



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held
David Hicks 1 - Civic Offices on **WEDNESDAY 14
FEBRUARY 2018 AT 7.00 PM**

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

Manjeet Gill
Interim Chief Executive
Published on 6 February 2018

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

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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.
72.		APOLOGIES To receive any apologies for absence.	
73.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 10 January 2018.	5 - 8
74.		DECLARATION OF INTEREST To receive any declaration of interest	
75.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
76.	Emmbrook	APPLICATION NO 172331 - MATTHEWS GREEN FARM (EMMBROOK) Recommendation: Conditional Approval	9 - 46
77.	Emmbrook	APPLICATION NO 172751 - MATTHEWSGREEN FARM (EMMBROOK) Recommendation: Conditional Approval subject to legal agreement.	47 - 74
78.	Wokingham Without	APPLICATION NO 172934 - 'EASTERN GATEWAY' LAND AT WATERLOO ROAD. WOKINGHAM WITHOUT Recommendation: Conditional Approval	75 - 132
79.	Shinfield South	APPLICATION NO 173287 THAMES VALLEY SCIENCE PARK - PHASE 1 (BUILDING 2), LAND NORTH OF CUTBUSH LANE, SHINFIELD Recommendation: Conditional Approval	133 - 168
80.	Shinfield South	APPLICATION NO 171737 - PARKLANDS, EAST OF BASINGSTOKE ROAD, SHINFIELD SOUTH Recommendation: Conditional Approval subject to legal agreement.	169 - 214

81.	Finchampstead South	APPLICATION NO 173177 -THE LODGE, NORTH COURT, THE RIDGES, FINCHAMPSTEAD SOUTH Recommendation: Conditional Approval	215 - 234
82.	Remenham, Wargrave and Ruscombe	APPLICATION NO 173515 - MERCHISTON, BLAKES LANE, WARGRAVE Recommendation: Refusal	235 - 260
83.	Hurst	APPLICATION NO 172420 PENFOLD, LODGE ROAD, HURST Recommendation: Conditional approval.	261 - 276

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.

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

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**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 10 JANUARY 2018 FROM 7.00 PM TO 8.10 PM**

Committee Members Present

Councillors: Tim Holton (Chairman), John Kaiser (Vice-Chairman), John Jarvis, Malcolm Richards, Angus Ross, Wayne Smith and Bill Soane

Councillors Present and Speaking

Councillors: Gary Cowan

Officers Present

Madeleine Shopland, Democratic & Electoral Services Specialist
Connor Corrigan, Service Manager, SDL Planning Delivery
Chris Easton, Service Manager, Highways Development Management
Mary Severin, Borough Solicitor

Case Officers Present

Nick Chancellor, Planning Officer
Daniel Ray, Planning Officer

66. APOLOGIES

Apologies for absence were submitted from Councillors Philip Houldsworth and Rachelle Shepherd-DuBey.

67. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 13 December 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.

68. DECLARATION OF INTEREST

There were no declarations of interest.

69. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

There were no items withdrawn or deferred.

**70. APPLICATION NO 172209 - ARBORFIELD CROSS RELIEF ROAD,
SWALLOWFIELD ROAD, ARBORFIELD, WOKINGHAM**

Proposal: Full application for the construction of a 2.3 KM Arborfield Cross Relief Road (including shared use pathway) linking A327 Reading Road in the north and A327 Eversley Road in the south east. The proposal includes two new roundabout junctions link to the existing road network along the A327, a new staggered priority junction at Swallowfield Road and a new shared-use (non-motorised user) bridge where Arborfield Footpath 17 intersects the proposed relief road.

Applicant: Wokingham Borough Council C/O WSP

The Committee received and reviewed a report about this application, set out in Agenda pages 11 to 63.

Sam Goss, Wokingham Borough Council, applicant spoke in favour of the application. He highlighted that the application would assist the delivery of the Council's Core Strategy.

David Horton, resident, spoke in objection to the application. He indicated that residents of Arborfield Court had concerns regarding noise as the road would run close to their homes. Residents wanted to ensure that the best sound screening materials and low noise road surfaces were used. Mr Horton questioned whether the speed limit could be reduced from 50mph to 40mph as it was felt that 50mph was overly high if trying to cross at the staggered junction. He also raised concerns regarding security as the road ran directly along the border of several gardens. A secure barrier was requested. Mr Horton also asked that should the quality of the water supply of Arborfield Court be impacted by the construction that the applicant would undertake to dig a new well or attach the properties to the main water supply.

Gary Cowan, Ward Member spoke in favour of the application and raised the possibility of the use of bunds. He commented that existing trees should only be removed as a last resort. He emphasised that the use of low noise road surface materials was important and that the water supply of Arborfield Court should be monitored to ensure that it was not negatively impacted.

In response to Members' questions regarding noise, Officers clarified that there would be an acoustic fence by Arborfield Court. A proposed condition required that further details of the acoustic barrier be submitted to the Local Planning Authority prior to construction and approved in writing. In addition the Committee was informed that the low noise road surface was more effective at higher speeds. Bunds had been considered earlier in the application process but detailed noise modelling had suggested that bunding would have little impact on noise reduction.

With regards to the speed limit, the Service Manager, Highways Development Management indicated that conversations had been had with Thames Valley Police and that 50mph had been considered more appropriate. A higher speed limit on the ACRR, as proposed, resulted in a more attractive route to through traffic which would assist in directing more cars away from the Arborfield Cross. In response to a Member question, the Service Manager, Highways and Development Management explained the proposed advantages for the use of a staggered junction with Swallowfield Road as opposed to a roundabout for this road scheme.

With regards to the security of the Arborfield Court properties, there would be a fence along the length of the road.

The Planning Officer indicated that an environmental statement had indicated that there was unlikely to be an impact on the water supply of Arborfield Court as a result of the construction. However, the applicant would monitor the water levels in the vicinity and if it could be demonstrated that there was a negative impact as a result of construction they would enter into a dialogue regarding solutions.

A Member questioned whether any of the six trees proposed for removal were veteran trees. The Planning Officer confirmed that they were but their removal was necessary.

In response to a Member question, the Service Manager, Highways and Development Management explained why it was forecast that assessments were carried out up to 2026, which was identified as 7 years after the opening year of the development. The current Local Plan period ran to 2026 where the Core Strategy had identified that the ACRR was required to mitigate development within this current period, and that the next local plan, 2026 onwards which had not yet been identified, would address housing growth, transport mitigation post 2026.

Members felt that there should be specific reference in the conditions to the use of low noise tarmac. It was proposed that condition 3 be amended to reflect this and the wording be agreed by the Chairman and Vice Chairman.

RESOLVED: That application 172209 be approved subject to the conditions set out in Agenda pages 12 to 17 and the amendment of condition 3 to specify the use of low noise tarmac. The wording of amended condition 3 to be agreed by the Chairman and the Vice Chairman.

71. APPLICATION NO 173097 - STROWDES, KENTON LANE, UPPER CULHAM, RG10 8NU

Proposal: Full application for the erection of 1 no dwelling house.

Applicant: Mr R Dennis

The Committee received and reviewed a report about this application, set out in Agenda pages 65 to 85.

The Committee were advised that the Members' Update included:

- An amended recommendation;
- Update to condition 6 regarding protection of trees and update to condition 13 regarding the Landscape and Ecological Maintenance Plan.

In response to a Member question Officers clarified that the property would be CIL liable.

RESOLVED: That application 173097 be approved subject to the conditions set out in Agenda pages 67 to 71, amended conditions 6 and 13 as detailed in the Members' update and the completion of a S106 which links a number of ancillary applications to the main dwelling and ensure that any extant permissions that conflict with this application are not implemented.

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Application Number	Expiry Date	Parish	Ward
172331	EXT	Emmbrook North	Emmbrook;

Applicant	WBC
Site Address	Land at Matthewsgreen Farm, Matthewsgreen Road, Wokingham, RG41 1JX
Proposal	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.
Type	Reserved Matters
PS Category	1
Officer	Sophie Morris
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director – Place

ADDENDUM REPORT
<p>The application was deferred from Committee in December in order for the shortfall in the soft play / external net area associated with the proposed 2FE provision to be reviewed.</p> <ol style="list-style-type: none"> 1. The proposed layout for a 1FE provision would be fully compliant with BB103 guidelines. However, for a 2FE provision, there would have been a shortfall of 797m² in the net external area relating to soft outdoor PE provision, and an overall shortfall of 2680m² when also taking into account the minimum guidelines for a 'float' area. It should be noted that this relates to guidance and not school building standards and the DFE use this guidance flexibly, that is there are many schools which are smaller than the current proposal which are in operation and considered successful. <p><u>Background</u></p> <ol style="list-style-type: none"> 2. The Strategic Development Locations were originally adopted as part of the Local Plan January 2010. At that time, the Council's aspiration was that these major development areas would mitigate their own impacts and that each SDL would provide new schools where necessary. The planning requirement for developers is that they need to mitigate the impacts of their developments only but not to mitigate existing issues. Therefore at the outline application stage, the developers were only required to provide a site large enough to accommodate the provision generated by their development, which is a 1FE school provision in this instance. This school size was based on the school place forecasts projected at that time. Subsequently the Council took the decision to future proof school sites and design these new schools so they would be capable of future

expansion, should further need arise to avoid unplanned poor educational facilities.

3. The requirement at North Wokingham is currently for a 1FE school, however the school design and layout has been designed to accommodate a second form should this be required in the future (for example the teacher rooms, circulation spaces and toilets are large enough to accommodate a 2FE school). This option is considered far more preferable and economical than meeting possible future demand on existing school sites through the use of portacabins and extensions to sites which are less suitable for school expansion. It should be noted that existing school sites in the local area are not well suited to further expansion and this represents the most appropriate solution for future educational needs.
4. In this instance, the Council through negotiation secured a 2ha site at North Wokingham. This is significantly greater than the land required for a 1FE school. Should the Council have chosen to purchase additional land for the school, this would be at significant additional cost to the Council (residential land value) and it should be noted that there is no requirement for the developer to provide this land at any cost. Given the amount of infrastructure that is required to facilitate development in North Wokingham, it is unlikely that the developers would have agreed to allow this land to be purchased. Moreover the school may never expand to 2FE and as such this would not represent best use of public money in this instance.

Update to matter of deferral

5. Following the application being deferred, the applicant has reviewed how the proposal could be amended in order to be fully compliant with BB103 guidelines. A revised option for the 2FE provision is now proposed, which would incorporate a soft outdoor all weather pitch (AWP), in place of an area previously proposed as a grass pitch. Under the BB103 guidelines, the area of an AWP is permitted to be counted twice against the minimum area guidelines, due to its durability and ability to be used all year round. It therefore can be used for many more hours than a grass pitch would be able to accommodate. Whilst this is a more expensive option, it does result in the proposed layout for the 2FE provision being in full compliance with both the minimum area guidelines in respect of the individual external use components, as well as the overall external net areas as set out within the BB103 guidance.
6. It is also proposed that the boundary fence of the school could incorporate a gate on to the northern boundary to provide direct access from the school grounds into this area of open space. Whilst such access during school hours would need to be under arranged school supervision, the use of this open amenity area would be of further benefit to the future pupils of the school and is common among schools. Such details will be secured under the provisions of condition 13 of the outline planning permission which requires details of all boundary treatments to be submitted and approved by the Council.
7. Moreover it should be noted that there is a large play area or Neighbourhood Equipped Area of Play (NEAP) located directly adjacent to the school site which would also be available to the school. This represents an additional 1300m² of play.

8. It is therefore considered that the revised proposal for the 2FE provision, to incorporate the AWP to ensure compliance with BB103 guidelines, would satisfactorily address the reason for the application being deferred. The application is therefore being recommended for approval, with reference to an additional condition to require the installation of an all weather pitch, should the school ever become a 2FE school (condition 9 below).

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

A. Conditions and informatives:

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
Matthewsgreen School and Community Facility Travel Plan ref: 70022987 dated July 2017

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

Highways

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.

8. The parking spaces numbered 24 to 35 located within the staff car park as shown on drawing 'External General Arrangement 5147552-ATK-EXT-ZZ-DR-L-0001 Rev P08' shall not be made available or used as parking spaces until such time that the school commences occupation as a 2FE provision.

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

9. In the event that the school expands to a 2FE provision, an all weather pitch shall be installed. Details of the pitch, including any lighting shall be submitted to and approved in writing by the Council and shall be implemented in accordance with the approved details prior to the commencement as a 2FE.

Reason: In order to ensure that appropriate outdoor sports and amenity provision is made in the event that the school expands to a 2FE in the future, in accordance with Core Strategy Policies CP1 and CP3.

Cycle Parking

10. 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

11. 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

12. 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

13. 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

14. 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

15. 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

16. 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

17. Prior to occupation of the school and community facility, details of the proposed art feature and 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. The art feature and 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

18. 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).

Enclosures:

- 1) Original committee report
- 2) Proposed site layout
- 3) Potential layout options incorporating all weather pitch

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

Applicant	WBC
Location	Land at Matthewsgreen Farm, Matthewsgreen Road, Wokingham
Proposal	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.
Type	Reserved Matters for Major Application
PS Category	1
Officer	Sophie Morris

FOR CONSIDERATION BY	Planning Committee on 13 th December 2017
REPORT PREPARED BY	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
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 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.

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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 ²
Proposed floor area (community facility)	500m ²
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.

ResponsesLocal 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 797m² against the BB103 guidelines of 8400m². 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 2680m². 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 100m² 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

Service	Telephone	Email
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

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39

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
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Drawing Status	Suitability
FIT FOR INFORMATION	S2

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Client

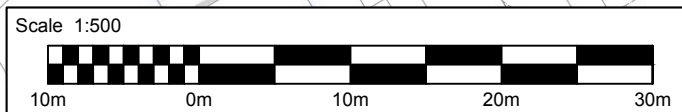
WOKINGHAM BOROUGH COUNCIL

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

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41



DO NOT SCALE

KEY:

- New trees
- Buffer planting
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- 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
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Drawing Status	S2	Suitability
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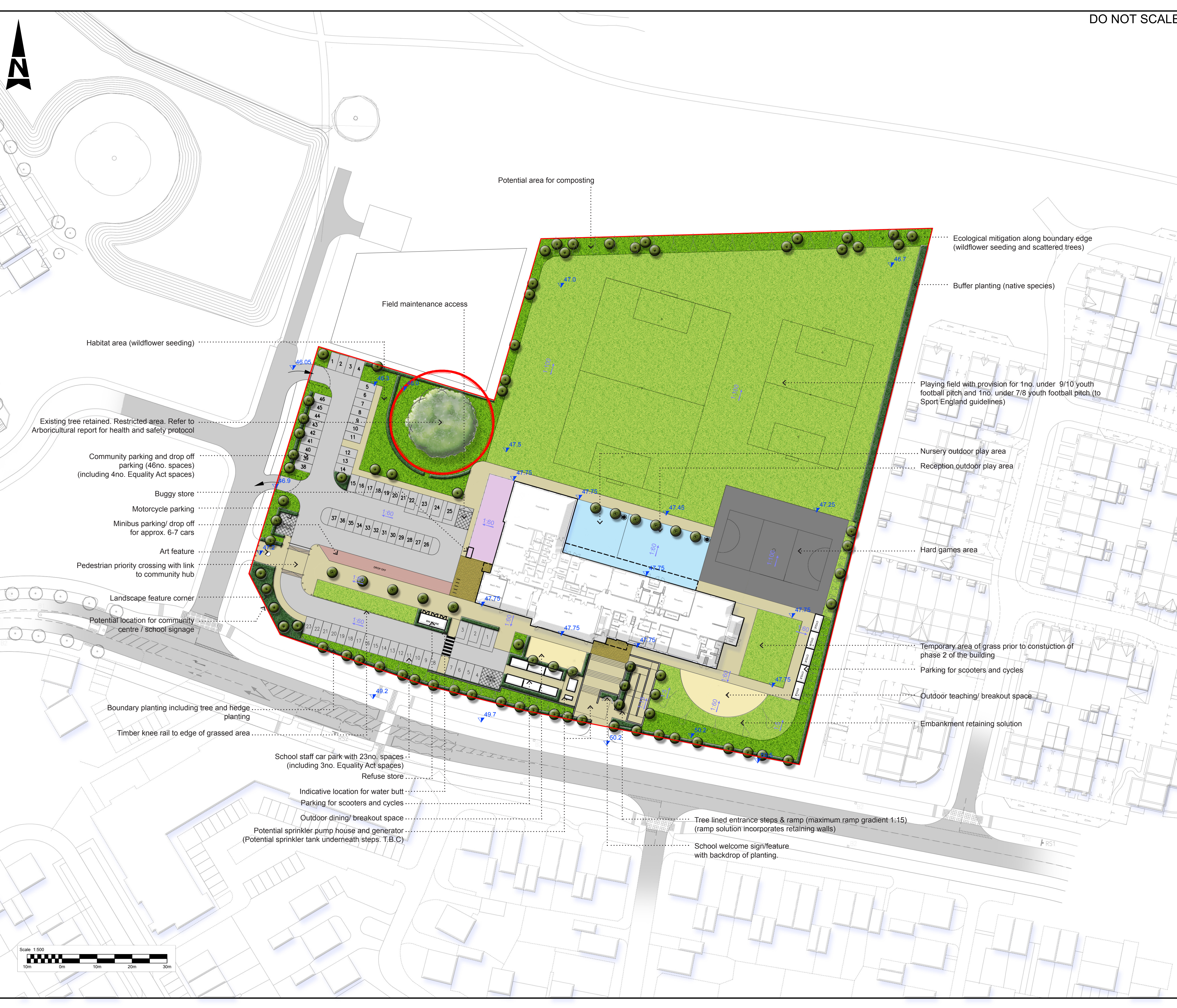
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Client
WOKINGHAM BOROUGH COUNCIL

