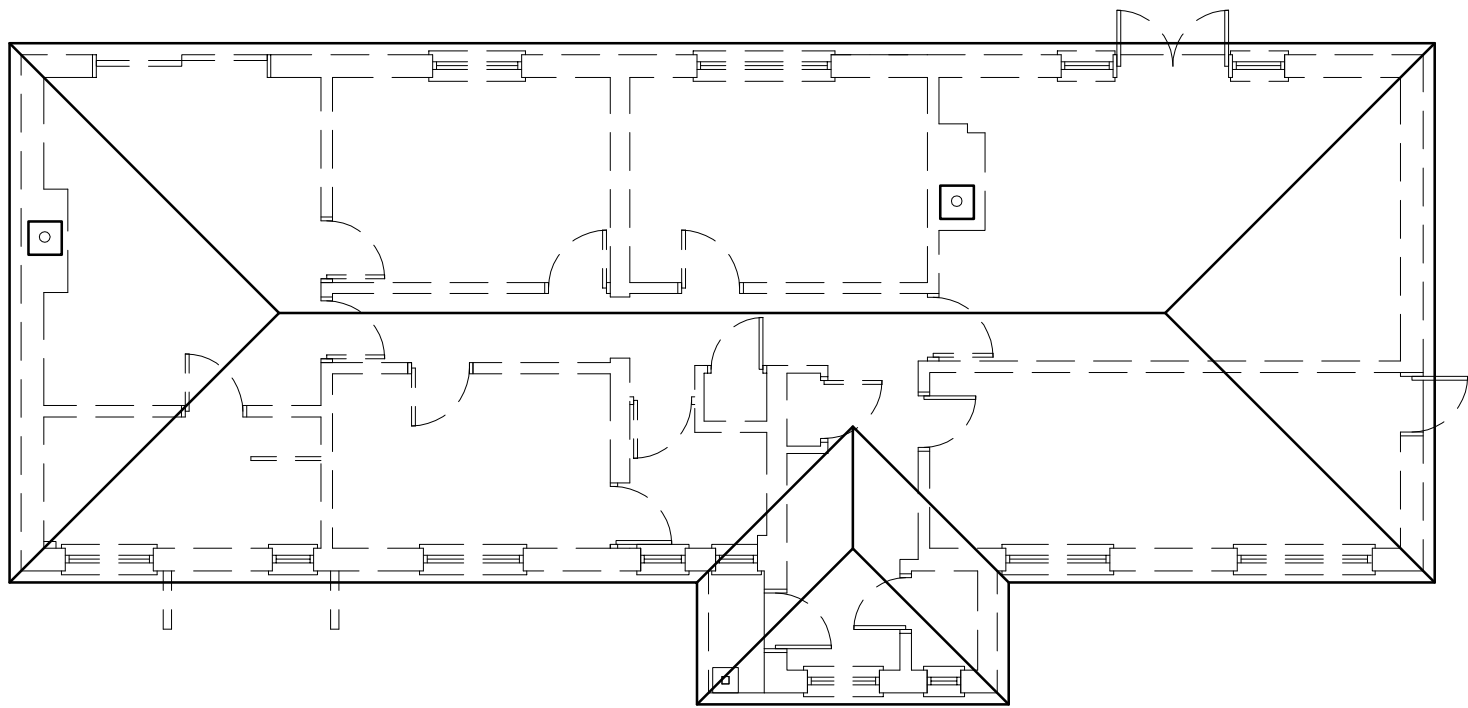
Site Area - 1,091.8M<sup>2</sup> - 11,752.6 Sqft