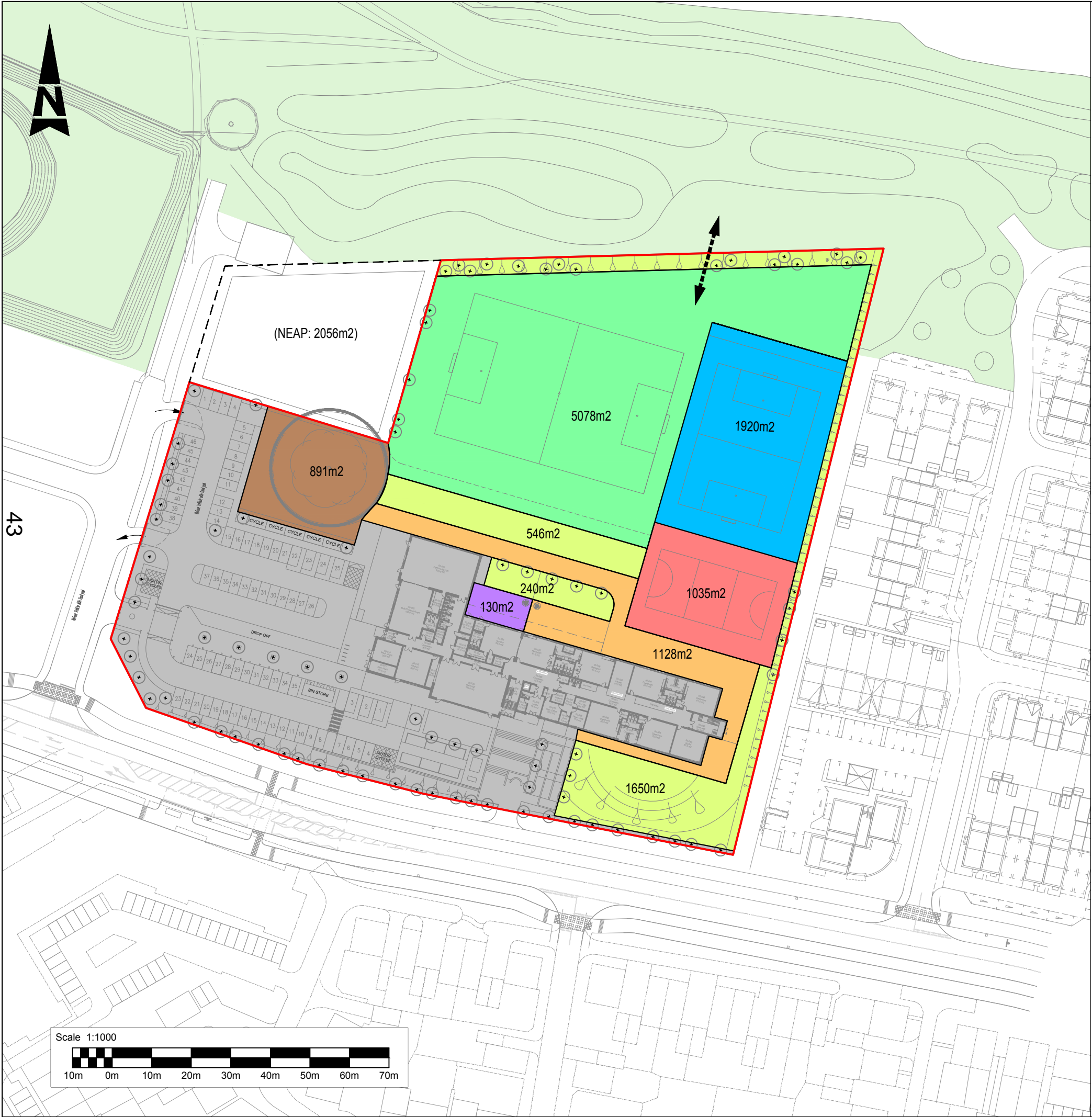
Project Title
MATTHEWSGREEN PRIMARY SCHOOL & COMMUNITY FACILITY

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



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Option A1 - All Weather Surface

BB103 Min. area (2FE)	Proposed area (m2)	KEY:
16005	20310	<div></div> Current red line boundary
1762	7692	<div></div> Non net area
14530	14538	<div></div> Total Net area
130	130	<div></div> Nursery External Play
620	1128	<div></div> Hard Informal & Social Area
1030	1035	<div></div> Hard Outdoor PE
1440	2436	<div></div> Soft Informal & Social Area
210	891	<div></div> Habitat
8400	8918	<div></div> Soft Outdoor PE (Grass 5078m ²) <div></div> Soft Outdoor PE (All Weather Surface 3840m ²)** <small>**All Weather Surface counts twice = 1920m² x 2</small>

NOTES:

Total site area meets the BB103 recommended minimum.

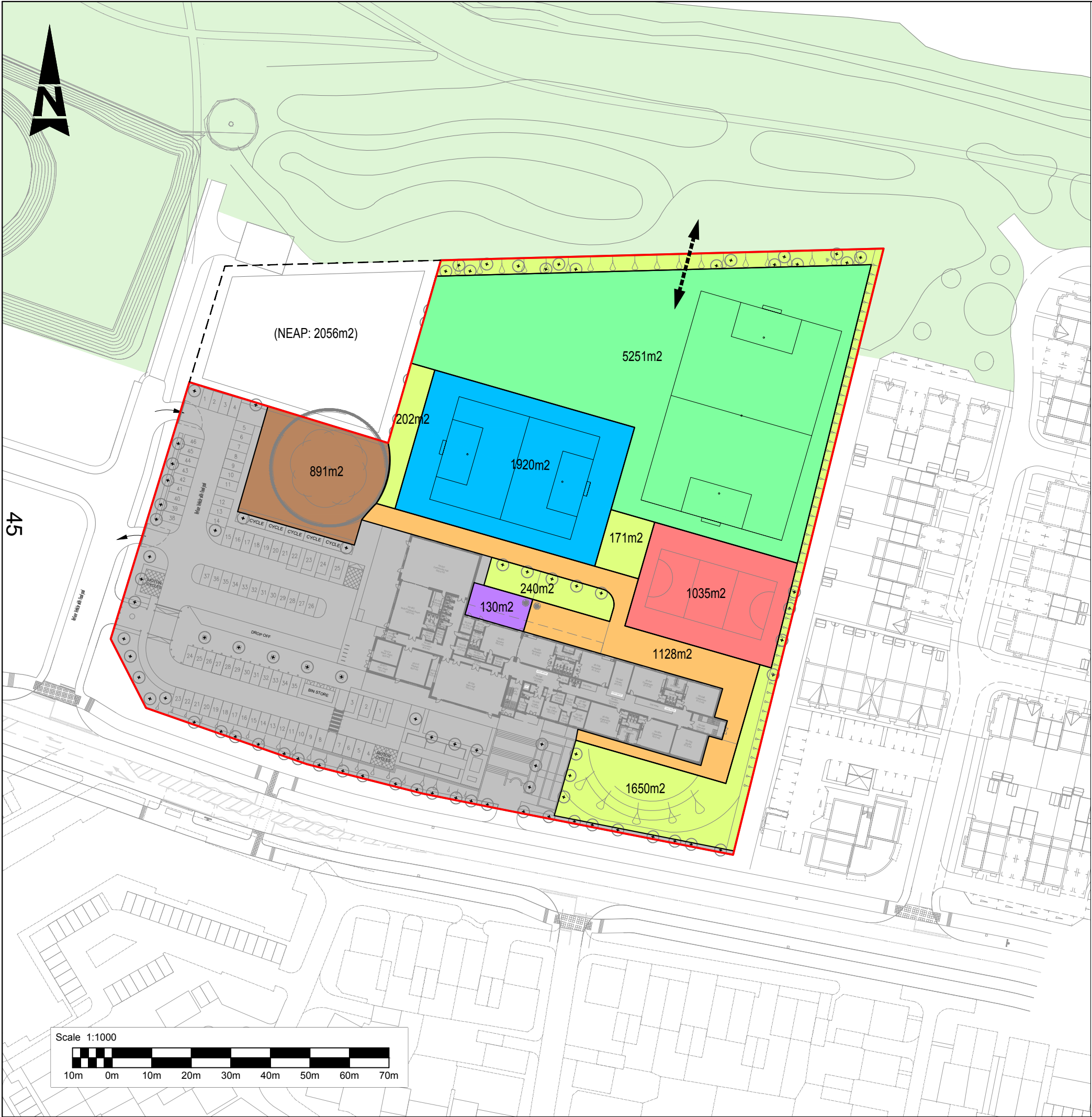
Proposed area allocations for each area type meet BB103 recommended minimum.

Total proposed overall NET area meets BB103 recommended minimum, dependant on inclusion of all-weather surface.

Includes BB103 habitat area underneath the existing tree (within management zone).

BB103 stipulates that an all-weather pitch can be counted twice for the purposes of BB103 guidelines, as they can be used for significantly more than the seven hours a week assumed of grass pitches. Therefore the 1920m² all weather pitch can indeed be counted as 3840m² towards the Soft Outdoor PE provision and correspondingly toward the overall NET area.

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Option A2 - All Weather Surface

BB103 Min. area (2FE)	Proposed area (m2)	KEY:
16005	20310	<div></div> Current red line boundary
1762	7692	<div></div> Non net area
14530	14538	<div></div> Total Net area
130	130	<div></div> Nursery External Play
620	1128	<div></div> Hard Informal & Social Area
1030	1035	<div></div> Hard Outdoor PE
1440	2263	<div></div> Soft Informal & Social Area
210	891	<div></div> Habitat
8400	9091	<div></div> Soft Outdoor PE (Grass 5251m ²) <div></div> Soft Outdoor PE (All Weather Surface 3840m ²)**

**All Weather Surface counts twice = 1920m² x 2

NOTES:

Total site area meets the BB103 recommended minimum.

Proposed area allocations for each area type meet BB103 recommended minimum.

Total proposed overall NET area meets BB103 recommended minimum, dependant on inclusion of all-weather surface.

Includes BB103 habitat area underneath the existing tree (within management zone).

BB103 stipulates that an all-weather pitch can be counted twice for the purposes of BB103 guidelines, as they can be used for significantly more than the seven hours a week assumed of grass pitches. Therefore the 1920m² all weather pitch can indeed be counted as 3840m² towards the Soft Outdoor PE provision and correspondingly toward the overall NET area.

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Application Number	Expiry Date	Parish	Ward
172751	EXT	Emmbrook North	Emmbrook;

Applicant	Bovis Homes
Site Address	Land at Matthewsgreen Farm, Matthewsgreen Road, Wokingham, RG41 1JX
Proposal	Application for the approval of Reserved Matters pursuant to Outline planning consent O/2014/2242 for the erection of 244 residential dwellings, associated amenity spaces, access, garages, parking, internal roads, pathways, drainage and associated Landscaping. (Appearance, Landscaping, Layout and Scale to be considered)
Type	Reserved Matters
PS Category	1
Officer	Sophie Morris
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>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).</p> <p>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.</p> <p>This proposal is the reserved matters application pursuant to the Outline permission relating to Phase 4 of the development and comprises 244 dwellings, associated amenity space, landscaping, garages, parking and carports, internal roads, pathways and drainage.</p> <p>The submitted proposals are considered compatible with the design and appearance of the other phases which have already received reserved matters approval within the wider site and are considered acceptable as they are in accordance with the general parameters set out under the outline consent and the Council's adopted policies and guidance in terms of scale, design and appearance. The development would provide high quality development with appropriate levels of parking and amenity for future occupiers of the development.</p>

This is a sustainable development that offers public benefit in that it helps meet the needs of the community and delivers 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

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

A. Completion of a legal agreement relating to the following:

- 1) No access restrictions implemented within Phase 1 which would restrict connectivity between Phases 1 and Phase 4**

B. Conditions and informatives:

Conditions:

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

Plan numbers being finalised to be included on Members Update

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

Cycle Parking

3. Prior to first occupation of the development hereby approved, details of the proposed cycle parking shall be submitted to and approved in writing by the Council. Such details shall include the layout for the cycle parking for the apartment

blocks as well as the car ports. The cycle parking shall be provided in accordance with the details of such hereby approved prior to first occupation and shall be permanently retained thereafter in its approved form.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles 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 Development Location Supplementary Planning Document (October 2011) and CC07 of the Managing Development Delivery Local Plan (Feb 2014).

Highways

3. Notwithstanding the approved plans, the primary access road from the NDR serving the development hereby approved shall be constructed with a minimum carriageway width of 5.5m for the first 12m, and with a minimum carriageway width of 5m thereafter, unless otherwise agreed in writing with the Local Planning Authority.

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

4. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it, including the unallocated spaces, have been provided in accordance with the plans hereby approved. The vehicle parking and turning spaces shall be retained and maintained in accordance with the approved details and the parking spaces shall remain available for the parking of vehicles at all times and the turning spaces shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Visibility splays

5. Prior to commencement of the development hereby approved, an updated visibility plan (to include the PROW) shall be submitted to and approved in writing by the Council. Once approved, the land within the visibility splays as demonstrated on the plan, shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

Temporary cycleway link

6. Prior to commencement of the development on this phase (excluding site clearance and groundworks), details of the temporary cycleway link along the eastern boundary of the site shall be submitted to and approved in writing by the Council. The details shall demonstrate that the construction of the cycleway shall

be a 'no dig' method. The temporary cycleway link shall be implemented in accordance with the details as approved and shall be open prior to first occupation of this phase, unless otherwise agreed in writing by the Council.

Reason: To ensure satisfactory development in the interests of highway safety, convenience and permeability in accordance with Core Policies CP3 and CP6 and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

LEAP play equipment

7. Prior to occupation of the development hereby approved, details of the play equipment to be provided on the LEAP shall be submitted to and approved in writing by the local planning authority. The LEAP shall be implemented in accordance with the approved details and shall be made available for use prior to first occupation of the development, and shall be permanently retained in the approved form and used for no other purposes, unless otherwise agreed in writing by the Council.

Reason: To ensure that the development provides adequate play provision for the community in accordance with Core Strategy Policies CP1, CP2 and CP3

Sustainability

8. The water butts as referred to in paragraph 4.5.5 in the submitted design statement (Ref 1168.DS), shall be provided prior to the occupation of the relevant dwelling.

Reason: To enable the efficient use of water in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1 and the Managing Development Delivery Local Plan Policy CC04.

9. The internal and external spaces for the storage of refuse and recyclable materials for the dwellings hereby approved shall be provided prior to occupation of the relevant building 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.

11. You are advised that where 'prior to commencement of development' is cited within condition 6 above, this is with the exception of 'commencement' for the purposes of site clearance and ground works.

PLANNING HISTORY		
Application Number	Proposal	Decision
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
162431	Development Brief for school and community facility	Approved April 2017
172766	Submission of details for Road 24	currently under consideration
172331	Reserved Matters for Primary School, Nursery and Community Centre	Recommended for approval on this Committee agenda

SUMMARY INFORMATION	
Site Area	9ha
Existing units	0
Proposed units	244
Existing density – dwellings/hectare	0
Proposed density - dwellings/hectare	27.1dph
Number of affordable units proposed	75 (31%)
Previous land use	Agriculture
Proposed Public Open Space	1ha
Existing parking spaces	0
Proposed parking spaces	552

CONSULTATION RESPONSES

Berks, Bucks and Oxon Wildlife Trust	No comments received
Crime Prevention Design Officer	No comments received
National Grid	Response from Linesearch advise that Fulcrum Pipelines and SGN have pipelines in the vicinity of the development
Natural England	No objection but comment that the layout should be better designed to provide a clear and legible route through the site to the SANG
Environment Agency	No comments to make
Berkshire Fire and Rescue	The applicant should provide suitable fire hydrants or other suitable emergency water supplies to meet Berkshire Fire and Rescue Service requirements; Plans have not been reviewed for safety provisions, this is the responsibility of the Building Regulations Department
Southern Gas Networks	Due to presence of low/medium/intermediate pressure gas main in proximity to the site, no mechanical excavations to take place above or within 0.5m of low pressure system, 0.5m of medium pressure system and 3m of intermediate pressure system. Positions of mains should be confirmed using hand dug trial holes.
SEE Power Distribution	No comments received
Thames Water	Details should be provided of how the phase sits within the overall foul water drainage strategy
Berkshire Archaeology	No objection
WBC Biodiversity	No objection
WBC Economic Prosperity and Place (Community Infrastructure)	No objection
WBC Drainage	No objection subject to further details being submitted for approval through the drainage conditions submission
WBC Environmental Health	No objection
WBC Highways	No objection subject to conditions and completion of S106 agreement
WBC Tree & Landscape	No objection
WBC Cleaner & Greener (Waste Services)	Standard advice to developers provided
WBC Public Rights of Way	No comments received

REPRESENTATIONS (Officer comments in brackets)

Town/Parish Council: Wokingham Town Council object on grounds that the phase includes much needed affordable homes which they consider cannot be delivered for at least three years because the land on which they are scheduled to be built is leased to the current tenants. (See para 31 of the report relating to the affordable housing delivery

requirements in each Phase however the development will provide a phased delivery of affordable housing.)

Local Members: No comments received

Neighbours: No comments received

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	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
Adopted Managing Development Delivery Local Plan 2014	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
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space standards
	TB21	Landscape Character
	TB23	Biodiversity and Development

	TB24	Designated Heritage Assets
		Appendix 2 – Parking Standards
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards
		North Wokingham Strategic Development Location SPD adopted October 2011.
		Infrastructure Delivery and Contributions SPD for the Strategic Development Locations adopted October 2011.
		Affordable Housing SPD adopted June 2011.
		Sustainable Design and Construction SPD adopted 2010.

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. A reserved matters application for the primary school and community centre has also been submitted and is being considered elsewhere on this Committee agenda with a recommendation for approval (ref: 172331).
4. 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.

Principle of development

5. The principle of the development in this location 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.
6. 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.

Application Proposals

7. Reserved Matters approval (RMA) is sought for Phase 4 of the development for the construction of 244 dwellings. Phase 4 is located to the south of the NDR, and extends down in part to meet with Matthewsgreen Road. The northern boundary of the site runs along the NDR from the Twyford Road roundabout, to a point further along the NDR to the west where the open space/LEAP will be located. The outline masterplan indicated that a 60 unit extra care home would also be located along this southern edge of the NDR. However, this application does not include the reserved matters details for the extra care home, and the application red line boundary has been amended since initial submission to remove an apartment block which was proposed to the west of the location of the care home. This was to ensure that enough land around the location of the care home is safeguarded so that the Phase 4 reserved matters layout would not prejudice its future design in terms of being able to accommodate the parking/servicing and landscaping requirements.
8. The south western boundary of the phase extends along the Public Right of Way (PROW) which separates this Phase with the already approved Phase 1 development. Access into Phase 4 will be via the accesses which have already been approved as part of the outline permission, and as part of the reserved matters approval for the NDR. There will be one access into the site off the NDR to the north of the site, one off Matthewsgreen Road to the south, and via three further internal roads which will connect through from the approved Phase 1 internal road layout. The development incorporates associated internal access roads, parking, landscaping and open space, including a Locally Equipped Area of Play (LEAP), a smaller informal play area, footpaths (including a ped/cycle

path link down off the NDR, along the east boundary of the site to connect with the Twyford Road further to the south) and Sustainable Urban Drainage (SuDS).

9. This RMA seeks approval of appearance, landscape, layout and scale in accordance with Condition 2 from the outline permission.
10. A variety of housing typologies are proposed including terraces, semi-detached and detached houses, and two, three storey apartment buildings. The development would deliver 75 (31%) affordable dwellings on site. The buildings would range from 1 to 3 storeys with two storey buildings located along the edges of the development site, with the exception of one of the 3 storey apartment blocks which will be located on the north east corner of the site and will address both the Twyford Road and the NDR.
11. The proposed layout of this part of the overall development site has not altered significantly from the indicative masterplan provided at the time of the outline planning application. The number of dwellings proposed would result in a density range of between 27dph – 30dph.
12. The buildings within the development are similar to those already permitted within the wider site and will line and address both the NDR as well as both sides of the internal access routes. The larger of the two apartment blocks will be located on the southern side of the NDR at its junction with the Twyford Road roundabout, the design of which is considered to be reflective of and complementary to the already approved apartment block located on the opposite side of the NDR within the Phase 2a site. The initial submission originally proposed two apartment blocks in this location, however, due to concerns raised in respect of the design of these and their impact upon landscaping the cycle connection, the applicant has revised the scheme and now proposes one block. The merits of this is discussed later within the report (paras 23 to 24).
13. The affordable housing is located within the two apartment blocks and within two further housing clusters within the site. Car parking strategies use both on plot and on street parking provisions. Parking courts have also been provided selectively to accommodate WBC's parking standards and help reduce the visible numbers of parking. This is addressed later in the report. Officers consider that the overall layout works with the contours of the land and accommodates the drainage requirements of the site and reflects the wider site layout.

Reserved Matters - Detailed Design

14. 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

15. The proposed layout of this Phase of the development has not altered significantly from the indicative masterplan layout provided at the outline application stage. The primary access roads into the site from the NDR and

Matthewsgreen Road will be 6m and 5.5m wide respectively, and within the site, secondary access roads will radiate from the main internal routes to serve clusters of buildings. The routes within the site will have a clear hierarchy and are designed in accordance with Manual for Streets.

16. The layout also accommodates two areas of open spaces, one of which is located on the western boundary of the site and will incorporate the Local Equipped Area of Play (LEAP). The other open space area is positioned more centrally and will help break up the built form within the site, providing an attractive landscaped green open area. A more informal natural play area is proposed in this location.
17. As mentioned previously, the application site boundary has been amended to exclude a residential block on the north west side of the site, which will be brought forward at a later stage. The boundary has also been amended to extend further south along the east boundary of the development site, to accommodate the required NDR cycleway link works, which will link up with the ped/cycle path in Cantley Park via a Toucan crossing on the Twyford Road. This provision was required as part of the Outline S106 agreement, with the trigger for its provision being 200th occupation. However given houses are occupied officers consider this is essential to provide safe access to new residents of the site. A temporary path is proposed as part of the current RM application, as the final worked up detail will be incorporated within the future Phase 5 RM proposals. A condition is therefore proposed to require details of the provision of the temporary link in the interim period (condition 6).

Scale

18. The scale of development broadly follows the parameter plans that were considered and approved under the outline planning permission. The houses within the development are all 2 storeys in height while the two apartment blocks are three storeys.
19. An indicative heights parameter plan was submitted at the outline planning application stage which indicated heights of up to 3 storeys being located along the south side of the NDR. Whilst the larger of the apartment blocks located along this frontage will be three storeys in height (albeit with a flat roof), the remaining dwellings addressing the NDR along its southern boundary will be two storeys in height. The second three storey block will be located to the south of where the extra care housing block will be positioned. Whilst this specific location was not identified for three storey development at the outline stage, it is nonetheless considered to be an acceptable location for such a building, as its location and distance to surrounding dwellings is such that it would not have a detrimental impact upon occupiers of surrounding properties in terms of outlook or privacy. Furthermore, there are only two, three storey buildings proposed in this phase, which is less than the outline heights parameter plan indicated and it is considered that larger scale building along the NDR, which is a wide avenue is considered acceptable and helps to reinforce the design concept that this is the main road through North Wokingham.

20. The scale of the development within this phase is therefore considered acceptable with the buildings being overall generally lower in height across the site than what was indicated at the outline application stage.

Design and Appearance

21. A variety of housing typologies are proposed within the site including terraces, semi-detached and detached houses, and two apartment buildings containing two bed flats. The applicant's design statement advises that the application aims to tie the Phase 1a development, Phase 2a development, Twyford Road frontage, the site access on Twyford Road and Matthewsgreen Road frontage together, whilst enhancing the character and frontage of the NDR and the primary route into the site. In order to facilitate this aim, the site has been split into 3 character areas, the aim of which is to respond to their immediate context. These three areas are referred to as the 'Contemporary Entrance/NDR, the 'Rural Edge' and the 'Phase 1 extension'.
22. The materials incorporated within the design of the dwellings within the 'contemporary' section at the northern end of the site will include red brick, blue brick and render, reflective of the approach taken on the Phase 2a site, located on the opposite side of the NDR.
23. The initial submission proposed two apartment blocks being located at the north east corner of the site, one of which would have had frontage onto the Twyford Road and the NDR, with the other fronting the NDR. Officers considered that these originally proposed buildings appeared to be dominated by dark brick, and did not provide an acceptable frontage onto either the Twyford Road or the NDR. The side elevation of the block fronting the NDR also infringed WBC space separation standards in respect of the closest proposed dwelling fronting the NDR. The side elevation of this block comprised undercroft car parking, with the two upper floors of dark grey brick which was considered to result in a dominant and overbearing elevation. The applicant was therefore asked to reconsider the design of the blocks on this corner, to provide a better variety in materials and to break up the dark brick dominance.
24. In response, a revised proposal for this corner of the site was submitted, which replaces the two originally proposed buildings with one building. However, it is considered that the design of this has paid better regard to this corner location, with a design which has reduced the dominance of dark brick, with a better combination of render, dark and red brick, and provides a better frontage onto both the Twyford Road, and the NDR. The design of the corner of the building where it addresses the Twyford Road roundabout uses a combination of render and brick, taking reference from the design of the apartment block located on the opposite side of the NDR within Phase 2a. Further along the NDR, the section at the western end of the building projects forward, with balconies positioned to wrap around the north/west corner. The balcony supporting structures fronting the NDR and the Twyford Road will be brick faced with a metal safety railing enclosing the balcony areas, similar to those on the Phase 2a apartment blocks. The façade of the section along the NDR mainly comprises red brick, but with some use of render and dark grey brick to help provide break up the elevation. It is considered that the amended design addresses the concerns previously raised and sits better within the context of its corner location.

25. The dwellings within the 'rural edge' section located at the southern edge of the site, will incorporate more traditional materials and finishes such as tile hanging, red bricks, brick corbelling detail, and occasional use of render. This section is designed to reflect and be compatible with the existing character of properties in the vicinity. The 'Phase 1 extension' is the largest of the three areas and the design of the dwellings within this area will reflect those within Phase 1, incorporating red brick, occasional tile hanging and render to the facades. The second apartment block will be located within this area, and its design has been amended since the initial submission to be more reflective of the design of the phase 1 apartment blocks. This is considered to be an improvement on the initial design submitted and balconies to the apartments have also been added which were not included on the original design.
26. It is considered the overall approach to the design and external finishes would be compatible and complementary with the adjacent phases, and also appropriate to the character and appearance of the surrounding area and would provide a successful and well designed scheme. Samples of the proposed materials to be used are required to be submitted for approval under condition 5 of the outline permission.
27. The range of housing types and styles will ensure that there is diversity in the built form and a range of housing for future occupants. The diversity in terms of the style of the dwellings is achieved through the detailing such as heights, materials/design and roof form. This will help to provide a clear and legible neighbourhood.

Affordable Housing, Dwelling Mix and Standard of Accommodation

28. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. The mix of dwellings proposed is as follows:

	Market	Affordable	Total
1 bed flat		1	1
2 bed flat		26	26
2 bed house	9	31	40
3 bed house	98	16	114
4 bed house	50	1	51
5 bed house	12		1
Totals	169	75 (31%)	244

29. The affordable housing delivery requirements of the development were established at the time of the outline planning permission. The outline application requires an overall 35% affordable provision, with this being achieved by either a 22% provision on site and a commuted sum towards off-site provision (in the event that the Council did not require the extra care housing units), or a 30% provision on site and a lesser commuted sum towards off-site provision in the event that the extra care units were required. After the outline permission was granted, WBC confirmed to the applicant that it would require the 60 extra care units. The onsite affordable housing provision is therefore required to be 30% across the whole Matthewsgreen development. The current level of affordable housing provision

proposed through the existing approved reserved matters on the site stands at 19%. Phase 4 proposes 75 units (31%) of affordable housing, which would bring the site wide provision up to 24%.

30. The remaining reserved matters proposals will need to include an overall 25% affordable housing provision to ensure that the site wide 30% is achieved. This takes into account the 60 extra care units which will count as 100% affordable.
31. The Town Council raised an objection to the application in respect of the delivery of the affordable housing within the Phase which they consider cannot be delivered for at least three years because the land on which they are scheduled to be built is leased to the current tenants. However, provisions are contained within the outline application S106 agreement which requires that the commencement of the construction of the affordable housing shall be no later than 3 months after the commencement of the open market dwellings in that phase. Furthermore, no more than 50% of the open market units in any phase can be occupied unless and until all of the affordable housing dwellings are completed and either the freehold ownership or lease has been granted to a preferred registered provider.
32. Whilst there are some affordable housing units proposed to be located in the area where there is currently an occupier on site, there are also other affordable units elsewhere within the Phase where such issues do not exist. The responsibility therefore lies with the applicant to ensure that the delivery of the affordable housing within this Phase meets with the requirements as set out in the S106 agreement.

Borough Design and Space Standards

33. All of the dwellings have been designed to National Space Standards. In addition, the dwellings are required to be constructed to achieve appropriate internal ambient noise levels which will be assessed under a separate conditions application pursuant to condition 51 of the outline consent.
34. The Borough Design Guide sets a minimum garden depth of 11m. The proposed layout complies with these requirements with all houses meeting or exceeding the minimum threshold with the exception of 5 units. However, the infringement of this standard does not exceed more than 1m on any of the 5 units, and the overall size and usability of these gardens are considered to be acceptable when their width and overall layout is taken into consideration. Furthermore, the units are private and therefore buyers have the choice of purchase or not. In addition, permitted development rights of the properties have been removed by condition 7 of the outline permission so as to restrict unacceptable encroachment into these important garden spaces. It should also be noted that on large scale sites, it is very difficult to achieve total compliance with all the competing aims of design standards and therefore where appropriate to do so, a small reduction can sometimes be accommodated as in this instance.
35. With the exception of one unit, the flats within the apartment blocks all have balconies which are large enough to accommodate a small table and chairs, which will offer private amenity space to these residents, and units located at ground level have a designated area of defensible space. There is also adequate public open space provided locally within the development for the residents' amenity.

36. The Borough Design Guide establishes minimum separation distances of 10m front-to-front across the street, 22m back-to-back and 12m back-to-flank and the proposed layout complies with this guidance.
37. It is therefore considered the development will provide good levels of amenity for future occupants, along with a good mix, balance and quality of dwelling types, tenures and sizes so that a wide range of housing needs can be met. This will ensure that the development is sustainable in meeting the housing needs of the community. The development is therefore considered to accord with the relevant policies of the development plan in this regard.

Neighbouring Residential Amenity

38. 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. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
39. All dwellings on the site are sufficiently distant from all neighbouring properties and have been designed such that they would not introduce unacceptable relationships of overlooking and loss of outlook, daylight, sunlight or privacy. Separation distances to existing dwellings to the south, where the new development would be closest to existing properties, would all achieve separations in excess of the standards set by WBC's Borough Design Guide.
40. Noise, disturbance and inconvenience during the construction period will be managed and minimised as far as is reasonable through good practice and through the existing conditions of the outline consent; which require the submission (for the Council's approval) of a Construction Environmental Management Plan and which restrict the hours of construction activity. These matters do not fall for consideration under this Reserved Matters planning application.

Trees, Landscaping and Open Space

41. The development will be set within the context of a series landscaping proposals across the site, and two areas of open space. The existing hedgerows located along the east and southern boundaries are proposed to be retained where possible, and additional hedgerow planting will be incorporated within the site proposal where appropriate. Such details will be secured through a separate conditions submission of the detailed landscaping proposals pursuant to condition 14 of the outline permission.
42. The landscaped areas within site comprise the open spaces together with the planting proposed for the immediate setting of the housing which will include sections of hedge or blocks of shrubs within front gardens to run parallel with the highway/footway. This will help create a sense of enclosure and creating a green corridor along the access roads. Street trees are also proposed at intervals along the access roads and within the parking courtyards. This approach is considered acceptable as it is important in terms of not only breaking down the hard landscaped appearance of the roads but also in creating a pleasant residential

environment for future and existing residents. Two existing TPO trees (T12 and T13) are proposed to be removed, the justification for which has been submitted within an Arboricultural Method Statement. WBC Trees and Landscaping officer accepts the justification for their removal and advises that there is space within the site for suitable replacements. Such replacements will be agreed through the details submitted under the outline landscaping details condition 14.

43. The Locally Equipped Area of Play (LEAP) will be located at the western end of the site in accordance with the parameters secured under the outline permission. This area will be located on part of a wider open space provision where an existing TPO oak tree will remain. This open area will help break up the built form, providing an attractive open and focal point in a key location within the wider development, as its location is also close to the local centre, primary school and community centre. Whilst proposed details of the play equipment to be provided within the LEAP were submitted in support of this application, the number / type of play experiences have not been agreed. As such, a condition is proposed to secure and agree the precise number and details of these (condition 7).
44. The proposed landscaping, garden spaces and general open space within the site, 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. Wherever possible, existing trees and hedgerows are to be retained as integral features of the development and extensive additional tree/hedge planting is proposed. The landscaping provisions are considered to add significant quality to the residential environment. The protection of existing trees and hedgerows within and adjacent to the site is covered by condition 16 on the outline which requires the submission of an Arboricultural Works scheme. Whilst an Arboricultural Method Statement has been submitted in support of the application, this will be formally agreed through a separate conditions application. The Landscape and Trees Officer has also requested that the temporary cycleway link is constructed using a no-dig method, as it will be located within the root protection areas (RPA) of trees located along the Twyford Road boundary and has requested such details of this method of construction to be provided. Such details will therefore be required to be provided as part of proposed condition 6.
45. The timescale for the delivery of the open space within the development, including the LEAP is set out within the S106 agreement of the outline planning permission. These areas will be maintained thereafter for a year by the developer before being transferred (with maintenance contribution) to Wokingham Borough Council. It is considered that the overall landscaping proposals will ensure an appropriate setting for the development both visually, but also in terms of the residential amenities of future occupiers. However, as previously mentioned, the detailed landscaping proposals including the LEAP will be considered within the details submitted under the conditions applications. Detail such as boundary treatments, which also play an important part to the overall setting and appearance of a new development, will also be considered under a separate conditions application.

Ecology and Biodiversity

46. 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.
47. The principles of ecological protection for the development were established under the indicative plans and strategies of the outline consent. Subject to the implementation of the various strategies, there would be no significant impact upon ecology. Detailed matters of such in relation to this Phase will be agreed and formally secured pursuant to the relevant conditions of the outline consent.