Footprint - 130M<sup>2</sup> - 1,399.5 Sqft

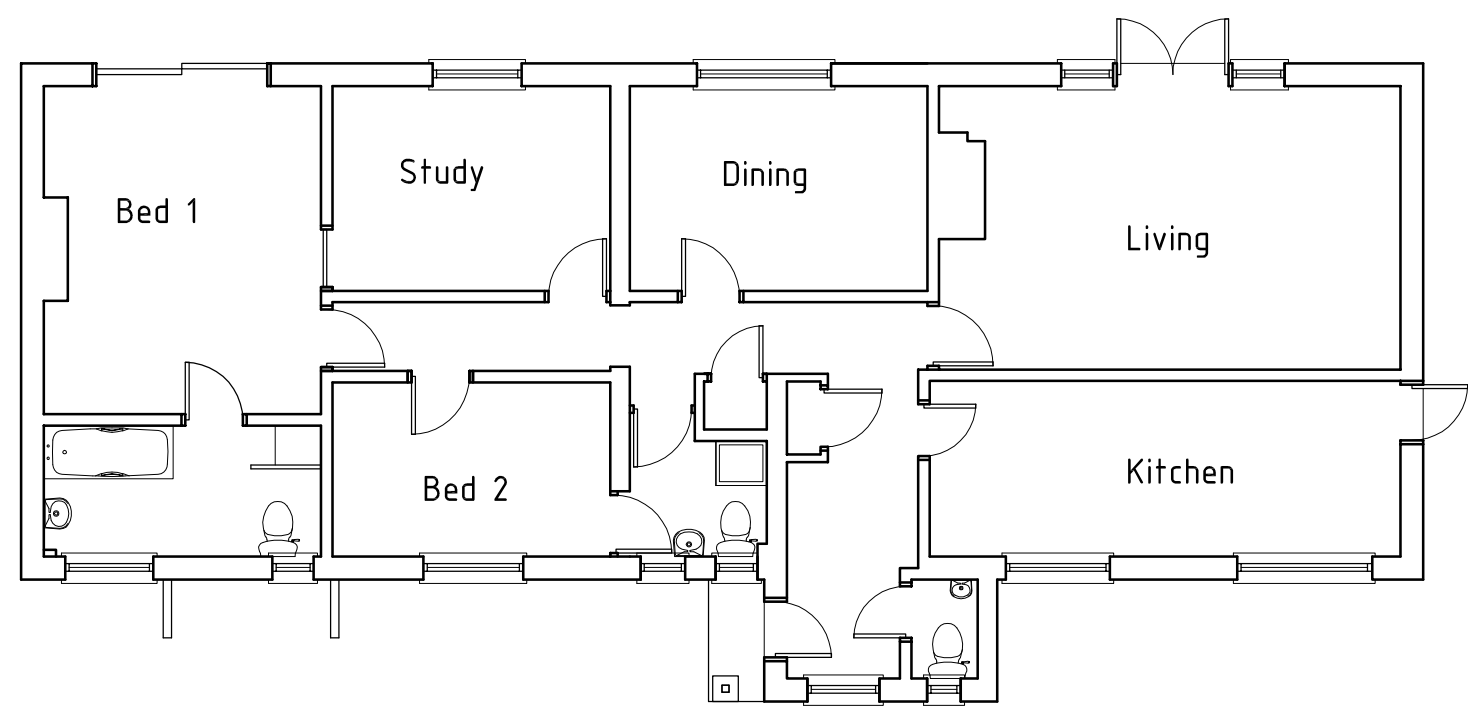
Ground Floor Internal Area -

114.6M<sup>2</sup> - 1,233.5 Sqft

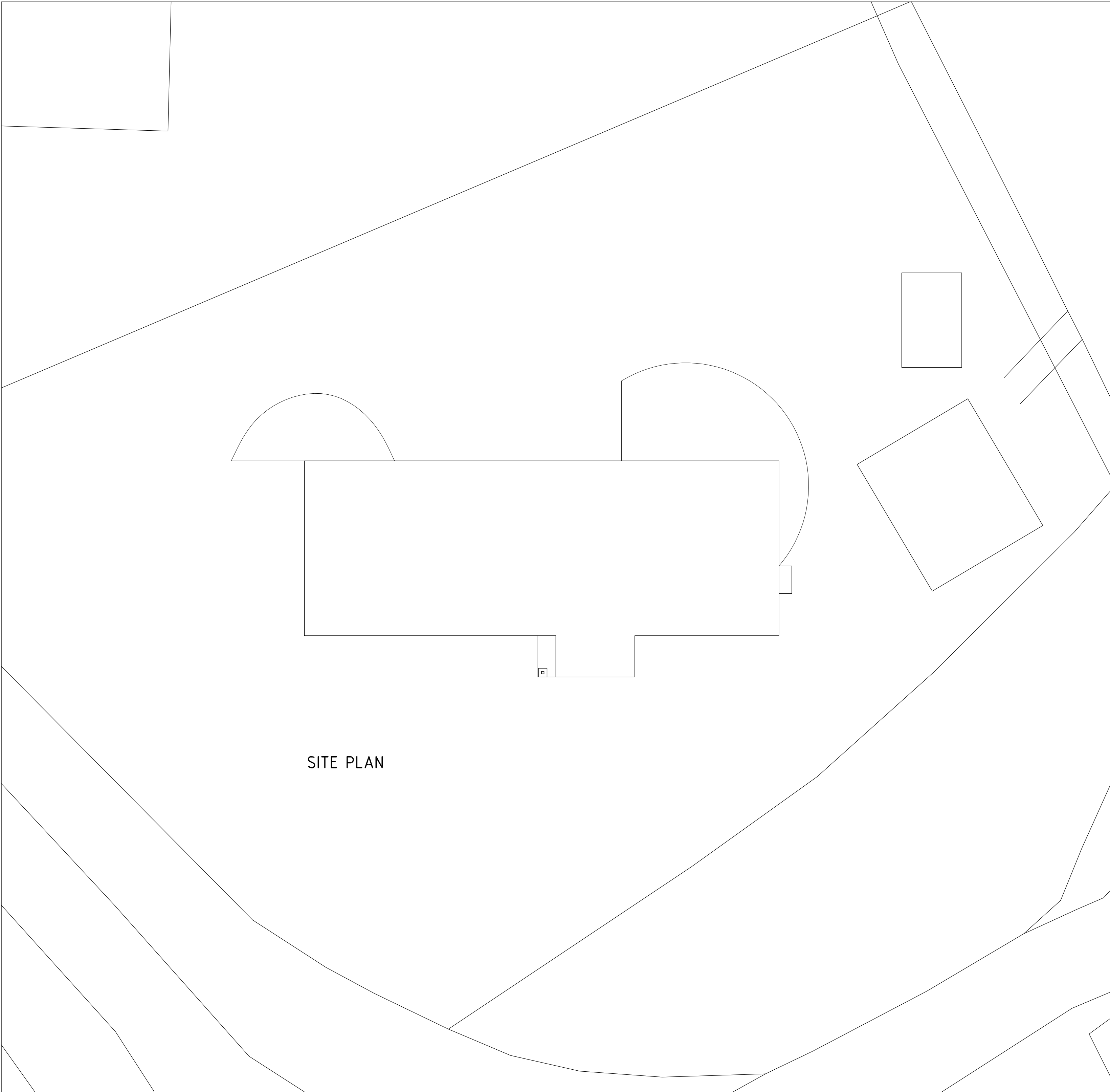
Total Volume - 489.1M<sup>3</sup>



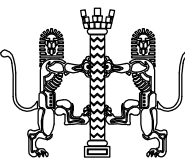
ROOF



GROUND



SITE PLAN



**W.M. GRAHAM ASSOCIATES**  
**RIBA CHARTERED ARCHITECTS**

1 Peach Street  
Wokingham  
Berkshire  
RG40 1XJ  
Tel: 0118 9770464  
Email: [wmg\\_architects@btconnect.com](mailto:wmg_architects@btconnect.com)  
Website: [www.wmgramham-architects.co.uk](http://www.wmgramham-architects.co.uk)

JOB

**WOODPECKERS**  
**1 NELSONS LANE**  
**HURST**  
**RG10 0RR**

TITLE

**EXISTING PLANS AND**  
**ELEVATIONS**

SCALE

1:100 @ A1

DATE

JAN 17

DRAWN BY

CG

JOB NO.

2987

DRAWING NO.