Transport, Highways and Parking

48. Primary vehicular access into the site will be taken from the NDR and Matthewsgreen Road, where the road widths will be 6m and 5.5m wide respectively. Further within the site, secondary access roads will radiate from the main internal routes to serve clusters of buildings. The routes within the site will have a clear hierarchy and are designed in accordance with Manual for Streets. There is a link road through the parcel which allows access through to Matthewsgreen to the NDR. This was also shown at the outline. This is important to provide options for residents and allow robustness to the local highway network should Twyford Road need to be closed. The route is not direct and is convoluted, as such would not offer road users a preferred and quicker route to the NDR or town over Twyford Road. The layout would therefore not cause significant additional traffic to Matthewsgreen Road.
49. Pedestrian and cycle permeability through the site has been improved since the initial submission, due to the inclusion of the cycleway link along the eastern boundary and also due to the reconfiguration of a section of the southern part of the site following agreement that a TPO tree could be removed (as referred to under the earlier section on trees and landscaping). This has replaced what would have been a cul-de-sac where pedestrian/cycle access through to the wider site would not have been possible, with a layout which improves such permeability. Whilst Natural England did not object to the original submission, they did comment that the layout did not appear to provide a clear and legible route through the site towards the SANG. The revised layout is now considered to be acceptable in that respect. The layout connects well with the PROW running along the western boundary (which in itself provides a good connection with the SANG), and a footpath continues from the end of the PROW and along the southern boundary of the site up to the boundary with where Phase 5 will be. Officers have conveyed to the applicant that the expectation for the layout of Phase 5 will be that this footpath should be continued along the southern boundary, to provide linkages with routes into Wokingham town centre. However in the intervening period there will be a temporary access to the new pedestrian / cycle route at Cantley.
50. It is currently proposed that the majority of the roads and footpaths within the Phase 4 site will be adopted by WBC. Details to ensure their construction is to an adoptable standard will need to be submitted and approved by WBC pursuant to condition 31 of the outline planning application. Such details were submitted in respect of the roads and footpaths within Phases 1 and 2a of the development, however, WBC have been unable to approve these details to date, as they have

not been constructed to adoptable standards. WBC have therefore requested that the applicant enter into a S106 agreement in respect of this matter, in order to preclude any future request being made to the Council to adopt these roads. There will be a further clause within the legal agreement to ensure that there will be no restrictions put in place within Phase 1 which would restrict connectivity with Phase 4. The recommendation for approval of this application is therefore on the basis of the signing of such a legal agreement relating to this matter.

Parking

51. In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, the development will incorporate parking in line with the Council's standards, as follows:

Type	No. spaces	Ratio (244 dwellings)
1. Allocated (including car ports excluding garages)	401	1.6
2. Unallocated	62	0.25
3. Visitor	49	0.2
Total Allocated + Unallocated + Visitor	512	2.1
4. Garages	80	0.5
Total Allocated + Unallocated + Visitor + 0.5*Garages	552	2.3

52. Allocated parking is proposed on the site by a combination of on-plot parking (drives, garages and carports), and communal parking areas serving the flats and houses. On-street parking will also be incorporated as a means of managing the flow of traffic and vehicle speeds. The on-street parking will be managed in accordance with details that will need to be submitted to and approved in writing by the LPA pursuant to condition 29 of the outline permission.

53. Where communal parking is proposed, both for the affordable and private apartment blocks, these would be overlooked by dwelling units and therefore offering security. These are necessary to accommodate the level of development and parking required within the development and as such the communal parking areas are considered acceptable. The visitor spaces are considered to be evenly dispersed throughout the site.

54. Refuse bins for the apartment blocks are located within integral stores within the buildings. WBC's refuse team no longer favour designated collection points within developments. Tracking information has been provided to demonstrate a refuse vehicle will be able to collect waste from the development in accordance with WBC guidance.

Cycle Parking

55. The Council's standards, as currently set out in MDDL Appendix 2 requires the 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. For the houses it is proposed that cycle parking is provided on site either within garages, sheds or car ports, and the apartment blocks will have integral cycle parking stores. It is considered that all dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements. However, a condition is proposed to secure further details of the cycle parking arrangements for the apartment blocks and car ports, in order to secure the final cycle stand layouts for the apartments and to ensure safe and secure cycle parking in the car ports in line with Council Standards (condition 3).

Flooding and Drainage

56. 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. The site is within flood zone 1 which is the lowest level of flood risk.
57. Surface water run-off will be managed using a Sustainable Drainage System (SuDS) including attenuation in pipelines and an attenuation basin located in the north of the overall site, before being discharged at the greenfield run-off rate. WBCs Flood Risk and Drainage Advisor has reviewed the drainage strategy details submitted in support of this application for the site and is satisfied with the details for the purposes of this reserved matters applications. Further detailed information will need to be submitted and formally agreed under a separate conditions application submission pursuant to conditions 38 and 39 of the outline application.

Land Contamination

58. The site is 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 14 and 15 of the outline permission, and do not need further consideration under this Reserved Matters Planning Application.

Noise

59. Condition 51 of the outline application requires the submission of mitigation schemes for internal and external noise before commencement of development at each phase so suitable mitigation measures can be agreed at that stage. For example mitigation is likely to include triple glazing along the NDR frontage.

Sustainable Design and Construction

60. 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 DPD policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this.
61. Condition 44 on the outline permission required the development to achieve a minimum code level 4 for Sustainable Homes or the equivalent code at the time of construction. However, the Government has implemented a new approach for the setting of technical standards for new housing. This has rationalised the pre-

existing and many differing standards into a simpler, streamlined system. The Government set out its policy on the application of these standards in decision-taking and plan-making in a written Ministerial Statement. The statement withdrew the Code for Sustainable Homes and as such, WBC can no longer apply the requirement to build to Code Levels as a condition to planning permission. However, Part L of Building Regs effectively requires the equivalent energy efficiency as Code Level 4.

62. Condition 45 on the outline requires the submission of details relating to how the development will seek to achieve a minimum reduction of 10% of total energy consumption through either on-site renewable energy generation or fabric first approach. Details were contained within the applicant's design statement which confirm that a fabric first strategy will be adopted in respect of achieving a reduction in energy consumption. Such an approach is considered acceptable, and although it is not specified by how much this approach is anticipated to reduce energy consumption by, further details can be submitted pursuant to condition 45. Committee therefore need not consider these matters further under this Reserved Matters planning application.

Impact on Listed Buildings and Heritage

63. 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

64. 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 this phase. This will be confirmed through the submission of details pursuant to condition 50 of the outline application.

CONCLUSION

The reserved matters proposals do not substantially deviate from the principles and parameters established by the outline planning permission, and are similar in design and appearance to development already permitted on the surrounding Matthewsgreen development and accord with adopted policies and standards. This is a sustainable development that offers substantial public benefit in meeting the housing 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, such as impact upon amenity, appearance etc. that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

Enclosures:

Wokingham Town Council comments

Landscape masterplan site layout

GGI Image – proposed view from Twyford Roundabout



P	22.01.16	Apartment Block D removed. Block A removed from application site. Parking areas reviewed. Block A and B cycle route altered. Plot 87 handed. Plots 86-88 now mirror Plots 77-79. Plot 171 added to Plot 171. Plots 213-215 and 216-217 now 3 no semi-detached.	KP
M	11.12.17	Parking allocations altered to suit client comments. Some minor layout alterations to accommodate tracking issues. Numerous layout amendments following planning meeting. Numerous layout amendments as per client comments of 26/10/17, following meeting with WBC.	SF
L	27.11.17	Amended garages and carports for Plots 78, 86, 87Y1 / KP as per clients mark-up dated 11.08.17. Engineer's tracking notes incorporated. Amendments made to Block B and parking area.	KPIF
K	17.11.17	Additional parking shown. Site boundary amended. Road widths amended. Plot boundaries amended to suit client comments. 3 bed units included as client comments, and Phase 5 indicative layout shown. Engineering comments picked up. Cycle Storage Shown. Minor layout amendments following further detailed design in line of 08 submission.	YT
J	03.11.17	Possible reduced phase 4 boundary shown. Site changes to increase the number of plots with 11m garden depths.	SF
H	11.08.17	Alterations to layout to accord with engineering comments.	SF
G	02.08.17	Site changes made following team meeting.	SF
F	01.08.17	Layout amended to reduce the number of flats and increase the overall number of plots.	SF
E	29.07.17	Layout amended to accommodate the extra number. YC 4 m/s of affordable properties as per section 106 required.	YC
D	27.07.17	Revising internal updates as per clients comments. Phase 4 boundary altered as per clients instructions. Plot boundaries as per clients instructions. Drawing change to A3 format.	YT
C	02.06.17		
B	12.05.17		
A	16.04.17		
Rev	Date	Amendment	Initials
Project: PHASE 4 WOKINGHAM			
Client: BOVIS HOMES THAMES VALLEY			
Drawing: PROPOSED SITE LAYOUT			
Drawing no: 16.1168.400			
Scale: 1:500 Date: JAN 2017 Drawn: YC Checked: SF			
Finc Architects Ltd 80-115, The Mall Aldershot, Surrey GU11 1JH Tel: 01483 545444 www.fincarchitects.com			

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VIEW TO SITE ENTRY FROM TWYFORD ROAD



VIEW TO APPARTMENT BUILDING C&D

Rev	Date	Amendment	Initials
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Project:
PHASE 4
WOKINGHAM
Client:
BOVIS HOMES THAMES VALLEY
Drawing:
CGIS

Drawing no: 16.1168.700 Rev:

NTS Date: JAN 2018 Drawn: Checked:

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PLANNING

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From: Mike Dunstan
To: [Planning Enquiries](#)
Subject: Comments on 172751 Land at Matthewsgreen Farm
Date: 15 November 2017 14:29:49

172751 Land at Matthewsgreen Farm

**Application for the approval of Reserved Matters pursuant to Outline planning consent O/2014/2242 for the erection of 253 residential dwellings, associated amenity spaces, access, garages, parking, internal roads, pathways, drainage and associated Landscaping. (Appearance, Landscaping, Layout and Scale to be considered).
Planning Officer: Sophie Morris**

Wokingham Town Council objects to this application as it includes much needed affordable homes which cannot be delivered for at least three years because the land on which they are scheduled to be built is leased to the current tenants.

Regards

Mike Dunstan
Planning & Transportation Officer

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☞ My working days are Monday to Thursday ☞



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Application Number	Expiry Date	Parish	Ward
172934	11 May 2018	Wokingham Without/ Wokingham	Wokingham Without/ Wescott

Applicant	Wokingham Borough Council
Site Address	"Eastern Gateway", land at Waterloo Road
Proposal	Full application for construction of 420m single carriageway road (with a total width of 15m) and accompanying footways/ cycleways. This route will connect the Montague Park residential development (William Heelas Way) to a new junction with Waterloo road, a 4-arm roundabout, via a new bridge over the Reading-Waterloo Railway Line (Second Phase of South Wokingham Distributor Road).
Type	Full
PS Category	1
Officer	Emy Circuit
Reason for determination by committee	Major application Applicant is Wokingham Borough Council

FOR CONSIDERATION BY	Planning Committee on Wednesday 14 February 2018
REPORT PREPARED BY	Assistant Director – Delivery and Infrastructure

<p>SUMMARY</p> <p>Wokingham Borough Core Strategy establishes the need to deliver over 13,000 new homes in borough in the period up to 2026, the majority in four Strategic Development Locations (SDLs) (Core Strategy policy CP17). Of these 2,500 are to be in an urban extension at South Wokingham. Core Strategy Policy CP21, amplified by Appendix 7 and two Supplementary Planning Documents (SPDs) – the <i>South Wokingham South Wokingham Strategic Development Location SPD</i> and the <i>Infrastructure Delivery and Contributions SPD</i> – set out the Council's expectations in terms of the comprehensive delivery of these dwellings together with the infrastructure required to support them. A key element of the infrastructure is the Southern Distributor Road (SDR); a continuous new route running through the SDL, south of the existing settlement connecting the A329 London Road in the north to the A321 Finchampstead Road in the south. The new road will provide access to the new development as well as providing some traffic relief in the historic town centre.</p> <p>The first section of the SDR – from London Road south to the Reading-Waterloo railway line - has already been delivered as part of the first phase of the SDL, a development of 636 new homes at Montague Park (formerly Buckhurst Farm) and is called William Heelas Way. The current application is for the second stage of the road and will extend William Heelas Way over the railway line to connect into the existing highway network at Waterloo Road. The proposal is described in more detail in the "description of development" section of the appraisal. The works include closure of the Waterloo level crossing (the reasons for this are explained in paragraphs 2 and 83-88) and the associated Stopping Up Order in being progressed separately.</p> <p>Screening, in accordance with Environmental Impact Assessment (EIA) regulations, identified the scheme as EIA Development and accordingly the application is supported by an Environmental Statement (ES) informed by a Scoping Opinion.</p>
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If approved, construction is intended to start in early 2019 for opening in late 2020. An application for the remainder of the SDR from Waterloo Road west to Finchampstead Road, including associated improvements in the Finchampstead Road corridor is expected during 2019.

It has been necessary to re-consult on the application due to minor extensions to the 'red line' application site boundary, to include the full extent of the works proposed at Clay Lane, Britton's Farm and William Heelas Way. There is no material change to what is proposed at Clay Lane and Britton's Farm. The amendment at William Heelas Way consists of the inclusion of a pedestrian crossing island. The consultation period ends on the day of committee and any new, substantive planning issues arising will be reported at the meeting.

The application before the Planning Committee because it is a major development proposal and a council application.

PLANNING STATUS

- Strategic Development Location (SDL) (Core Strategy Policy CP21)
- Major Development Location (Core Strategy policy CP9 and MDDLDP policy CC02)
- Countryside (Core Strategy policy CP11)
- Special Protection Area (SPA) 5km linear protection zone (Core Strategy policy CP08)
- allocated SANG (to the south and east) (MDDLDP SAL05)
- TPOs 1340/2010 & TPO1376/2011 include trees along Waterloo Road (MDDLDP CC03)
- TPO TPO1336/2010 includes trees along Clay Lane (MDDLDP CC03)
- Public Rights of Way: Clay Lane is a Restricted Byway/Byway (WOKI RB26 / WOKI BW26) & Wokingham Without Footpath 5 (WOKW FP5)
- Area of High Archaeological Potential (MDDLDP TB25)
- Flood Zone 1 (Core Strategy policy CP1 and MDDLDP CC09)
- West of Waterloo Road some land falls within Flood Zones 2 & 3
- The risk of flooding from surface water is also low-high along the Emmbrook Corridor
- Mineral consultation area

RECOMMENDATION

That the committee resolve to GRANT PLANNING PERMISSION subject to the following conditions and informatives:

Conditions:

Timescale

1. 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).

Approved Drawings

2. This permission is in respect of the drawings listed below and the development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

PLANNING_100_005_Rev H Redline application boundary

PLANNING_LOC_001_Rev A Location Plan

PLANNING_LOC_002_Rev A Aerial Location Plan

Digital Utility Overview Plan A

PLANNING_100_001_Rev D Overall Highway Arrangement

PLANNING_100_002_Rev B Eastern Bridge Alignment General Arrangement
Sheet 1 of 2

PLANNING_100_003_Rev C Waterloo Road Roundabout General Arrangement
Sheet 2 of 2

PLANNING_100_004_Rev C Waterloo Road Stopping Up General Arrangement

PLANNING_1400_001 Rev A Proposed Street Lighting Arrangement

PLANNING_LDS_001 Landscape Mitigation Plan Sheet 1 of 2 Rev 1

PLANNING_LDS_001 Landscape Mitigation Plan Sheet 2 of 2 Rev 1

PLANNING_LS_001_Rev A Longitudinal Section CH0.0 to CH315.8

PLANNING-CS-001_REV A Typical Cross Section CH50

PLANNING-CS-002_REV A Typical Cross Section CH 180

PLANNING-CS-003_REV A Typical Cross Section CH 300

UA007216-97-ECV-DRG-ARC-1022_A01 SWDR Eastern Gateway Proposed
General Arrangement Sheet 3 of 3 Bridge design

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.

Highway construction Details

3. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage, road signage (including signage, measures to prevent access off unused arms of roundabout) and lighting shall be submitted to and approved in writing by the local planning authority. Works shall be implemented in accordance with the approved details before the road hereby approved is brought into use.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible, safe and high-quality development. Relevant policy: Core Strategy policies CP3 & CP6

Visibility splays

4. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular

accesses to Britton's Farm and Waterloo Road wetland area to include visibility splays. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

5. Prior to the commencement of development there shall be submitted to and approved in writing by the local planning authority full details of the Waterloo Road roundabout, including visibility splays, landscaping and levels. The roundabout shall be formed as so-approved and the visibility splays shall be cleared of any obstruction prior to the first use. The roundabout shall be retained in accordance with the approved details and used for no other purpose and the land within the approved visibility splays shall be maintained clear of any visual obstruction at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

Alternative route for non-motorised users

6. Before closure of the Waterloo Road level crossing, an alternative route across the Reading-Waterloo railway line for non-motorised users shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

The details shall include improvements to Clay Lane to make it fit for the intended use with a connection into the foot and cycleway network within Montague Park and a direct pedestrian and cycle connection from Phase 7 of Montague Park to William Heelas Way in the vicinity of the pedestrian crossing which is to be constructed at the foot of the north side of the new bridge as part of the approved scheme.

Reason: To ensure access across the railway line is maintained in the interests of sustainable travel and recreation whilst avoiding harm to the character of the area in accordance with Core Strategy policies CP1, CP3, CP4, CP6, CP21 and Appendix 7; Managing Development Delivery Local Plan policy CC03 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

Design of Britton's Farm access

7. Before the existing access to Britton's Farm is closed an alternative access shall be provided in accordance with either the approved details or an alternative scheme that has first been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure that appropriate vehicular access to the property is maintained in the interests of highway safety and convenience, in accordance with Core Strategy policy CP6.

Access to agricultural land

8. Before stopping up of the section of highway between the Waterloo Level Crossing and suitable access to the adjacent fields shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure appropriate access is provided to allow agricultural use of the land to continue until such time as the land is brought forward for development in accordance with Core Strategy policy CP6.

Potential highway mitigation schemes

9. No development shall take place until proposals for off-site highway works in locations identified by the Transport Assessment as potentially requiring improvement as a consequence of the proposed development, including details of the sequence a of works in relation to delivery of the Eastern Gateway, have been submitted to and approved in writing by the Local Planning Authority and the approved schemes shall be implemented in accordance with the approved details. The junctions that may require improvement are:

- Old Wokingham Road/ Waterloo Road/ Peacock Lane
- Easthampstead Road/ Old Wokingham Road/ West Road
- Nine Mile Ride/ Old Wokingham Road
- Old Wokingham Road/ Hatch Ride
- Heathlands Road/Easthampstead Road
- Murdoch Road/ Easthampstead Rd

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP1, CP6, CP10 & CP21.

Levels and earth mounding and contouring

10. No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and earthworks, including grading and mounding of land, contours to be formed, the heights of embankments and retaining walls and the relationship between proposed mounding, existing vegetation and surrounding landform shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be fully implemented prior to the new road being brought into use.

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3, Managing Development Delivery Local Plan policies CC03 and TB21 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

External materials

11. Before construction of the bridge and retaining walls hereby permitted is commenced, samples and details of the materials to be used in its construction shall be submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

Reason: To ensure that the external appearance of the bridge is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

Landscaping

12. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. 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 securing appropriate compensation for Priority Habitat loss. Relevant policy: Core Strategy policies CP3 and CP7 Managing Development Delivery Local Plan policies CC03, TB21 and TB23 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

Retention of trees and shrubs

13. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity and habitat value. Relevant policy: Core Strategy policies CP3 and CP7 Managing Development Delivery Local Plan policies CC03, TB21 and TB23 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

Protection of trees

14. a) No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the

Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

- b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity and habitat value, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence. In the interests of visual amenity and securing appropriate compensation for Priority Habitat loss. Relevant policy: Core Strategy policies CP3 and CP7 Managing Development Delivery Local Plan policies CC03, TB21 and TB23 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

Landscape management

15. Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

Lighting

16. Prior to commencement of the development, a Lighting Scheme shall be submitted to and approved in writing by the local planning authority. The Scheme shall:

- i) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their resting places or along important routes used to access key area of their territory, for example for foraging; and
- ii) Specify the type of lighting to be used and how and where it will be installed in order to
- iii) provide for the safe operation of the Eastern Gateway;
- iv) minimise the impact on the setting of heritage assets; and
- v) demonstrate that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

The lighting scheme shall be implemented as approved before Eastern Gateway comes into use and be retained and operated in accordance with the approved details thereafter.

Reason: to ensure adequate lighting is provided for highway safety and convenience whilst protecting visual amenity including setting of heritage assets and to maintain favourable conservation status of the site for protected species and species of principal importance. Relevant policy: Core Strategy policies CP1, CP3, CP6 and CP7, Managing Development Delivery Local Plan policies CC03, TB21, TB23 and TB24 and the guidance in the South Wokingham Strategic Development Location Supplementary Planning Document.

Drainage

17. No development shall take place until drainage details including:

- i) a drainage strategy plan, with invert levels, indicating how runoff from the road feeds into the attenuation basin and subsequently discharges to the drainage ditch;
- ii) sections showing the profile of the attenuation basin and swales; and
- iii) Micro-drainage calculations demonstration that the pond will cater for the 1 in 100 flood event with a 40% allowance for climate change

have been submitted to and approved in writing by the Local Planning Authority and works shall be implemented in accordance with the approved details before the Eastern Gateway is brought into use.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Construction Environmental Management Plan

18. No development, including any works of demolition, shall take place, until a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The Plan should include amongst other things:

- i) phasing of development;
- ii) a Construction Traffic Management Plan;
- iii) vehicle parking for site operatives and visitors;
- iv) provision for loading, unloading and storage of plant and materials;
- v) measures to prevent queueing outside the site;
- vi) wheel washing or other measures to prevent deposit of mud on the highway;
- vii) measures for the control of dust and dirt during construction in accordance with the Environmental Statement., in particular Chapter 4, *Air Quality*;
- viii) measures for the control of noise during construction in accordance with the Environmental Statement, in particular Chapter 10, *Noise and Vibration*;
- ix) measures to mitigate the impact on protected species and habitats (in particular precautionary mitigation measures for reptiles) during construction in accordance with the Environmental Statement., in particular Chapter 4, *Air Quality* and Chapter 7, *Nature Conservation*;
- x) security hoarding including facilities for public viewing, where appropriate;
- xi) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- xii) any temporary lighting; and
- xiii) procedures for liaising with the local community including a hotline number for reporting and responding to complaints.

The Plan shall be implemented in accordance with the approved details throughout the construction period.

Reason: to safeguard the amenities of people living and working in the area, protected species and habitats and highway safety and convenience in accordance with Core Strategy CP1, CP3, CP6 & CP7 and Managing Development Delivery Local Plan policies CC06 & TB23.

Hours of work

19. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than:

- i) between the hours of 08:00 to 18:00 Monday to Friday; and
- ii) 08:00-13:00 on Saturday; and
- iii) at no time on Sundays or Bank or National Holidays; except for
- iv) individual operations which cannot reasonably be undertaken within the construction working hours defined above and have been notified to the Local Planning Authority (including details of the nature extent and timetable for the works) at least two weeks in advance and agreed in writing (by exchange of letter).

Where works are agreed by the LPA under iv) above, residential properties within an identified zone that has first been submitted to and approved in writing by the Local Planning Authority shall be given written notice at least one week in advance of the works taking place. The notification shall include details of the nature,

extent and timetable for the works and telephone number that the party responsible the works can be contacted on for the duration of the works.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period in accordance with Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06 whilst providing the flexibility to avoid excessive disruption to the functioning of the town centre.

Contamination

20. Should any unforeseen contamination be encountered during the development works on the affected part of the site shall cease and the developer shall inform the Local Planning Authority immediately. Work shall not recommence until details of the contamination and proposals for investigation, remediation and protective works as necessary have been submitted to and approved in writing by the Local Planning Authority and works shall be carried out in accordance with the approved details.

If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the Local Planning Authority upon completion of the development and before the road is brought into use.

Reason: In order to ensure the site is suitable for use once developed. Relevant Policies: Core Strategy policy CP1.

Ecology

21. Development shall be in accordance with the ecological mitigation measures set out in Chapter 7 of the Environmental Statement, *Nature Conservation*, including removal of vegetation outside the primary bird nesting season (March – August inclusive) and inspection of trees T8 and T11 (which have been identified as having the potential to support roosting bats) before any works to them (T8 is to be felled and T11 retained).

Reason: To mitigate the risk to protected species during development in accordance with national guidance (ODPM Circular 06/2005), Core Strategy Policy CP7 and Managing Development Delivery Local Plan Policy TB23.

22. No development (including site clearance) shall take place until a reptile mitigation strategy and contingency plan has been submitted to and approved in writing by the Local Planning Authority. Work shall be carried out in accordance with the approved details.

Reason: To ensure appropriate protection of protected reptiles during development in accordance with Core Strategy Policy CP7 and Managing Development Delivery Local Plan Policy TB23.

Archaeology

23. No development shall commence until a programme of archaeological work (which may comprise more than one phase of work) has been implemented in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25.

Employment and Skills Plan

24. No development shall take place until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority and the Plan shall be implemented in accordance with the approved details.

Reason: to provide employment and training opportunities for local people in accordance with Managing Development Delivery Local Plan Policy TB12.

Informatives:

1. The development accords with the policies contained within the adopted / development plan and there are no material considerations that warrant a different decision being taken.
2. Bracknell Forest Borough Council will be consulted on the construction Traffic Management Plan which will form part of the CEMP to comply with Condition 18.
3. The tree protection details to comply with Condition 14 should include among other things:
 - a. any works required to achieve the visibility splays required by Condition 4 (in particular in relation to T11 which is to be retained in the centre of the roundabout);
 - b. how the footpath improvements along Clay Lane, required by Condition 6, will be implemented without harm to TPO trees, both during construction and in the long term (a combination of a no-dig solution and/or reuse of the existing sub-base are recommended); and
 - c. measures for the protection of the TPO and other retained trees including those along Waterloo Road. Any refinement of the road design and associated drainage ditches will need to ensure that engineering works are outside the root protection area of these trees.
4. The Written Scheme of Investigation to comply with Condition 23 should provide for a strip, map and record (or strip, map and sample) mitigation strategy in accordance with the Cultural Heritage Chapter of the Environmental Statement. The mitigation strategy should include all impacts during the construction of the proposed road, including any excavation required for areas such as compounds.
5. 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 Public Protection Partnership, Council Offices, PO Box 155 Shute End, Wokingham, Berkshire, RG40 1WW.
6. The Lighting Scheme to comply with Condition 16 shall have regard to the Bat Conservation Trust guidance (2014) which recommends a colour spectrum below

4000K to reduce the amount of blue. Furthermore, any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

7. The landscaping details to comply with Condition 12 shall have regard to Network Rail's requirement for a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
SO/2008/2040	Scoping opinion for a development of 2,500 dwellings with associated infrastructure.	13 October 2008
O/2010/1712	outline planning permission (including access details) for 650 dwellings and associated infrastructure	Approved 18 December 2012
RM/2013/0240 (Phase 1 of 7)	Reserved Matters pursuant to O/2010/1712 for the SDR north of the railway, secondary access and two cul-de-sacs	Approved 12 June 2013
NMT/2014/0378	Non-material amendment to planning consent RM/2013/0240 to allow changes to the detailed design of the SDR including the re-location of the zebra crossing	Approved 25 March 2014
VAR/2015/0342	Variation of conditions 3 (phasing), 56 (sustainable design and construction) & 62 (affordable housing) of outline planning permission O/2010/1712	Approved 2 June 2015
152349	Scoping opinion for an Environmental Impact Assessment for the Eastern Gateway	Responded 8 October 2015
161963	Variation of conditions 3 (phasing), 7 (neighbourhood centre development brief) and 62 (affordable and specialist housing provision) and remove condition 63 (extra care dementia housing) of outline planning permission O/2010/1712 (as varied by VAR/2015/0342) to omit references to provision of extra care dementia housing as part of the on-site affordable housing provision.	Approved 24 April 2017

173198	Scoping opinion for an Environmental Impact Assessment for the Western Gateway	Registered 13 November 2017
N/A	Planning Committee resolution to submit an application for a Stopping Up Order for the section of Waterloo Road between the level crossing and the SDR	Resolved 13 December 2017
Application to the DfT for a Stopping Up Order under Section 247 of the T&CPA 1990 (as amended)	Submitted & public notices were posted on 30 January 2018 for the start of the objection period for the Draft Order on 31 January 2018. This consultation will continue until 28 February 2018.	15 December 2017

SUMMARY INFORMATION

Site Area	6.67 hectares
Previous land use(s) and floorspace(s)	Agricultural

CONSULTATION RESPONSES

Network Rail	No objection: detailed comments provided on various design requirements, actions the applicant needs to take and approvals required from Network Rail during the design and implementation of the proposals, which have been forwarded to the applicant. Bering in mind that Network Rail designed the bridge on behalf of the council; these design requirements were taken into consideration though the design process. <i>(Officer Note: with regard to the planning matters raised Condition 16 and informative 6 address lighting; Condition 12 and informative 7 address the need for secure boundary treatments and noise and vibration are considered in paragraphs 102-107.)</i>
Berks, Bucks and Oxon Wildlife Trust Bracknell Forest Borough Council (BFBC)	No comments received No objection: the proposed development is recognised as an important element in delivering Wokingham Borough Council's housing requirements as well as strategic highway improvements to the wider road network. The TA indicates construction traffic will be routed from the strategic transport network via Waterloo Road and Peacock Lane (within Bracknell Forest). It is, therefore, requested that condition requiring a

Crime Prevention Design Officer
Environment Agency
Historic England

Loddon Valley Ramblers

Mid and West Berkshire Access Local
Forum (MWBLAF)

construction Traffic Management Plan is imposed and BFBC are consulted on it.

(Officer Note: this will form part of the CEMP to comply with condition 18.

Informative 1 also refers.)

No comments received

“no objection”

“Do not wish to offer any comments”.

Advice should be taken from the council’s specialised conservation and archaeological advisors.

Support the project. The email cross references a letter sent by the Chairman, Graham Smith: the new road will have footways alongside it which the section of Waterloo Road to be closed does not.

No objection: in general the LAF is reluctant to see closures of railway crossings which involve Public Rights of Way but in this case there are a number of factors which lead us to the conclusion that replacement of the crossing with a bridge including a pedestrian and cycleway could be a safer option.

There is a need for improved safety measures for those wishing to cross the line using non-motorised transport due to the anticipated increase in rail movements.

The history of the crossing and of Star Lane is one of fatal accidents reportedly associated with sun-glare so a solution to this is to be welcomed.

- i) In addition to the proposed new bridge, a non-motorised crossing between Waterloo Road and Star Lane should be created in future. *(Officer Note: the desirability of improving links across the railway for non-motorised users is acknowledged in the council’s policy and guidance but feasibility studies have been carried out and unfortunately have not identified any viable opportunities to improve existing or create new crossings. The implications are considered in paragraphs 65-74)*
- ii) all new bridges should have a gentle enough slope for use by cyclists and disabled users and be wide enough to

	allow two-way passage. (<i>Officer Note: see paragraphs 65-78.</i>)
	iii) Public use of all proposed new routes should be secured in perpetuity, as that is the basis of the route being lost. (<i>Officer Note: see paragraph 76.</i>)
National Grid	No comments received
Natural England	"No comments". Advice should be taken from the council's own ecological advisor.
NHS Wokingham Clinical Commissioning Group	No comments received
Royal Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No objections: advise of the locations of gas mains in the vicinity and safe digging practices which have been forwarded to the applicant.
SEE Power Distribution	No comments received
Thames Water	No comments
WBC Archaeological Advisor	No objection subject to a condition to secure a programme of archaeological work (<i>Officer Note: Condition 23 and informative 4 refer</i>)
WBC Biodiversity	No objection subject to conditions to secure landscape mitigation (Conditions 12-15), implementation of measures to mitigate the impact on bats and birds (Condition 21), a lighting scheme (Condition 16), incorporation of measures to mitigate ecological impacts in the CEMP (Condition 18) and a reptile mitigation and contingency strategy (Condition 22).
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Conservation Officer	Objects on the grounds that the development would result in some harm to the setting of nearby heritage assets, although the harm would be 'less than substantial' in NPPF terms and overall, the benefits arising from the scheme - alleviation of congested traffic and meeting housings needs – may provide a clear and convincing justification for this low level of harm. (<i>Officer Note: paragraphs 42-48 refer</i>). If approved conditions requiring approval of lighting and landscaping are recommended. (<i>Officer Note: Conditions 12 & 16 refer</i>)
WBC Drainage	No objection subject to a condition to secure further details of the proposed drainage scheme. (<i>Officer Note: Condition 14 refers</i>)

WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to a condition to secure an Employment and Skills Plan (<i>Officer Note: Condition 24 refers</i>)
WBC Environmental Health	No objection subject to conditions to secure a CEMP (Condition 18), restrict hours of work (Condition 19) and an assessment should any unforeseen contamination be encountered (Condition 20)
WBC Highways	No objection subject to conditions to secure further (<i>Officer Note: conditions 3, 4, 5, 6, 7, 9, 14, 16 and 18 refer.</i>)
WBC Land Use and Transportation	No objection: the principle of development is supported by the Development Plan; Core Strategy Policy CP21 and MDDL policy CC08 identify the intention to provide a new relief road from Coppid Beech to Finchampstead Road.
WBC Tree & Landscape	No objection subject to conditions to secure more detailed information regarding levels (Condition 10), the materials to be used in construction of the bridge (Condition 11), landscaping (Condition 12), retention of vegetation (Condition 13), tree protection (Condition 14 and informative 3) and a landscape management plan (Condition 15).
WBC Property Services	No comments received
WBC Public Rights of Way	"No comment"

REPRESENTATIONS

Wokingham Without Parish Council (full comments attached):

The principle that a road is required is accepted but it will have a massive impact to the character of the area, local environment and cause disruption during construction.

The Parish lack confidence in the modelling given the current experience with road works in Wokingham Town Centre (*Officer Note: modelling is intended to assess the impact of the proposed development rather than the construction phase*).

The reduction in traffic in Wokingham town centre will be achieved through redistribution of traffic along Waterloo Road, Easthampstead Road, Old Wokingham Road and into Wokingham Without, links that are already stretched at peak times (*Officer Note: the impact has been assessed through the TA and is considered in paragraphs 52-60. Condition 9 also refers*).

There will be disruption during construction, particularly given the lack of cross boundary coordination. Support traffic being routed via William Heelas Way or Peacock Lane rather than Old Wokingham Road but care/alternations may be needed to accommodate construction traffic. (*Officer Note: Unlike the current works in Wokingham town centre, much of the Eastern Gateway can be constructed 'off-line' and the level crossing will remain open until the development is operational, which will*

reduce the impact on the network. Condition 18 will secure a CEMP incorporating a Construction Traffic Management Plan which BFBC will be consulted on, in accordance with their consultation response. See informative 2.)