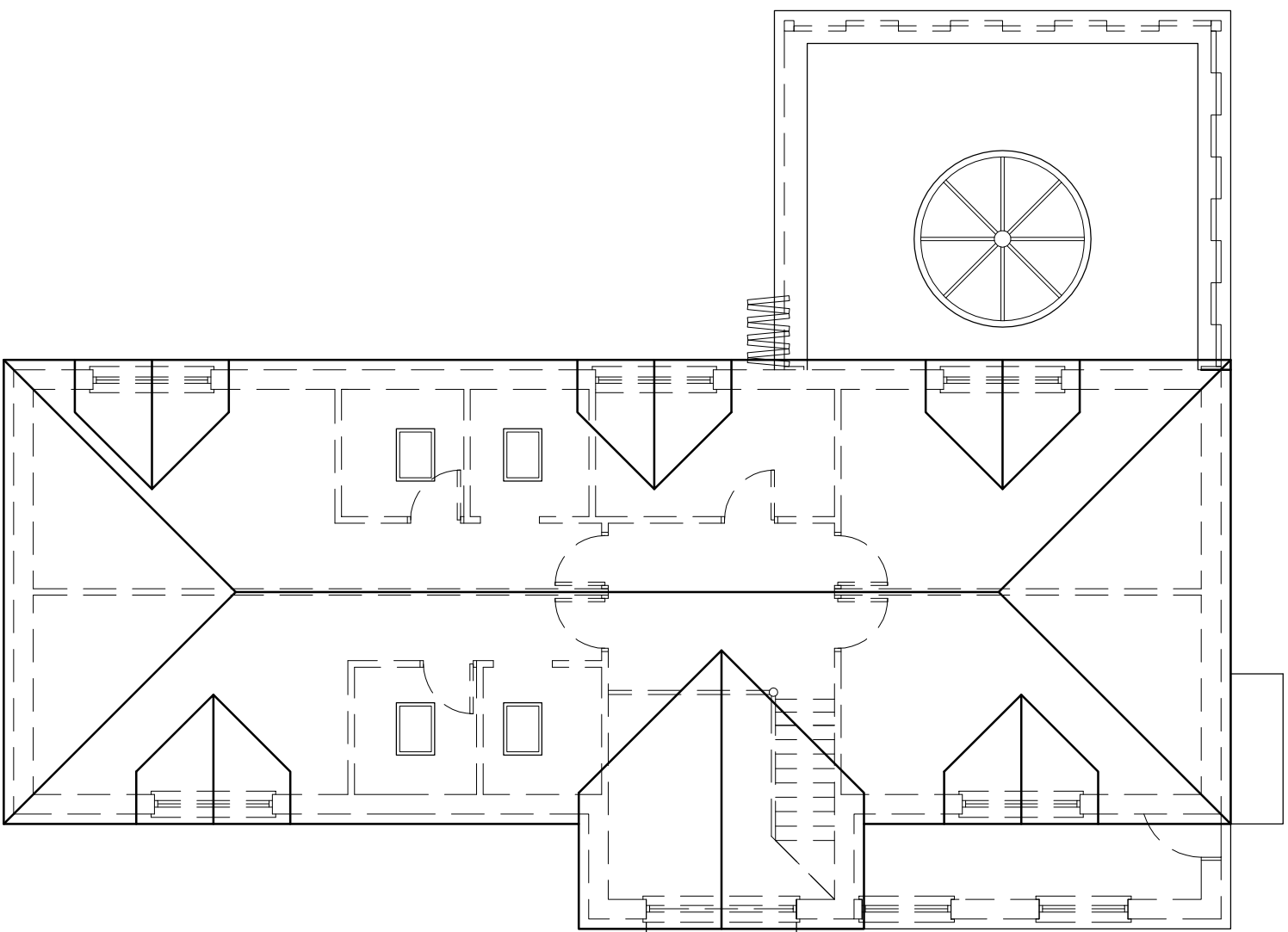
03

REVISION

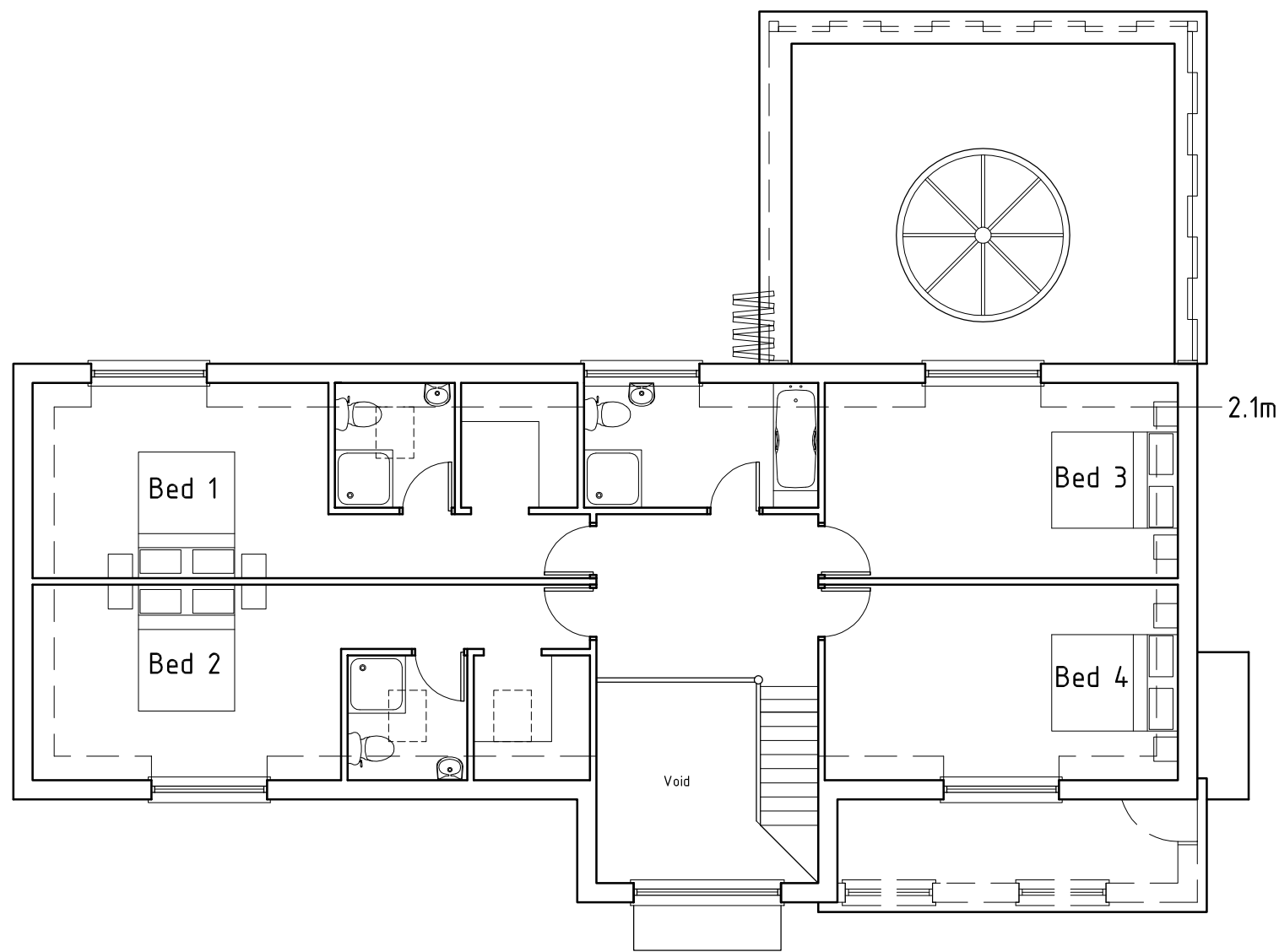
-



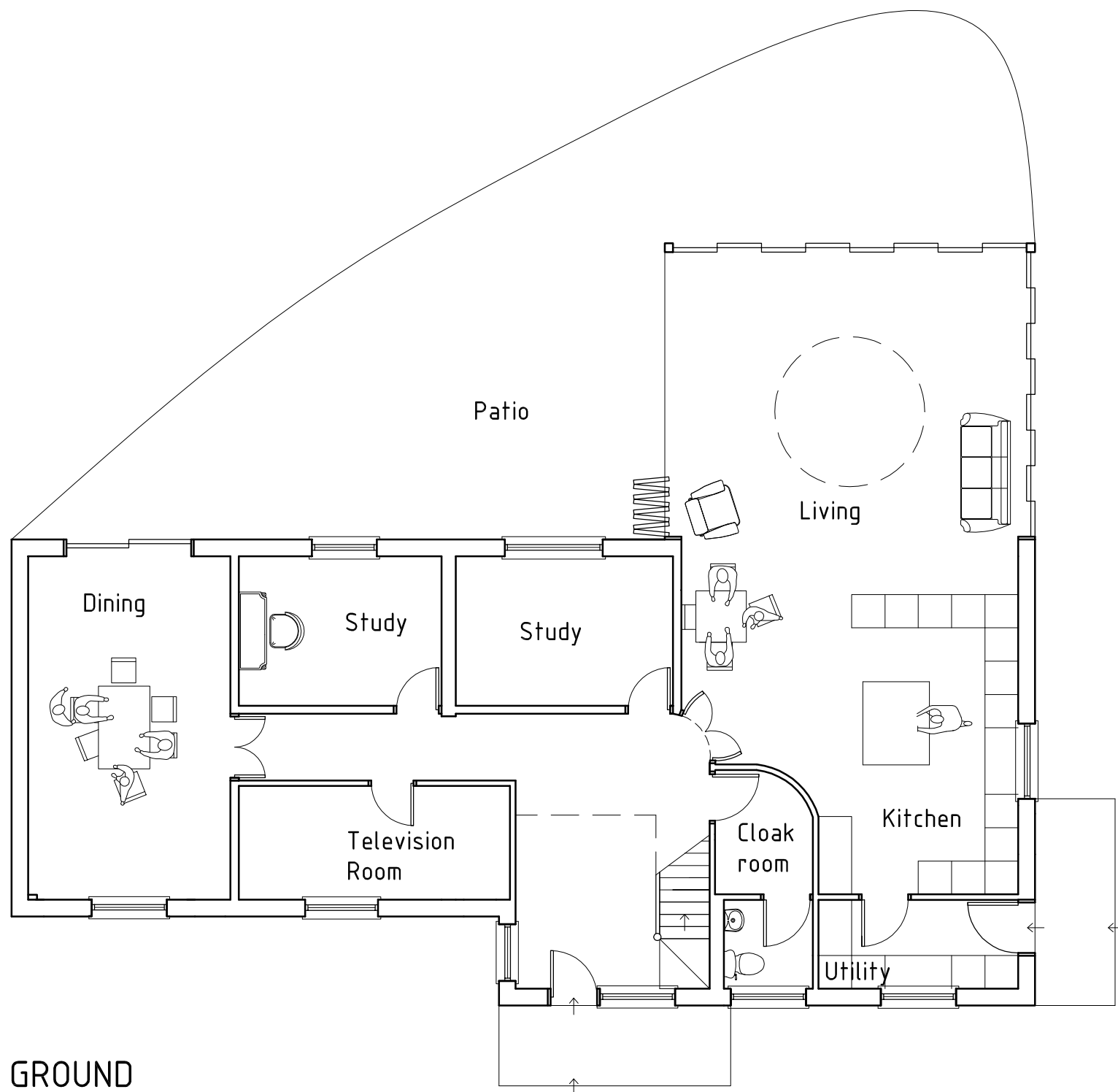
This page is intentionally left blank



ROOF



FIRST



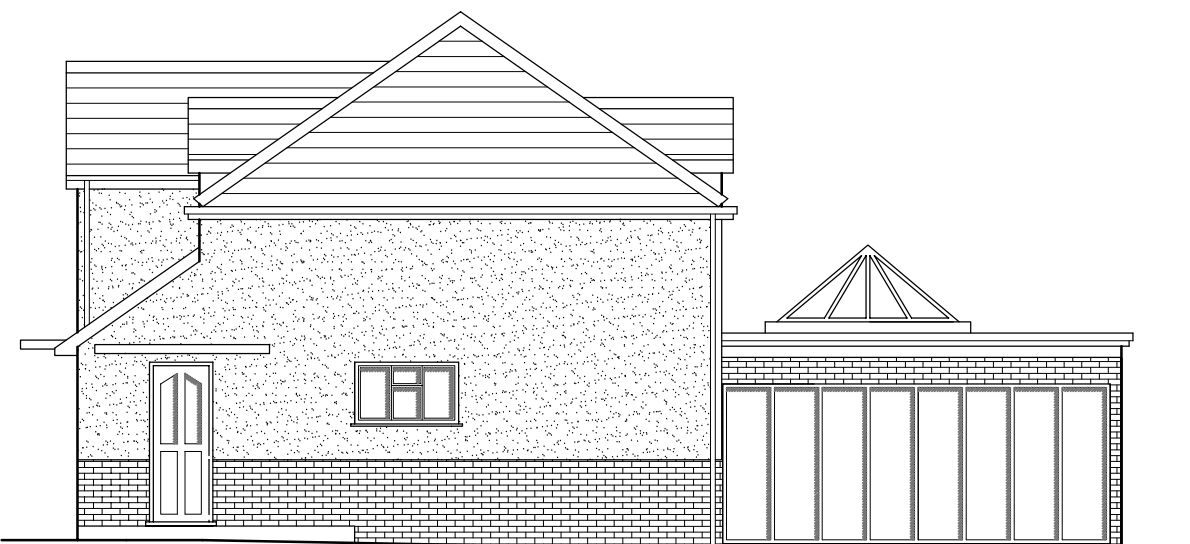
GROUND



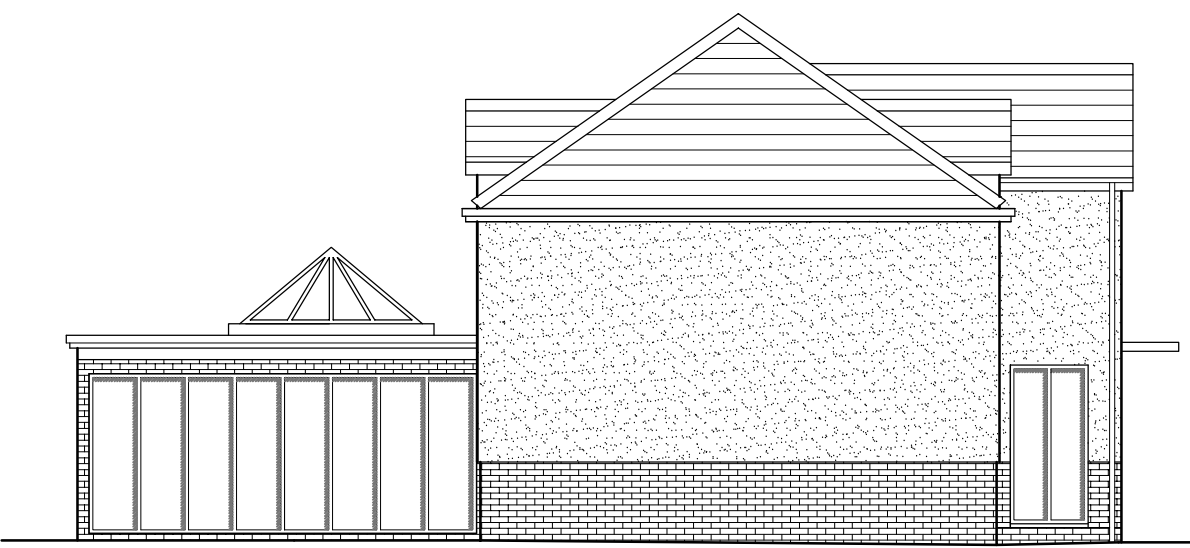
FRONT



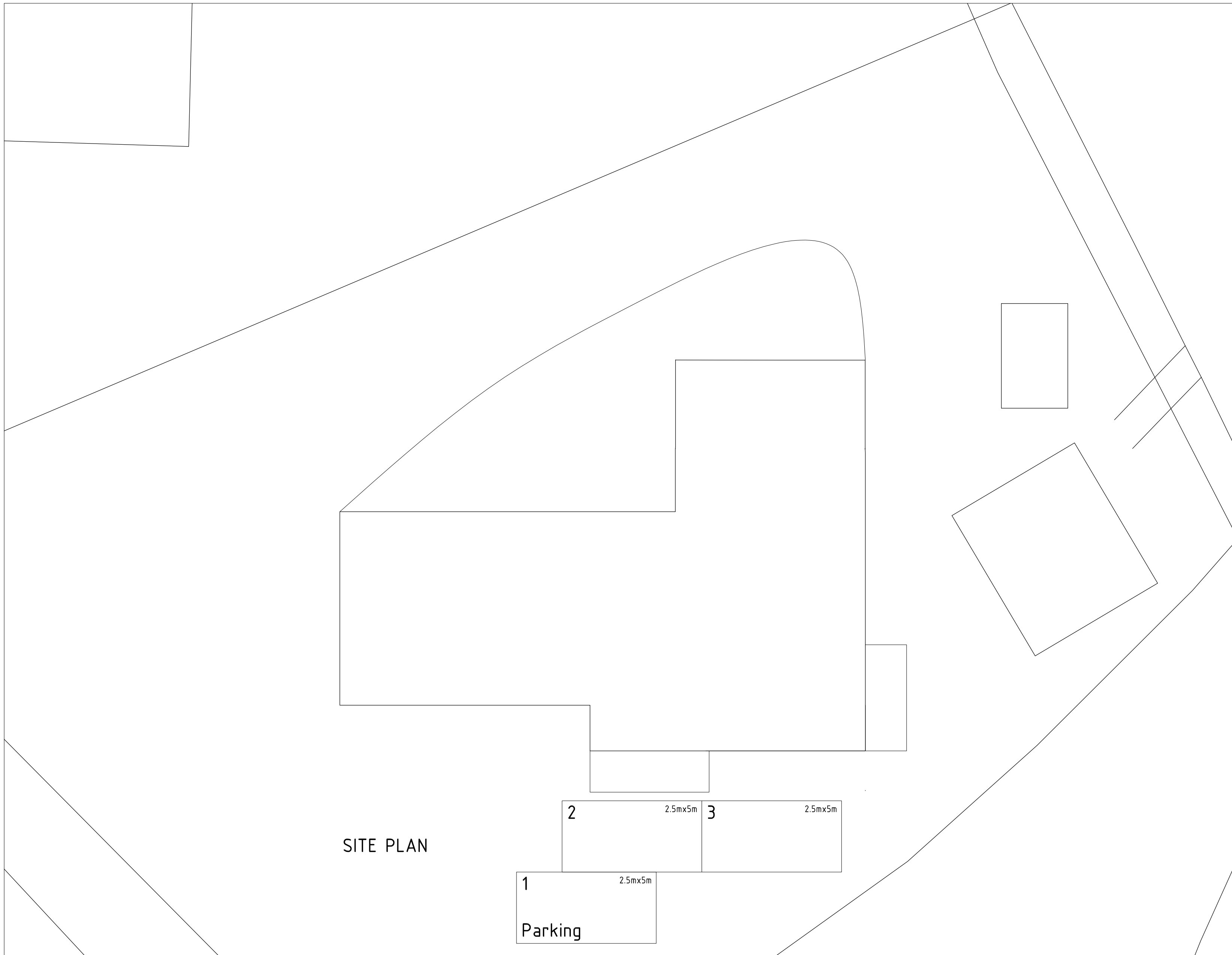
REAR



SIDE



SIDE



SITE PLAN

THIS DRAWING IS COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



AREAS

Site Area - 1,091.8M<sup>2</sup> - 11,752.6 Sqft

Footprint - 176.1M<sup>2</sup> - 1,895.5 Sqft

Ground Floor Internal Area -

158.8M<sup>2</sup> - 1,709.3 Sqft

First Floor Internal Area -

104.8M<sup>2</sup> - 1,128 Sqft

Total Volume - 688.6M<sup>3</sup>

REVISION B 27.06.17 CG  
REVISION A 29.03.17 W

  
**W.M. GRAHAM ASSOCIATES**  
*RIBA CHARTERED ARCHITECTS*  
1 Peach Street  
Wokingham  
Berkshire  
RG40 1XJ  
Tel: 0118 9770464  
Email: wmg\_architects@btconnect.com  
Website: www.wmgraham-architects.co.uk

JOB  
**WOODPECKERS**  
**1 NELSONS LANE**  
**HURST**  
**RG10 0RR**

TITLE  
**PROPOSED PLANS AND ELEVATIONS**

SCALE	1:100 @ A1	DATE	FEB 17	DRAWN BY	CG
JOB NO.	2987	DRAWING NO.	05	REVISION	B

This page is intentionally left blank

# ST. NICHOLAS HURST PARISH COUNCIL

Clerk to the Council: Mrs. Maria Bradshaw MIIA.  
The Office, 9 Primrose Lane, Winnersh, Wokingham, Berkshire, RG41 5UR.  
Telephone: 0118 9798914  
E-mail: [Clerk@hurstpc.org.uk](mailto:Clerk@hurstpc.org.uk)

Development Control Manager,  
Wokingham Borough Council,  
Planning Services,  
P.O. Box 157,  
Shute End,  
Wokingham,  
RG40 1WR

17/11/17

Dear Mr Balogun,

## Planning Application 173049

I refer to the above-mentioned application by Ms A Jenkins, 1 Nelsons Lane, Hurst, RG10 0RR – householder application for the proposed raising of existing roof to create a first floor and additional accommodation in roof space, erection of a single storey rear extension, first floor side extension, removal of existing chimney stacks and changes to existing fenestration.

The Parish Council has considered this application and objects on the grounds that it represents over-development of the site and would have a negative and harmful impact on the street scene of this area.

For the above reason, we therefore request that this application is refused.

Yours sincerely,

Maria Bradshaw,  
Clerk.

This page is intentionally left blank

# Agenda Item 65.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
Not Applicable	Not Applicable	Wokingham Without and Wokingham	Wokingham Without and Wescott	Scheme of Delegation