Extended working hours should be considered to reduce disruption/working hours should be harmonised with other developments (*Officer Note: condition 19 establishes normal working hours, consistent with other developments but allows some flexibility for extended working hours where necessary due to the nature of the project. Extended working would not be appropriate throughout the site/construction period due to the proximity to residential properties, in particularly those in Phase 7 of Montague Park which lie immediately to the west of the proposed bridge).*

There is a significant risk that the full SWDR may not be delivered due to land ownership issues at the Eastern and Western Gateways resulting in a "road to nowhere", causing disruption during construction, additional traffic in Wokingham Without but not reduction in traffic in Wokingham town centre. (*Officer Note: this is a matter for the borough council but not a reason to withhold planning permission for a policy compliant proposal.*)

The cumulative impact of nearby schemes is incomplete and does not include some of the closest developments to the site (*Officer Note: the Wokingham Strategic Transport Model is kept up-to-date with all the latest approved and committed developments in Wokingham and Bracknell Forest and has been used to model the likely impact of this application).*

5. It is doubtful whether the existing tree can be successfully retained in the centre of the proposed roundabout (*Officer Note: paragraphs 28-30 refer*)

6. It is disappointing that there are no proposals to improve existing public footpaths or introduce cycle paths south of the scheme (*Officer Note: the current application relates only to the delivery of the second phase of the SDR. The wider pedestrian and cycle networks will be considered as part of the Masterplanning of the wider SDL as mentioned in paragraph 79).*

Wokingham Town Council (full comments attached): The Town Council supports the principle of the project but objects to the provision of a shared cycleway footway; this is highly dangerous for pedestrians and there is sufficient land available to separate them. (*Officer Note: paragraph 67 refers.*)

The Council also requests that utilities be laid under the footway not the highway for ease of maintenance. (*Officer Note: this is the intention*)

Finchampstead Parish Council (full comments attached): "no objection"

Local Members: No comments received

Neighbours: 29 representations have been received; one in support of the application and 28 from objectors including one from the Berkshire Environmental Association. The planning issues raised are summarised below. The two greatest areas of concern are the impact upon Montague Park and the impact of the closure of the Waterloo Crossing on the Waterloo Road/Rances Lane/Priest Avenue area.

In support of the application:

The sooner the better for Phases 1 & 2

Closure of the crossing would remove the need for the pedestrian warning siren which currently causes disturbance to Waterloo Crossing Cottage.

Objections

Information has been provided on one version of the possible road, rather than Options B and C which were made public in August. Alternative routes should be considered. *(Officer Note: the correct procedure at the planning application stage is to propose a single option, to be assessed on its merits. However, the council considered alternative options during the gestation of the proposals. Three alternative alignments (north, central and south) were consulted on between 23rd June and 22nd August 2014. 81% of respondents preferred the central route - with variations to the alignment south of Knoll Farm and in the vicinity of the existing flood attenuation pond - and the design was progressed on that basis. This was the subject of further public engagement in June and July 2017, prior to submission of the application.)*

Impact on the character and amenity of Montague Park

Montague Park is a well-designed housing estate, well incorporated with the rural parts of Wokingham. It is an established residential community now and provides a quiet, safe environment, especially for children.

William Heelas Way was not designed for HGVs/through traffic. The increase in the amount and speed of traffic – in particular HGV and diesel vehicles – resulting from use as a through road would ruin the character of the development which is already bounded by London Road on the north side; reduce safety on a road which passes/provides access to the Floreat Montague Park Primary School and the resulting noise and pollution would be detrimental to the quality of life. Houses should have been set back further from the road – as along London Road – if it had been known that it would be a through road.

One of the reasons for the SDR is to stop vehicles cutting through residential roads but William Heelas Way is a residential road.

The pavements are not wide enough to be safe.

Cars already speed down the road and traffic calming measures including width restrictions should be put in place (but not speed humps which only slow vehicles for a short period and increase noise and pollution due to constant changes in speed).

A ban/restrictions should be put on HGVs.

The speed limit should be reduced to 20mph given the high level of use by school children/ traffic will be limited to 20mph causing congestion

(Officer Note: as explained in paragraphs 1 & 14-20 the delivery of the South Wokingham Distributor Road, connecting the A329 London Road to the A321 Finchampstead Road, has been a well-established part of the Council's spatial strategy since adoption of the Core Strategy in 2010 and has been the subject of public

consultation prior to and since then. The design of the road is consistent with the principles established by adopted policy and guidance as explained in paragraphs 37-38 & 61-64. The width of the foot/cycle paths at Montague Park is three metres as for the current proposal. Paragraph 67 refers).

People were not aware of the proposal when they purchased homes in Montague Park (*Officer Note: this is not a planning matter*).

Some residents of Montague Park complain of not having received formal notice of the application (*Officer Note: consultation on this application was more extensive than the 60 metre zone required by the council's Statement of Community Involvement including letters to occupants of properties within Montague Park, the Priest Avenue/Rances Lane/Waterloo Road area north of the railway and properties within the SDL boundary south of the railway line*)

Properties in Montague Park will lose value (*Officer Note: this is not a planning matter. However, the impact on residential amenity is. In this case the main impacts would be noise and air quality both during construction and, due to increased through traffic, in the operational phase which are considered in paragraphs 102-113.)*

Closure of the Waterloo Crossing

Some correspondents have objected to the proposed closure previously (*Officer Note: the purpose of consultation is to seek views but balanced decisions have to be reached based on sometimes diverse opinions and material planning considerations*)

Is there an alternative? Much of the adverse comment could be alleviated by creating a new link north of the railway line from Waterloo Road through to the SDR. (*Officer Note: the application must be assessed against planning policy on its own merit. The fact that an alternative option may be considered preferable is not a reason to withhold planning permission for an otherwise acceptable proposal*).

The Waterloo Road level crossing is the only one in Wokingham which does not cause significant delays to road traffic. The Star Lane (Easthampstead Road) crossing is controlled from the station and has longer barrier down time causing gridlock and drivers to drive on the wrong side of the road. (Unless the operation of the Star Lane crossing can be improved) the Waterloo crossing should be kept open. Network Rail want to close the crossing for safety reasons but residents are not aware of an accident at this crossing in the last 20 years (*Officer Note: see paragraphs 52-60 & 83-88*).

Has consideration been given to the impact on Waterloo Road, Rances Lane and Priest Avenue area? If the Waterloo crossing is closed traffic from this area travelling south to Peacock Lane/southern Bracknell/the M3 will have to go either via Rances Lane/Priest Avenue and right onto London Road (which is already difficult due to the amount of traffic and will be necessary to access the new bridge) or via Easthampstead Road, across the Star Lane crossing and into Old Wokingham Road (a dangerous junction, ignored by traffic planners). Getting onto Easthampstead Road is already difficult and will become more so with increased use of this road when the Waterloo Crossing is closed. This will increase journey times, the amount of traffic using these routes and therefore pollution. Closure of the crossing should not be contemplated until there have been improvements (a roundabout?) at the Easthampstead Road/Old Wokingham Road junction and to the operation of the Star Lane crossing. The alternatives are a lengthy

trip route around the town centre or via Finchampstead Road. The crossing should be kept open at least until the SWDR reaches Easthampstead Road. It will be harder for traffic travelling south from north Wokingham to avoid Coppid Beech/Twin Bridges. (*Officer Note: see paragraphs 52-60 and Condition 9*).

Increased cycle traffic, with many cyclists routinely using the pavements, endangers pedestrians and residents attempting to exit driveways (*Officer Note: see paragraph 67*).

Residents only access should be maintained (*Officer Note: this would negate the benefits of closing the crossing and be difficult to enforce*).

Priest Avenue should be closed at the Waterloo End to make it a cul-de-sac with a turning circle to provide access to the cottages by the crossing but preventing access from Easthampstead Road. (*Officer Note: the application must be assessed on its own merit. The existence of other – potentially preferable -options is not a reason to withhold planning permission for an otherwise acceptable scheme*).

Impact on pedestrians and cyclists

The proposal will result in longer travel distances for pedestrians and cyclists and safety will be reduced due to driver frustration resulting from increase congestion (*Officer Note: see paragraphs 52-60 & 65-78*).

Cycling should be normalised as a method of transport by placing cyclists on the road rather than shared foot/cycleways. Cycle speeds range from 10 mph to 15-20 mph plus for a commuting cyclist which is not safe combined with pedestrians; increasing on-carriageway cycling will improve driver awareness. Reasonable consideration has been given to people who choose to cycle but shared cycle/footways can be intimidating for pedestrians and slow journey times for cyclists. Cyclists will increase speed as they descend the bridge. Separate cycleways should be provided or, to minimise conflict, the width of the entire path is increased to 3.5 metres. (*Officer Note: see paragraph 67*)

A pedestrian bridge would improve cycle access (*Officer Note: see the response to the Mid and West Berkshire Access Local Forum under Consultation Responses above*).

Restricted visibility due to the tree in the middle of the roundabout will cause accidents (*Officer Note: see paragraphs 29-30*).

What will happen to the ancient footpaths? (*Officer Note: see paragraphs 71, 78-81*).

Other matters

The road should not be progressed until the connection to Finchampstead Road at Tesco has been resolved (*Officer Note: paragraph 91 refers*).

The traffic modelling (simply looking at junctions rather than travel times and flows) appears insufficient to take account of the complex traffic flows that arise in the congested area of Wokingham. The traffic survey showed volumes of traffic would not increase but it was undertaken over a short period and would not be accurate in the long term. (*Officer Note: modelling has been undertaken in accordance with established practice. Paragraphs 52-60 refer*).

There needs to be a traffic assessment of the impact on Wellington Road for Phase II. Consideration should be given to the impact upon Wellington Road/Station Approach (the closure of Broad Street in September/October 2017 resulted in almost constant queues during the day and heavy vehicle traffic at night in Wellington Road, disturbing residents. The new Wellington Road-Shute End link may relieve congestion but this should be assessed. (*Officer Note: these routes are included in the model*).

The road bridge needs to have one lane in each direction, rather than a single lane requiring traffic to take turns, in order to keep traffic flowing (*Officer Note: this is what is proposed*).

Due to the influx of people to the district congestion is increasing and vehicular access to services in the town is becoming more difficult. (*Officer Note: as explained in the summary, part of the purpose of the SDR is to relieve existing congestion in the town centre*).

Road closures during construction will increase traffic along Easthampstead Road/at the Star Lane crossing: for safety the speed limit between the Heathlands Road junction and Star Lane crossing should be reduced to 30mph from 40mph (this section is frequently used by families with children) and keep clear markings should be provided for 1-8 Holme Green to preserve access while traffic is queueing at the level crossing. (*Officer Note: the majority of the works can be undertaken 'off-line' which will reduce disruption. The need for works in the Easthampstead road corridor will be considered as part of the proposals for the remainder of the SDR*).

Waterloo Crossing Cottage experiences frequent disturbances and obstructions associated with Network Rail accessing the railway line at Waterloo Crossing. The frequency of trains has increased, and a pedestrian warning siren cause disturbance supports the removal of the siren. (*Officer Note: these matters are not related to the current proposals*).

Anti-ram barriers and Network Rail access

The anti-ram barriers will have an unsightly, industrial appearance and are not necessary: it takes seven seconds for a train to pass and it is unlikely anyone could be precise enough to ram one; only once in the last 35 years has a car entered the crossing and that was someone who took their own life; the Star Lane crossing would provide easier access. A less intrusive fence and measures such as retractable road spikes should be consider as an alternative. (*Officer Note: boundary treatment details will be confirmed as part of the landscaping details to comply with Condition 12 and will need to achieve an appropriate balance between security and visual amenity*).

Due to the position of the access gates Network Rail vehicles would park directly outside the bedroom window of Waterloo Crossing Cottage, where the elevation of the road would provide direct views into the window. It is not clear why access is needed if there is no crossing and it could be provided from the south side of the railway or at Star Lane crossing (where there is a layby). (*Officer Note: the scope for overlooking from the adopted highway would be no greater than it currently is when vehicles queue at the crossing barrier*).

Rural character and biodiversity

Chapel Green forms a green lung but due to changes in land management over the last 50 years fewer species are found in the area now.

Hedgerows must be maintained due to their importance for wildlife unless removal is absolutely necessary and provision should be made for features like hedgehog crossings.

Any development south of the spine road near the Western Gateway (SW4) would result in noise and light pollution to the detriment of the rural character of the area. The route of the road dips south but for what purpose as it will be a bypass rather than a landscape feature.

(Officer Note: ecological impacts are considered in paragraphs 123-136)

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP11	Proposals outside development limits (including countryside)
	CP21	South Wokingham Strategic Development Location
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC06	Noise
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development

	TB24	Designated Heritage Assets
	TB25	Archaeology
	TB26	Buildings of Traditional Local Character and Areas of Special Character
	SAL05	Delivery of avoidance measures for Thames Basin Heaths Special Protection Area
Supplementary Planning Documents (SPD)		South Wokingham Strategic Development Location Supplementary Planning Document (October 2011)
		Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)
		Wokingham Borough Council Borough Design Guide Supplementary Planning Document (June 2012)
		Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)
		Sustainable Design and Construction Supplementary Planning Document (28 May 2010)
		DCLG – National Internal Space Standards

PLANNING ISSUES

Background & consultation:

1. As explained in the summary at the start of this report and more fully in paragraphs 13-20 of the appraisal below, the proposal is for the second phase of the Southern Distributor Road (SDR) which is an integral component of the council's spatial strategy for the period up until 2026. As such the proposal has been the subject of consultation through every stage of the evolution and adoption of planning policy – the Core Strategy, Managing Development Delivery Local Plan (MDDLDP) and the South Wokingham and Infrastructure Delivery and Contributions SPDs – as well as through the pre-application consultation described in paragraph 19.
2. The Closure of the Waterloo Road level crossing requires stopping up of a section of Waterloo Road either side of the crossing. Following the resolution of the Planning Committee on 13 December 2017, an application for stopping up a section of Waterloo Road was submitted to the Secretary of State for Transport on 15 December 2017. A Draft Order has been issued and will be the subject of consultation from 30 January 2018 to 28 February 2018.

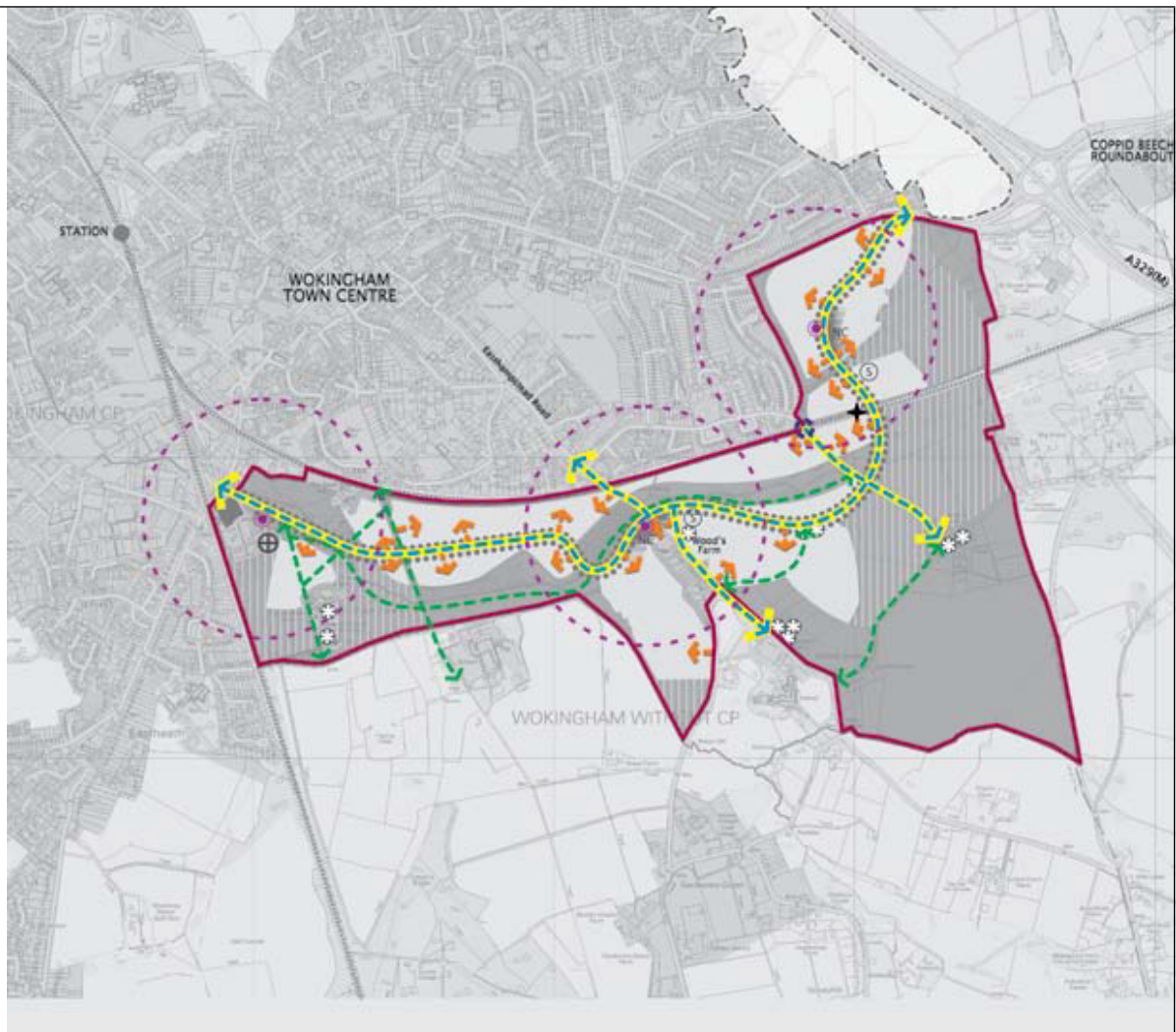
Description of Development:

3. The SDR is planned to be a continuous route connecting the A329 London Road in the north to the A321 Finchampstead Road in the South.

4. The first section of the SDR (William Heelas Way) has already been constructed, extending south from London Road, providing access to the development at Montague Park, and terminating at the Reading-Waterloo railway line.
5. The current application is for the second section of the SDR comprising a 420 metre single carriage way road extending William Heelas Way southwards across the railway line to link to Waterloo Road (350 metres from William Heelas Way to Waterloo Road and a further 70 metres westward required at this stage to provide an alternative access to Brittons Farm). The carriageway is proposed to be 7.3 metres in width with three metre wide, shared foot and cycleways on either side, plus additional land for verges, barriers, drainage, embankments and maintenance strips.
6. The bridge over the railway line will have an overall height of approximately eight metres (6.5 metres high retaining walls or embankments plus a parapet).
7. Waterloo Road is currently a single carriageway road which runs east from its junction with Easthampstead Road, through a residential area for approximately 800 metres before turning south, across the railway (at an at-grade, barrier controlled level crossing) and continuing south, where the road becomes more rural in character.
8. A four-arm roundabout is proposed at the intersection of the new section of the SDR with Waterloo Road. (Options appraisals found a roundabout to be preferable to a T-junction or crossroads because it provides the appropriate level of capacity for all movements while encouraging use of the SDR rather than alternative routes, allows the retention of a TPO tree and keeps the alignment away from the Grade II listed Britton's Farm).
9. The southern arm will quickly merge back into the existing alignment of Waterloo Road with a maintenance access being provided on the existing alignment immediately to the south of the roundabout.
10. The intention is that once the new link opens the level crossing on Waterloo Road (approximately 260m north of the proposed roundabout) will be closed to all traffic and pedestrians with just a short stub provided to facilitate access to future development parcels.
11. A western stub will form the westward continuation of the SDR which is currently being prepared by the Councils highway consultants and will follow later this year with an application submission. The transport assessment has been worked up for the entire SDR and identify the junction options and potential mitigations required. A number of these junctions associated with the wider SDR delivery have been referenced within condition 9.
12. The access to the Britton's Farm and Wokingham Footpath 5 currently join Waterloo Road in the immediate vicinity of the proposed roundabout. The incorporation of an additional arm would complicate the design and function of the roundabout. Hence, it is proposed to divert the Britton's Farm access onto the SDR, leaving the PRoW on its existing route. (Condition 7 secures the detailed design of the new Britton's Farm access which is discussed in more detail in paragraphs 80-82.)

Principle of Development:

13. The National Planning Policy Framework establishes a presumption in favour of sustainable development which is carried through in Managing Development Delivery Local Plan (MDDLDP) policy CC01, which 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.
14. The *Wokingham Borough Core Strategy* (2010) sets out the spatial strategy for the borough for the period up until 2026, establishing that the majority of new housing will be in four Strategic Development Locations (SDLs). 2,500 of these new homes – together with the infrastructure to support them - are to be in an urban extension at South Wokingham (policies CP17 and CP21).
15. Core Strategy policy CP21, *South Wokingham Strategic Development Location*, amplified by Appendix 7, the *South Wokingham Strategic Development Location Supplementary Planning Document* (SPD) (the South Wokingham SPD) and the *Infrastructure Delivery and Contributions SPD* (the Infrastructure SPD) establish requirements for the development. These include – among other things - delivery of a continuous new road connecting the A329 London Road in the vicinity of the Coppid Beech roundabout to the A321 Finchampstead Road in the vicinity of the Tesco roundabout: the Southern Distributor Road (SDR). Its delivery is one of the strategic objectives for the site identified at A7.44 c) and it is a key element of the Infrastructure identified in the Infrastructure SPD. Furthermore the route of the road is safeguarded by MDDLDP policy CC08 *Safeguarding alignments of the Strategic Transport Network & Road Infrastructure* and Appendix 3.
16. Consistent with the requirements of Core Strategy policies CP6, *Managing Travel Demand* and CP10, *Improvements to the Strategic Transport Network*, Appendix 7, paragraph A7.42 d) explains that the route should fulfil three important functions:
 - i) *It should enhance the street network within the town to allow for a wider dispersal of traffic, thus relieving some pressure on the town centre.*
 - ii) *It should act as a bus corridor serving both local and strategic needs, and should cater for comfortable and safe pedestrian and cycle movement.*
 - iii) *It should be a key public street within Wokingham, with a civic quality. It should be fronted by development and can serve as a location for commercial and community activity.”*
17. The Preferred Spatial Framework Plan, Figure 3.1 in the South Wokingham SPD provides a broad indication of the route of the SDR and Figure 4.6: Transport and Movement Diagram (see below) identifies it as a primary street connecting to the existing movement network, at Easthampstead Road and Waterloo Road as well as London Road and Finchampstead Road.



18. The first section of the road – between London Road and the Reading-Waterloo railway line – has already been delivered as part of the development of 650 dwellings and associated infrastructure at Montague Park (formerly Buckhurst Farm) (outline planning permission O/2010/1712 was granted in December 2012). It is known as William Heelas Way. The position of the bridge over the railway line was fixed by this application, which secured the land required for the bridge on the north side of the railway line.
19. The route of the road south of the railway line has been refined through a detailed options appraisal, followed by public consultation during summer 2014 when people were asked to express a preference for one of three routes: a northern route parallel to the railway line; a central route; or a southern route along the edge of the SDL. The outcome was a clear preference (86%) for a variant of the central route. Accordingly, on 27 November 2014 the Executive resolved to allocate funds to progress the design, followed by a further resolution on 26 March 2015 to progress site investigations and design for the second phase of the road – the Eastern Gateway consisting of the bridge over the railway line and a short section of road connecting William Heelas Way to Waterloo Road - to a planning application. Further engagement took place during June and July 2017, prior to submission of this application to inform people how the proposals had been informed by previous consultation.

20. The current proposal is for the Eastern Gateway and is entirely consistent with the policies set out in paragraphs 13-19 and the central alignment, established as the preferred route through consultation (paragraph 19), so is acceptable in principle.

Character of the Area:

Landscape and visual impact

21. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* require a high quality design that respects its context.
22. This requirement is amplified by MDDL Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and South Wokingham SPD which require 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.
23. Core Strategy Appendix 7 identifies the landscape setting of the South Wokingham SDL as the key determinant of the urban form (A7.42) and the strategic objectives for the site include embedding the new development within its landscape setting, structured around existing landscape features and notable buildings (A7.44) with a network of open space along the Emmbrook corridor.
24. The site falls within landscape character assessment area N1, Holme Green Pastoral Sandy Lowland (Landscape Character Assessment SPD), a predominant pastoral area with smaller areas of arable land. The landscape is gently undulating, opening out into flatter areas east of Holme Green, and is set within a partially wooded context. The undulating landform, peaceful character and the open pastoral farmland and paddocks are the strongest element of the landscape.
25. The Chapter 6 of the Environmental Statement *Landscape and Visual* considers the outcome of the Landscape and Visual Impact Assessment (LVIA). Consistent with the landscape Character Assessment it concludes that the site is situated in flat to gently undulating landscape comprising mainly agricultural land to the south and south west and built up urban areas to the north and west. The agricultural land is generally organised into medium-sized, geometrically shaped fields defined by hedgerows of varying quality (some with small blocks of trees) and/or fencing, which results in a relatively open character in places with views towards the urban edge of Wokingham. In contrast, some relatively large areas of woodland to the east, result in a more visually contained landscape and reducing the influence of the A329(M). The proximity to the urban edge of Wokingham (including Montague Park) the railway line and the pylons gives rise to an urban-fringe character.

Trees and hedgerows

26. A number of oak trees in the hedgerows along Waterloo Road are protected under TPO 1340/2010 & TPO 1376/2011. All but two of these on the southern side of Waterloo Road where the new road ties into the existing) are proposed to be retained.
27. Six individual trees (two grade B and four grade C) plus a small tree-group, part of two other tree groups – none of which are protected - and some sections of hedgerow will need to be removed to accommodate the bridge and new roundabout.

28. One of the significant trees included in TPO 1340/2010 - T11, a category B hedgerow oak - lies at the intersection of the SDR with Waterloo Road. Given the importance of this tree the scheme has been designed so the tree can be retained at the centre of the proposed new roundabout. The applicant's Arboricultural Impact Assessment acknowledges that it will be necessary to carry out extensive ground works in the vicinity of the tree and a methodology for these works has been provided, together with a recommendation that they are carried out under arboricultural supervision.
29. It has been suggested in representations that the tree cannot be successfully retained and will in any case obstruct visibility: it would be better to accept its loss, mitigated with new planting elsewhere.
30. Waterloo Road currently passes beneath the crown of this tree and the 28 metre diameter central island of the roundabout will comfortably accommodate its 24 metre root protection area. The Landscape Officer is confident that with the space available and the tree protection and supervision proposed (conditions 13 & 14 refer) the tree can be successfully retained. Visibility requirements for circulating vehicles are around rather than across the roundabout. The tree already has a reasonably high canopy to allow for vehicular clearance along Waterloo Road and, as proposed, it will overhang the roundabout rather than the carriageway. Little if any work will be required to achieve the two metre canopy height required to achieve adequate visibility for lorry drivers and as it will not overhang the carriageway clearance for high vehicles is not an issue (Conditions 5 & 14 will secure any necessary works. Informative 3 also refers). There are examples in the borough – at the Wellingtonia and Carnival roundabouts - where trees grow on roundabouts without detriment to highway safety.
31. The trees that line Clay Lane area also protected under TPO1336/2010. The proposals include resurfacing the southern section of Clay Lane and increasing its width to three metres, to facilitate its use by non-motorised travellers (see paragraph 71). The Arboricultural Impact Assessment does not consider the potential impact upon these trees but the Landscape Officer has visited the site and is satisfied that, subject to Condition 14, the necessary works can be carried out without harm to these trees.
32. Subject to detailed design and appropriate protection during construction (conditions 3, 6 & 14 plus informative 3 refer) the other trees it is proposed to keep could also be successfully retained.
33. The ES concludes that there will be adverse short term effects during construction, with the greatest impact being on views from Locks Farm & House and Footpath 5.
34. During the operational phase the road and bridge with embankments and retaining walls (up to 6.5m above ground level with the parapets increasing the height to about eight metres) plus lighting columns (eight metres high on the bridge and ten meters around the roundabout) together with passing traffic on what is currently largely underdeveloped land, will inevitably change the local landscape character.
35. Mitigation measures are proposed to reduce the adverse landscape and visual effects of the development and compensate for the loss of vegetation: these have been formulated, with reference to guidelines within the Landscape Character

Assessment SPD and help integrate the development into the surrounding landscape. The landscaping proposals include reinstatement or strengthening of retained hedgerows and planting of new hedgerows, incorporating occasional mature standard trees, together with small blocks of woodland, using locally occurring native species. This will help integrate the development into the rural landscape and soften views towards it. Seeding of highways verges and embankments with species rich grass will also integrate with existing unimproved roadside verges in the adjacent landscape and help increase habitats and biodiversity.

36. In the short-term (the first year) there would be a moderate adverse effect due to the introduction of a linear feature into the predominantly agricultural landscape but this would diminish to a minor adverse effect in the long-term (15 years) as the landscape mitigation establishes.

The design of the road and bridge

37. Appendix 7.42 (see paragraph 16) and the SPD also establish clear expectations regarding the function and character of the SDR and how it relates to other development within the SDL and wider area. The development as a whole should be designed on traditional perimeter block principles (Design Principle 2) with different character and street typologies helping differentiate distinct neighbourhoods within the development. There should be a hierarchy street types, designed to the principles of Manual for Streets and differentiated by their design, landscaping and the materials used (design principles 3a, 5a & 5b) providing and continuous, permeable network for movement by all modes. As established by Appendix A7.42 the SDR should be a street with civic quality and a focus for local activity as well as forming part of the strategic network (as explained in paragraphs 62-63 the proposed 7.3 metre carriageway width can accommodate large goods vehicles and buses). It should have a formal character with emphasis on hard landscaping and formal tree planting will be an essential component: relatively dense, “*urban residential*” development of townhouses, terraces and apartments should provide a continuous building frontage and a degree of enclosure along the route. There will be limited opportunities for frontage accesses directly off the SDR and parking for the dwellings fronting it is likely to be in parking courts, mews lanes or private drives, parallel to the street (Design Principle 3e).
38. The concept underlying the design of William Heelas Way is that of a tree lined boulevard. The cross-section of the proposed road, including the bridge is consistent with the guidance in the SDP and the pattern established at Montague Park, with the carriageway flanked by a shared foot and cycle path and verge (see paragraphs 61-77 for further consideration of how the route will meet the needs of travellers). However, the approach to landscaping has been modified due to the constraints of planting on the bridge and associated structures. Whereas the tree planting along William Heelas Way is within the verges, immediately adjacent to the paths the construction of the bridge and embankments would not permit structural tree planning so a narrower 1.5-2.0 metre wide verge is proposed adjoining the path, with a wider landscape strip – around four metres – at the base of the embankments and retaining walls.
39. The aspiration is for the bridge across the railway to be a high quality design and act as a local landmark (Core Strategy A7.47 c) and Design principle 5a(iv)).

However, this must be balanced against the high cost of infrastructure of this nature (which is being delivered by the council from CIL and S106 contributions).

40. A low key approach has been taken, which seeks to assimilate the bridge into the surrounding landscape as far as possible rather than create an eye-catching structure. On the south side of the railway the bridge is proposed to be supported by embankments which can be planted, allowing the structure to 'blend' into the surrounding landscape to some extent. Because the embankments will be engineering structures it will not be possible to carry out structural tree planting on them but space has been allowed for planting at their base where small blocks of native woodland are proposed, including a number of extra heavy standard trees (14-16cm girth and a height of around four metres depending on the species) for instant impact. Due to the proximity to the newly constructed 3G artificial pitch at the Floreat Montague Park Primary School and the wish to achieve a balanced design retaining walls are proposed on the northern side of the railway, with structural planning at their base, similar to the south side. The possibility of growing climbing plants up the retaining wall has been explored but was resisted by the council's structures department, who are responsible for the maintenance of highway structure, because such planting would obscure the wall making inspection more difficult. Condition 12 will secure amplification and implementation of the landscaping proposals and condition 11 will secure further details of the materials and appearance of the bridge.
41. For accessibility reasons the approach to the bridge has been designed with a shallow gradient but this means there will be limited opportunities for development fronting onto this section of the SDR. However, there may still be opportunities for development providing surveillance as has been achieved in Phase 7 at Montague Park; this will be addressed through the masterplanning of the adjacent development.

The setting of nearby heritage assets

42. The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to consider the effect on heritage assets: special regard should be had to the desirability of preserving listed buildings and their setting. This is reinforced by MDDL Policy TB24 *Designated Heritage Assets*.
43. The impact upon listed buildings is considered in Chapter 5 of the Environmental Statement *Cultural Heritage*.
44. There are no statutorily designated assets within the application site; nor does it lie within a Conservation Area. However, there are four listed buildings in the vicinity: Lock's House (Grade II*) an 18th century farm house with later 19th century additions and Lock's Barn (Grade II) are located 300 metres to the south-east; Britton's Farmhouse and Barn (both Grade II listed) date from the 17th century with latter additions and are located less than 200 metres to the south-west of the Proposed Scheme. Both historic farmsteads are set back from Waterloo Road in relatively tranquil locations and the Environmental Statement recognises the contribution made by the rural character and functional association of the application site (and surrounding area) to the setting of these buildings and that harm to the setting arises from the proposed development. Following mitigation, this residual harm to the setting of these buildings would be Major (in the case of Locks House) and Moderate (in the case of Locks Barn, Britton's Farmhouse and Britton's Barn).

45. Whilst acknowledging that this setting makes a contribution to the significance of these assets, the Environmental Statement concludes that the development would have a 'negligible effect on the significance of the asset itself' (because the setting is not in itself a heritage asset).
46. The Conservation Officer differs; his view is that if this setting makes a contribution to the significance of the building, a 'major' impact on the setting is bound to have more than a negligible impact on the significance of the asset itself. He considers the harm to overall significance of these listed buildings arising from this element of the SDL development to be at the lower end of 'less than substantial'. It is likely that there will be a further impact arising from the subsequent extension of this road and associated new housing, particularly to the setting of Britton's Farmstead. One aspect of this is the proposed alterations to the access to Britton's Farm (see paragraphs 80-82), which historic maps show was also the historic entrance.
47. The approach to the farmstead together with the patchwork of small, irregular fields and hedgerows, survive in a similar form as they were when these buildings formed part of a working farm and thus contribute to its historic value. The loss of the main entrance, hedgerows and field patterns and replacement with the proposed roundabout, new access road and distributor road, will result in harm to the significance of Britton's Farm and Barn. This harm is considered to be '*less than substantial*' in NPPF terms but nevertheless should be attributed '*considerable importance and weight*' in the planning balance.
48. Harm from both this phase and future phases will lead to a cumulative negative impact on the significance of these listed buildings which will need to be weighed in the balance against the anticipated, substantial public benefits.
49. Paragraph 65 of the NPPF is generally supportive delivery of infrastructure which promotes high levels of sustainability providing townscape impacts are mitigated, except where material harm would be caused to a development designated heritage asset or its setting and this is not outweighed by the proposal's economic, social and environmental benefits. Paragraph 132 explains that "*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation*"; development within in the asset's setting harm significance and any harm to the significance should require "*clear and convincing justification*". Paragraph 134 explains that "*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal...*".
50. In this case the SDL including the SDR was designated, to help meet the need for new housing, in full knowledge that there were listed buildings within its boundary and that there would be an impact upon their setting and, providing appropriate mitigation is secured the overall benefits of the SDL, including providing some traffic relief in the town centre, will outweigh the harm to these heritage assets. On balance, despite the less than substantial harm to the listed buildings, the impact is acceptable subject to conditions to secure schemes for landscaping and lighting (conditions 12 & 16 refer).