**Applicant** Wokingham Borough Council

**Location** Eastern Gateway

**Stopping Up Proposal** Application for stopping up of Waterloo Road associated with the Southern Distributor Road Eastern Gateway works (ref: 172934). The stopping up application may be made under section 247 of the Town and Country Planning Act 1990 (as amended) ("the 1990 Act") to the Secretary of State for Transport to have the highway stopped up or extinguished.

**Type** Application to the Secretary of State for Transport for Stopping Up order under Sections 247 and 253 of the 1990 Act.

**PS Category Officer** Not Applicable  
Vincent Healy

**FOR CONSIDERATION BY** Planning Committee on 13 December 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The Council submitted a planning application for the eastern section of the Southern Distributor Road under planning reference 172934 on 2 October 2017 which was validated on 10 October 2017. This comprises a section of highway and new rail bridge from the existing road to the north on Montague Park to Waterloo Road. Part of this work will require Waterloo Road to be stopped up.

To terminate the highway, a stopping up order under Section 247 of the 1990 Act is required where "*it is necessary to do so in order to enable development to be carried out in accordance with planning permission granted under Part III of this Act*". In this circumstance a stopping up order is required to enable the carrying out of a development proposal (under planning reference 172934 to construct 420 metres in length and 15 metres in width of single carriageway with footways/cycleways forming part of the South Wokingham Distributor Road (SWDR). The proposed route will connect the Montague Park residential development specifically William Heelas Way to a new junction with Waterloo Road at a four-arm roundabout, via a new bridge over the Reading-Waterloo Railway Line. A location plan outlining the application site in red is attached to this report as Appendix 1.

The application for stopping up will be made to the Secretary of State for Transport under Sections 247 and 253 of the 1990 Act and the Secretary of State will determine whether



or not the Stopping Up Order is confirmed. This report seeks authority to commence the process by making an application to the Secretary of State.

Where an application is made in advance of planning permission being granted the stopping up application is submitted pursuant to Section 253 of the 1990 Act and in accordance with Section 253(5) the Secretary of State cannot make an Order under Section 247 of which notice has been published until planning permission has been granted for the development which occasions the making of the order.

#### **PLANNING STATUS**

- The Planning application (under planning reference 172934) to which the stopping up application relates was submitted on 2 October 2017 which was validated on 10 October 2017.

#### **RECOMMENDATION**

**APPROVE** submission to the Secretary of State for Transport of an application to stop up highway Zebra hatched on the Stopping Up Order plan attached to this report at Appendix 2 together with all supporting documentation.

#### **STOPPING UP ISSUES**

##### **Background to the Application**

1. The planning application for the Eastern Gateway, which comprises the first section of the Southern Distributor Road (SWDR), was validated on 10 October 2017 includes the construction of 420 metres in length and 15 metres in width of single carriageway with footways/cycleways, The proposed route will connect the Montague Park residential development specifically William Heelas Way to a new junction with Waterloo Road at a four-arm roundabout, via a new bridge over the Reading-Waterloo Railway Line. The SWDR is a key component of the Strategic Development Location which unlocks the land within South Wokingham for development as outlined within the adopted Core Strategy.
2. On 26 March 2015 the Council's Executive considered and approved the progress of the SWDR (part of which subject to planning application 172934 is known as Eastern Gateway). As part of that resolution the Executive also approved negotiation with Network Rail to secure the Eastern Gateway as part of the SWDR. The proposed route of Eastern Gateway will connect the Montague Park residential development specifically William Heelas Way to a new junction with Waterloo Road at a four-arm roundabout, via a new bridge over the Reading-Waterloo Railway Line. As part of the delivery of the Eastern Gateway the Council will be entering into appropriate legal arrangements with Network Rail to deliver the bridge forming part of Eastern Gateway.

##### **Consideration of Stopping Up Application**

3. The Secretary of State for Transport in considering the application to stop up the areas of highway Zebra Hatched on the plan at Appendix 2 will apply the necessity test and the merits test.

4. In determining whether or not to confirm the stopping up order the Secretary of State will apply the tests now set out in Network Rail Infrastructure Ltd, R (On the Application of) v The Secretary of State for the Environment, Food and Rural Affairs [2017] the relevant parts of which are set out below:-

*“(i) Necessity Test*

- *(a) The relevant authority cannot make and/or confirm an order unless satisfied that a planning permission exists for development and that it is necessary to authorise the stopping up (or diversion) of the public right of way by the order so as to enable that development to take place in accordance with that permission;*
- *(b) Necessity should be interpreted in accordance with the plans and conditions of a planning permission which allow the development to be carried out. Thus, the necessity test is concerned with whether such an order is necessary for that purpose;*
- *(d) The word "necessary" does not mean "essential" or "indispensable", but instead means "required in the circumstances of the case." Those circumstances must include the relevant terms of the planning permission.*

*(ii) Merits Test*

- *(a) The relevant authority has discretion as to whether to confirm the order and therefore may refuse to do so;*
- *(b) In the exercise of that discretion the relevant authority is obliged to take into account any significant disadvantages or losses flowing directly from the stopping up order which have been raised, either for the public generally or for those individuals whose actionable rights of access would be extinguished by the order. In such a case they must also take into account any countervailing advantages to the public or those individuals, along with the planning benefits of, and the degree of importance attaching to, the development. They must then decide whether any such disadvantages or losses are of such significance or seriousness that they should refuse to make the order; and*
- *(c) The confirmation procedure for the stopping up order does not provide an opportunity to re-open the merits of the planning authority's decision to grant planning permission, or the degree of importance in planning terms to the development going ahead according to that decision.”*

5. In applying the “necessity test” regard is had to the provisions of section 247. Subsection (1) provides: *"The Secretary of State may by order authorise the stopping up or diversion of any highway if he is satisfied that it is necessary to do so in order to enable development to be carried out in accordance with planning permission granted under Part III of this Act, or to be carried out by a government department."*

6. Paragraph 55 of Network Rail Infrastructure Ltd, R (On the Application of) v The Secretary of State for the Environment, Food and Rural Affairs [2017] case set out the broad scope in applying the necessity test:-

*“55 It is well-established that an order under section 247 or 257 may be made, not only where a planning permission allows development to be physically carried out on the route of an existing footpath...”*

7. The planning application for this section of the South Wokingham Distributor Road (Eastern Gateway) cannot be carried out without the roundabout being constructed forming part of this section of the SWDR which comprises necessary infrastructure to deliver the strategic development of the South Wokingham Strategic Development Location (SDL). Wokingham Borough Council (WBC) has allocated, within its Local Development Plan – Core Strategy (CS), a number of Strategic Development Locations (SDL) across the Borough. These SDL are located to the north and south of Wokingham town, to the south of the M4 in Shinfield and Spencers Wood and at Arborfield Garrison. The combination of these developments is the provision of around 12,000 new dwellings and associated employment and social land uses (such as district centres and schools). WBC is committed to the development of 2,500 new homes in the South Wokingham Strategic Development Location. The aim of the planned South Wokingham Distributor Road is to create access for these new homes.
8. The effect of construction of the SWDR will physically truncate that section of Waterloo Road to the north of the proposed roundabout and render that section redundant.
9. In considering the merits the new highway created forming the Eastern Gateway will provide an alternative and safer route for both pedestrian and vehicular traffic which has been considered and is fully supported by the Council's highway department. As part of the Eastern Gateway works, it is proposed to shut Waterloo Road level crossing and in turn stop up a section of Waterloo Road with all traffic diverted onto the new South Wokingham Distributor Road.
10. The Council is committed as part of its strategic planning policy to the development of 2,500 new homes in south Wokingham. The new South Wokingham Distributor Road (SWDR), when fully built, will link London Road and Finchampstead Road, providing access to the new development from both main roads. It will also minimise the impact of traffic from the new development on the surrounding residential roads in south Wokingham. In addition, it will provide some traffic relief to the town centre, and provide an alternative route for heavy goods vehicles and other commercial traffic travelling between Coppid Beech and the Molly Millars area.
11. Phase 1 of the SWDR, called William Heelas Way was built as part of the Montague Park housing development. The Eastern Gateway is the second phase. It will provide a link between Montague Park and Waterloo Road, via a new railway bridge

and will include pedestrian and cycle facilities. Subsequent phases will connect Waterloo Road through to Finchampstead Road.

12. That section of Waterloo Road to be stopped from the level crossing south to the proposed four arm roundabout is single carriageway with narrow footways north of the level crossing and none whatsoever south of the level crossing, in a semi-rural setting. It is unsuitable for safe use by pedestrians and any potential to undertake improvements are limited. As part of the Eastern Gateway works it is also proposed to realign a section of Waterloo Road south of the proposed roundabout. The realignment was necessary in order to achieve satisfactory tie-in between the new South Wokingham Distributor Road and Waterloo Road. The realignment also enabled the design to save one of the veteran oak trees by locating it within the proposed roundabout. Both the local representatives of the Ramblers Association and the Local Access Forum support the proposed stopping up and have confirmed their support in writing.
13. A detailed safety assessment was compiled by Network Rail on 25 August 2017 concluded that the level crossing at Waterloo Road as a consequence of its relatively low usage and relatively high accident rate the Automatic Half Barrier (AHB) Level Crossing should be closed. The Waterloo Road level crossing is one of the most dangerous on the network and has been identified by Network Rail as being in need of a major level crossing upgrade in order to reduce the risk to as low as reasonably practicable. There have been a number of fatalities at the crossing and a high number of incidents where vehicles and pedestrians have misused the crossing leading to increased safety risks.
14. Waterloo Road Level Crossing is currently ranked as the twelfth worst out of more than three hundred level crossings on the Wessex route and Network Rail preference is for this crossing to be closed.
15. An alternative pedestrian and cycle route will be provided via Clay Lane leading to the new Montague Park housing development and then onto the new SWDR – Eastern Gateway. Eastern Gateway will accommodate a shared 3m wide footway / cycleway on both sides of the carriageway which connects in with Montague Park facilities and also into future phases of the SWDR.
16. Network Rail considered upgrading the level crossing to a full automatic barrier. Their assessment concluded that this may very well be restrictive by virtue of available space at the location but, also such a crossing was likely to increase traffic congestion adversely in the surrounding areas with increased barrier downtime (number of trains planned for Waterloo / Reading line will increase in the future) and in particular the increased likelihood of excessive traffic and pedestrian usage arising from the emerging development within South Wokingham.
17. A pedestrian bridge and underpass were also considered near the existing level crossing. However, the feasibility assessment found that both options would have

significant negative impacts on nearby properties and would not represent good use of public money given the very limited pedestrian usage across this crossing. Both options would also have required land outside of the Council's and Network Rail's control to accommodate the structures.

### **Prior Construction of Eastern Gateway**

18. It should be noted that the level crossing and section of Waterloo Road to the immediate south to the proposed four-arm roundabout and immediately south of the proposed four-arm roundabout would only be closed once the Eastern Gateway (the section of the SWDR subject of the planning application) is open to the public. The vehicular turning head immediately north of the level-crossing (shown by stipple notation on the Order Plan/s attached as Appendix 2) will be constructed immediately on the stopping up taking effect within the extent of existing highway.

### **CONCLUSION**

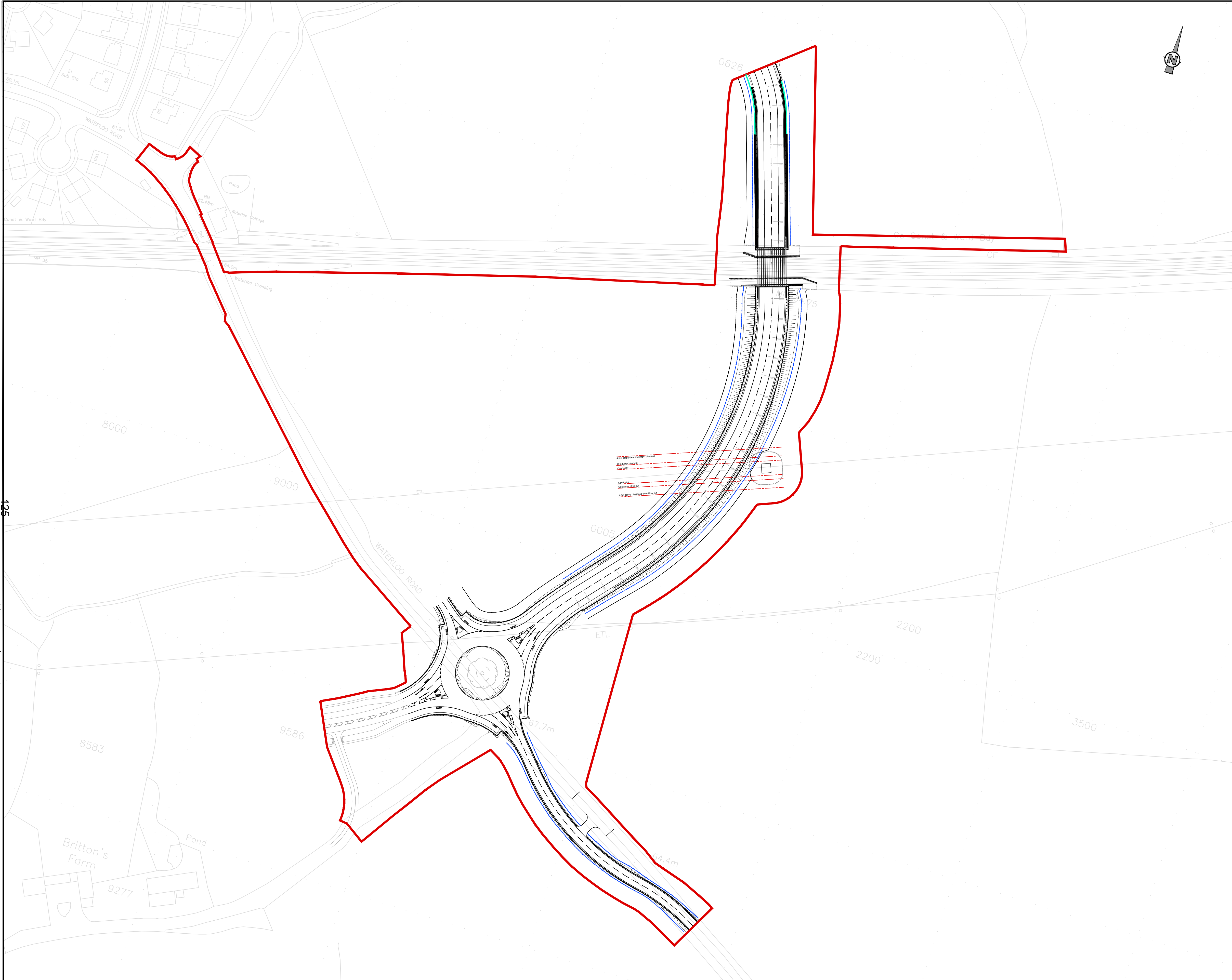
Subject to the resolution of committee, officers will prepare the Stopping Up Order Plans, the application and supporting documentation and submit application to the Secretary of State for Transport.

### **BACKGROUND PLANS**

Stopping Up Order Plans (x2)  
Drawing Reference: SUP 001 (x2)  
Planning Application Location Plan: Planning 100 005 Rev E

### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 4967	<a href="mailto:vincent.healy@wokingham.gov.uk">vincent.healy@wokingham.gov.uk</a>



DO NOT SCALE

125

File name: G:\WOKINGHAM HIGHWAY ALLIANCE\MAJOR PROJECTS\SOUTH WOKINGHAM DISTRIBUTOR ROAD\EASTERN GATEWAY\DRAWINGS\AUTOCAD\PLANNING APPLICATION\PLANNING\_100\_005.DWG, printed on 28 September 2017 10:38:10, by Tim Allen

E	26/09/2017	TRA	RED LINE AMENDED ON NEW BRIDGE LOCATION	TRA	SG
D	26/09/2017	IM	GENERAL ARRANGEMENT ADDED TO LAYOUT	TRA	SG
C	22/09/2017	IM	RED LINE AMENDED EASTERN SIDE FOLLOWING CLIENTS' RECOMMENDATIONS	TRA	SG
B	21/09/2017	IM	RED LINE AMENDED FOLLOWING CLIENTS' RECOMMENDATIONS	TRA	SG
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:					
PLANNING APPLICATION					



Place & Neighbourhood Services  
PO Box 153  
Shute End  
Wokingham  
G40 1WL, UK  
T+ 44 (0) 118 974 6000  
F+ 44 (0) 118 974 6313  
wsp.com

CLIENT:	WOKINGHAM BOROUGH COUNCIL
ARCHITECT:	

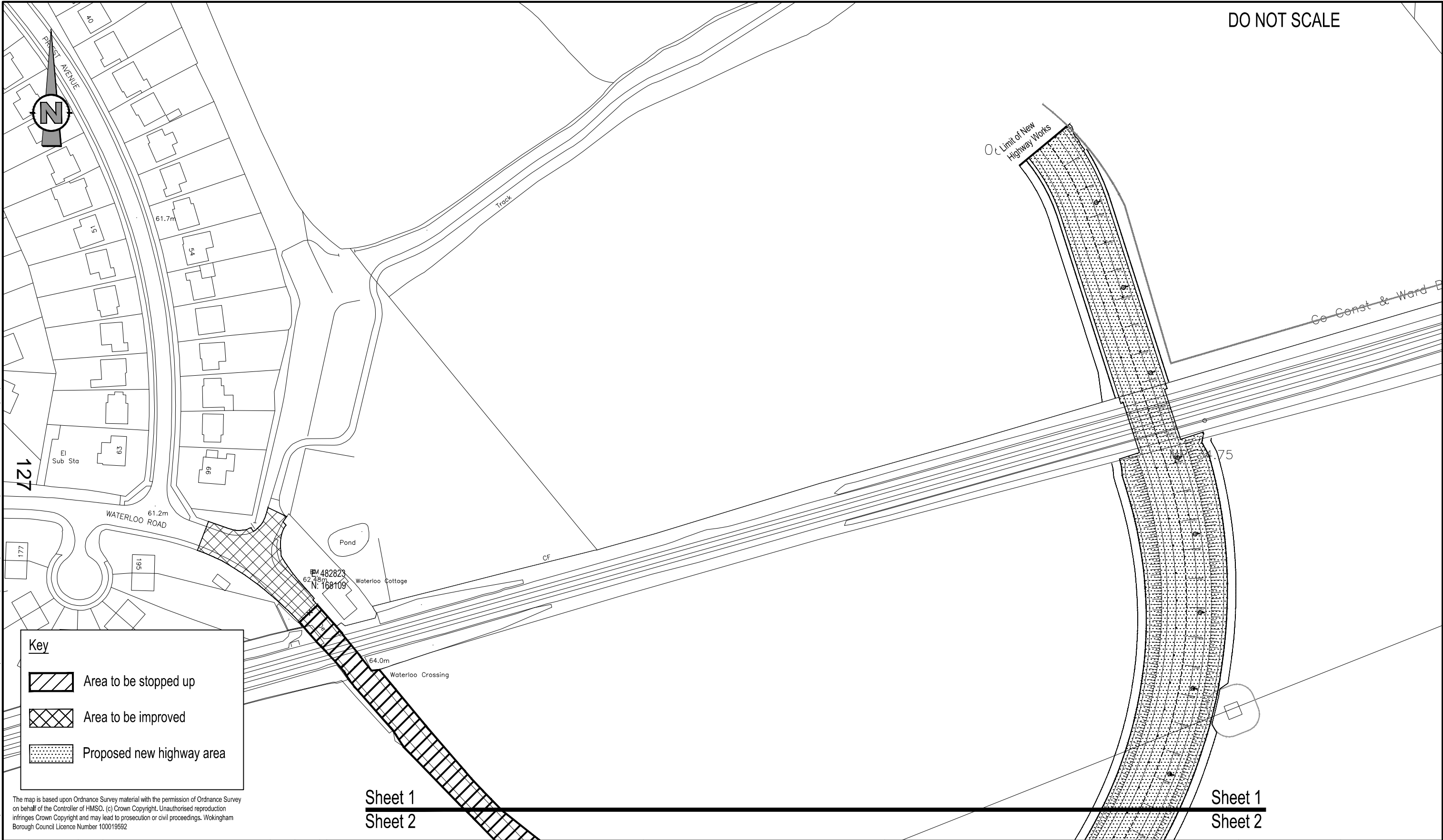
PROJECT:	SOUTH WOKINGHAM EASTERN GATEWAY
TITLE:	RED LINE APPLICATION BOUNDARY

SCALE @ A1:	1:1,000	CHECKED:	TRA	APPROVED:	SG
PROJECT No:	70017202	DESIGNED:	TRA	DRAWN:	IM
DATE:					August 17
DRAWING No:					PLANNING_100_005
REV:					E
© WSP UK Ltd					



This page is intentionally left blank

\\WDC-FP2\DATA\ENG\MAJOR SCHEMES\WDC\WOKINGHAM\DISTRIBUTOR ROAD\EASTERN GATEWAY\15 CAD\13.1 DRAWINGS\SWDR-SUP-001.DWG 20/11/2017 08:55:03 Alexander Reed



DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:			FOR INFORMATION ONLY		



**WOKINGHAM**  
**BOROUGH COUNCIL**

Shute End, Wokingham, Berkshire RG40 1BN  
Tel: (0118) 974 6000 Web: [www.wokingham.gov.uk](http://www.wokingham.gov.uk)

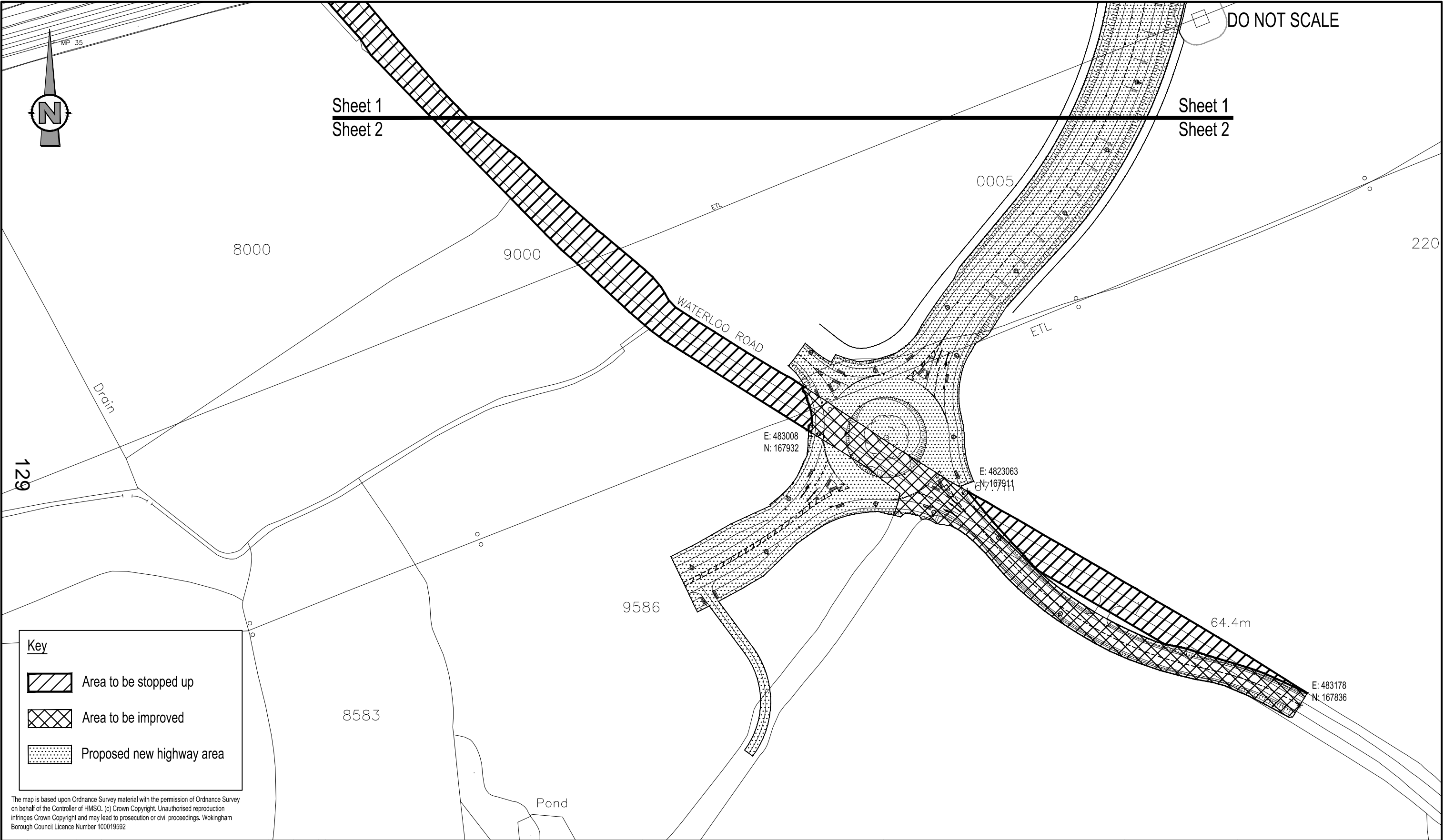
CLIENT:
ARCHITECT:

PROJECT: SOUTH WOKINGHAM DISTRIBUTOR ROAD EASTERN GATEWAY
TITLE: STOPPING UP PLAN SHEET 1 OF 2 (PRINT AT A3)

SCALE @ A3: 1:1250	CHECKED:	APPROVED:
CAD FILE: SWDR-SUP-001	DESIGN-DRAWN: AR	DATE: October 2017
PROJECT No: SWDR	DRAWING No: SUP-001	REV: -

This page is intentionally left blank

\\WDC-PP2\DATA\ENG\MAJOR SCHEMES\WOKINGHAM\WOKINGHAM\_DISTRIBUTOR\_ROAD\EASTERN\_GATEWAY\15 CAD\13.1 DRAWINGS\SWDR-SUP-001.DWG 20/11/2017 08:56:02 Alexander Reed



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
FOR INFORMATION ONLY					



**WOKINGHAM**  
**BOROUGH COUNCIL**

Shute End, Wokingham, Berkshire RG40 1BN  
Tel: (0118) 974 6000 Web: [www.wokingham.gov.uk](http://www.wokingham.gov.uk)

CLIENT:	
ARCHITECT:	

PROJECT:	SOUTH WOKINGHAM DISTRIBUTOR ROAD EASTERN GATEWAY
TITLE:	STOPPING UP PLANS SHEET 2 OF 2 (PRINT AT A3)

SCALE @ A3:	1:1250	CHECKED:		APPROVED:	
CAD FILE:	SWDR-SUP-001	DESIGN-DRAWN:	AR	DATE:	October 2017
PROJECT No:	SWDR	DRAWING No:	SUP-001	REV:	-

This page is intentionally left blank