Access and Movement:

51. Core Strategy Policies CP1, *Sustainable Development* and CP6, *Managing Travel Demand* seek to manage travel demand by a variety of measures. New development to be located to minimise the need to travel and where there are (or will be at the time of development) a choice of modes of transport available. It should also improve the existing infrastructure network, mitigate adverse impacts on the network, enhance road safety and avoid highway or traffic related environmental problems. The South Wokingham SDL is an urban extension, allocated because of its proximity to the facilities in Wokingham Town centre and the potential to improve the existing network (in particular capacity improvements along the A321 and A329) and mitigate existing town centre congestion by providing an alternative route. This is recognised by Core Strategy Policies CP10, *Improvements in the Strategic Transport Network* and CP21, *South Wokingham Strategic Development Location* which amplify CP6, identifying specific measures relevant to the South Wokingham SDL including provision of the SDR and improved provision for travel by means other than the private car.

Traffic generation/modelling

52. The Wokingham Strategic Transport Model 3 (WSTM3) has been used as the basis for the scheme assessment.
53. For the Transport Assessment (TA) (and to inform the Environmental Statement) five scenarios were modelled in addition to the 2016 base year:
- the year of opening (2019) without the proposed development;
 - 2019 with development consisting of the current proposal - including closure of the Waterloo level crossing - the completion of development at Montague Park and 100 dwellings south of the railway line;
 - the future assessment year (2026 which is the end of the plan period) without the proposed development;
 - 2026 with the full SDR but without the associated development within the SDL; and
 - 2026 with the full SDR and the associated development within the SDL.

Other cumulative development was included in all five scenarios. This approach allows the impact at different stages of development to be compared and generates a “worst case” scenario for 2026 without the development, allowing the impacts arising from solely from the proposed development and the traffic arising from development within the SDL to be differentiated.

54. Modelling included the junctions of Easthampstead Road with Peach Street, Murdoch Road and Waterloo Road plus the Star Lane level crossing; Waterloo Road with Rances Lane and Priest Avenue plus the new SDR junction; London Road with Priest Avenue and Rances Lane and the SDR (including the signalised junction with the Northern Distributor Road (NDR) & Coppid Beech); Old Wokingham Road with Peacock Lane, West Road/Esthampstead Road, Nine Mile Ride and Hatch Ride.
55. The 2019 scenarios show a mixed impact on local junctions: the scheme is forecast to result in improvements at the Easthampstead Road/Waterloo Road junction which would have been over capacity without it; there would also be improvements at the Peach Street/Esthampstead Road and Waterloo Road/Old Wokingham Road/Peacock Lane priority junctions, which would experience capacity issues

without the scheme; the scheme would result in an improvement at London Road/Rances Lane although the junction would nevertheless remain over capacity; and there would be a negative impact at the Old Wokingham Road/West Road/Easthampstead Road, London Road/Priest Avenue, SDR/London Road and Easthampstead Road/Murdoch Road junctions.

56. Reassignment of traffic resulting from the proposals would result in a decrease in peak hour, traffic flow on Priest Avenue, parts of Waterloo Road and parts of Easthampstead Road with a corresponding increase on the A329 London Road west of Plough Lane.
57. In 2026 the full SDR has a generally positive impact across the network as a result of traffic re-assignment with improvements notably at Easthampstead Road/Waterloo Road and Waterloo Road/Rances Lane but also at Easthampstead Road/Murdoch Road, Priest Avenue/Waterloo Road, Easthampstead Road/Peach Street, and Rances Lane/London Road. Old Wokingham Road/West Road/Easthampstead Road, Old Wokingham Road/Peacock Lane and London Road/Priest Avenue would be over capacity regardless.
58. The modelling has identified six off-site junctions that may require improvement as a result of the proposed development. They are:
- Old Wokingham Road/ Waterloo Road/ Peacock Lane
 - Easthampstead Road/ Old Wokingham Road/ West Road
 - Nine Mile Ride/ Old Wokingham Road
 - Old Wokingham Road/ Hatch Ride
 - Heathlands Road/Easthampstead Road
 - Murdoch Road/ Easthampstead Rd

However, the need for works cannot be confirmed until further work has been done on the design of the remainder of the SDR, in particular the junctions with Easthampstead Road (and the interaction with the Star Lane level crossing) and with Finchampstead Road. Depending on the design of these key junctions, the scope of the required works could change. Condition 9 will secure junction improvements as necessary.

59. There is potential for a decrease in traffic movements on the majority of assessed links, most notably parts of the A329 London Road, Waterloo Road, Easthampstead Road plus all of Priest Avenue and Rances Lane experiencing a decrease in traffic flow. The exceptions are Waterloo Road south of the SDR and southern parts of Easthampstead Road which would experience increased traffic flows.
60. Overall the proposed scheme would be beneficial to the highway network in south Wokingham and the wider area: the SDR would be more attractive to non-local traffic than the existing route along the A321 and A329, providing relief from road traffic for the community on the southern side of Wokingham. Re-assignment of traffic along the SDR would increase reserve capacity at key junctions in both 2019 and 2026 and traffic flows on a number of key links are forecast to decrease with the full SDR, offering journey time savings and reduced congestion.

Design Requirements

61. The design requirements for the SDR are set out in the South Wokingham SPD (Design Principle 5a) and some aspects have already been considered in paragraphs 37-41.

Design requirement	Southern Distributor Road
General function	To carry all vehicles travelling through South Wokingham, to connect neighbourhoods and to give access and exposure to the centres
Public Transport	Main public transport route
Design criteria	Carriageways should be sufficient width to carry public transport. Cycle provision should be incorporated into the street. Generous pedestrian footpaths should be created along both sides. Tree planting along both sides of the street should be achieved
Frontage development	Continuous throughout the built areas
On street parking	In designated bays only through agreement with the Highway Authority.
Vehicle cross over	Limited opportunities

62. The width of the carriageway needs to be sufficient to fulfil the road's general function of carrying vehicles, including through traffic (a proportion of which will be Large Goods Vehicles (LGV) servicing businesses in the Town Centre and the Molly Millars Lane Core Employment Area) and buses (Core Strategy Policy CP10 requires improvements to the quality and frequency of public transport services and SPD Design Principle 5c requires provision to make for sustainable travel choices). The proposed carriageway width of 7.3 metres.
63. William Heelas Way is a single carriageway with a minimum width of 6.1 metres widening to at least 7.3 metres on bends and a speed limit of 30mph. The design is one that will keep actual speeds to or below the speed limit. The design incorporates pedestrian and cycle facilities along the route with crossing points being provided at appropriate intervals.
64. The proposal meets these design requirements and has been subject to an independent, Stage 1 Road Safety Audit.

Non-motorised users

65. The requirements of Core Strategy policies CP6 & CP10 include providing for a choice of sustainable modes of travel and improving infrastructure for pedestrians, cyclists and those with reduced mobility. Consistent with these policies, the South Wokingham SPD requires first priority to be given to the safety, comfort and convenience of pedestrians, followed by cyclist and public transport users; a clear network of safe and attractive pedestrian and cycle routes should be provided, linking beyond the SDL boundary to provide good connectivity and encourage sustainable travel.
66. A Non-Motorised User (NMU) Audit has been undertaken to assess the impact of the proposal on pedestrians, cyclists and equestrians, with particular consideration to needs of disabled people, who may use any of these modes or may require other equipment such as wheelchairs.

67. This proposal is for a section of the SDR, extending William Heelas Way southwards, across the railway and – as anticipated by adopted planning policy and guidance – will form the main corridor for movement through the SDL. Following the pattern established by the South Wokingham SPD and William Heelas Way (and also the Northern Distributor Road) it will provide three metre wide, shared foot and cycle paths on either side, thus providing direct route through the development for local and trips and longer journeys by non-motorised methods. The use of shared foot and cycleways is common practice and provides an appropriate balance between traveller safety and efficient use of space, providing the opportunity to cycle off-carriageway where there are significant vehicular flows but the level of pedestrian and cycle use is low enough to avoid conflict: this is such a situation. The three metre width meets national standards for unsegregated facilities which are reflected in the council's *Cycling Infrastructure Style Guide* (2013). The new section of road will connect into the footpath network in Montague Park and beyond, and to Waterloo Road. The SDL development on either side of it will provide opportunities to develop a network radiating out from the SDR and connecting into the existing network.
68. The main impact for non-motorised users is the closure of the level crossing, which is proposed for safety reasons (see paragraphs 83-85). Eliminating the risks of using the level crossing benefit those travelling by non-motorised means but also inconvenience them by making the route less direct.
69. Currently the distance along Waterloo Road from Clay Lane to the location of the proposed new roundabout is around 325 metres. There is a footpath to the north of the railway line but none to the south.
70. The proposed alternative route is from Waterloo Road north of the railway onto Clay Lane, through Phase 7 of Montague Park to the SDR, over the new bridge and south along the SDR to Waterloo Road.
71. The southern end of Clay Lane is a byway and, at the time of the NMU Audit, had no formal surfacing beyond the turning head at the junction with Waterloo Road. The Audit concluded that due to its uneven surface, insufficient width and overhanging vegetation it is not currently suitable for wheelchair users and recommended that the southern section of the Lane (approximately 35 metres from Waterloo Road to the point where it joins the path network within Montage Park) should be formally surface with a minimum width of three metres. Since the Audit the council's PROW team have carried out improvements to the surface of Clay Lane: the path is now generally 2.5 metres wide along its entire length, with a few narrower sections (constructed from road planings with a 4mm line stone dust surface dressing). While this is an improvement and suitable for recreational use it is not appropriate as the main NMU link across the railway between what will be two residential areas and further works will be necessary to bring it up to the standard recommended by the Audit. The Landscape Officer is satisfied that the necessary works – including an increase in width to three metres - can be implemented without harm to the TPO trees that line Clay Lane (see paragraph 31), most likely using a combination reusing the existing sub-based and no-dig construction methods. Condition 6 will secure the necessary improvements and condition 14 will ensure the construction of the path does not harm the adjacent trees. Informative 3 also refers.

72. The reserved matters for Phase 7 of Montague Park (Site Layout Drawing No C2274-P002 Rev K) include an approximately 115 metre long, three metre wide pedestrian and cycle path connecting Clay Lane to the residential street within Phase 7 (this was originally proposed to be a footpath but was upgraded once it became apparent that it would probably become the primary route across the railway line for non-motorised users). This path, which has already been constructed (with the exception of the connection to Clay Lane which is to be constructed shortly), runs through an area of public open space, adjacent to a pond but with houses providing surveillance at its eastern end. It is top dressed tarmac with a fine gravel surface which provides a durable surface for the intended use but is appropriate to the setting within the area of open space.
73. Depending on the route taken it would be 220-240 metres from the eastern end of this path to the foot of the bridge through residential streets; these are tertiary streets but have a footpath on at least one side and traffic levels would be low enough for cyclists to safely use the carriageway.
74. Thus, the alternative route would be approximately 720 metres, an increase of around 395 metres; roughly 2.2 times the distance. The inconvenience of the less direct route must be balanced against the safety benefits of avoiding crossing the railway and not having to walk in the carriageway south of the crossing.
75. The design of the SDR (both William Heelas Way north of the railway and the proposed new section south of the railway) includes three metre wide shared foot and cycleway on both sides of the road: the intention is that this will continue along its entire length. This continues over the bridge which has been designed with gradients to comply with DMRB guidance (specifically TA 90/05 *The Geometric Design of Pedestrian, Cycle and Equestrian Routes*): 1:24 on the north side and 1:22 on the south side, so less than 5%.
76. The route through Montague Park is on land that is intended to be adopted by the council, either as adopted highway or public open space. Phase 7 is approaching completion (there are 43 dwellings still to be completed in Phase 7 of which 30 are already under construction) so it is anticipated the phase will be complete before the bridge opens.
77. The design of the roundabout at the intersection of the SDR with Waterloo Road, incorporates dropped kerbs, tactile paving and pedestrian and cyclist refuge islands on all four arms.
78. There are no bridleways or formal cycle routes in the immediate vicinity but the TA identifies five Public Rights of Way (PRoW) in the vicinity of the development, two of which would be affected to some extent by the development. Clay Lane is a restricted Byway (WOKI RB26) except for the southern circa 95 metres which is a Byway (WOKI BW26) and the implications for this path are considered in paragraphs 31 and 70-71. Wokingham Without Footpath 5 (WOKW FP5) extends from Easthampstead Road, opposite the junction with Heathlands Road, to Waterloo Road on the site of the proposed new roundabout. The implications of this are considered in paragraphs 46-47 and 80-82.

79. The network for non-motorised travel serves a recreational purpose as well as for day-to-day travel and the South Wokingham SPD highlights the importance of protecting and enhancing pedestrian and cycle access to the countryside including routes from Wokingham Town Centre. The proposed development maintains access across the railway and the wider network, including how it integrates with existing PRoW, will be considered through the masterplanning of the wider development within the SDL south of the railway.

Access to Britton's Farm

80. Britton's Farm lies on the western side of Waterloo Road. Access to it is along Wokingham Without Footpath 5, with a priority junction where it joins Waterloo Road; this is in the immediate vicinity of the proposed new roundabout. A fifth arm off the new roundabout, with a very low level of use, would have implications for the design and function of the roundabout. Hence, it is proposed that an alternative vehicular access be provided from the western arm off the roundabout (the continuation of the SDR). The route of the PRoW would remain as it is and join the footpath on the south side of the roundabout.
81. This would require the removal of a short section of hedgerow which is considered in paragraphs 27, 33-36 and 126. Britton's Farm is listed and the impact on the setting of the heritage asset is consider in paragraphs 45-47 .
82. The proposal would secure satisfactory access to the farm and is, therefore, acceptable in this regard (Condition 7 refers). However, it may be that alternative proposals are put forward as masterplanning for the surrounding area progresses: these will be assessed on their own merit and may supersede the current proposals.

Closure of the Waterloo Road level crossing

83. The Waterloo Crossing is currently an at grade level crossing with automatic half barriers.
84. Network Rail has a programme of closing level crossings where they can. Crossings are subject to regular risk assessments which consider factors such as location, the level of use (rail, road and pedestrian) and the history of near misses and accidents. These assessments inform their level crossing management strategy, with high risk crossings being included in their level crossing risk reduction programme. The organisation considers closure to be the most effective way of reducing risk and crossings not in the risk reduction programme may also be closed where opportunities arise.
85. The Waterloo Crossing was last assessed in September 2017. The risk to crossing users was ranked as E (on a scale of A to M, with A being highest risk) and the collective risk (for all people using the crossing including staff and passengers on the train) was ranked as 2 (on a scale of 1-13 with one being highest risk). The key risks are identified as the high level of use, sun glare and the frequency of trains.
86. The South Wokingham SPD (paragraph 2.2.1) identifies the inability of existing level crossings at Waterloo Road and Easthampstead Road (the Star Lane Crossing) to cope with traffic numbers as a constraint to development and acknowledges Network Rail's long-term objective to close the level crossings. SPD Design Principle 5a(iii) and Figure 4.6: *Transport and Movement Diagram* identify the potential for pedestrian, cycle and bus access across the Waterloo Road level

crossing but development should not prejudice the closure of the Waterloo Crossing in future.

87. Since the proposal would secure an alternative route across the railway for non-motorised users (see paragraphs 68-74) Network Rail wish to progress a full closure at this stage.
88. Concerns have been raised in representations about the impact of the closure on residents of the Priest Avenue, Rances Lane, Waterloo Road area in terms of increased length (distance and duration due to congestion) of journeys to the south. Residents of this area will be inconvenienced to some extent but this must be balanced against the wider benefits of the proposals in relieving town centre traffic (which in itself supports the regeneration of the town).

Construction Environmental Management Plan

89. A framework Construction Environment Management Plan (CEMP) has been provided. Until the proposed bridge is completed, the site will be dissected by the railway line and it is anticipated that there will be two compounds; one north and one south of the railway. Depending upon the activity being undertaken, the frequency of HGV traffic for delivery works is anticipated range from a minimum of five vehicles per day in the early stages of construction to up to 70 vehicles per day. Construction traffic will utilise the strategic road network travelling from the M4 Junction 10, along the A329(M) to the Coppid Beech Roundabout and approaching the northern compound via London Road and William Heelas Way and the southern compound via Vigar Way, Peacock Lane and Waterloo Road.
90. Condition 18 will secure a CEMP which will cover access to and operation of the site as well as mitigation of other environmental impacts during construction, including those referred to in the sections of this report relating to environmental health and ecological issues.

Phasing

91. SPD Design principle 6a requires development to be sequenced in a manner which sees the delivery of essential services and facilities early in the development of the SDL in order to begin to establish local community. The SDR a crucial element of the infrastructure required to support the development at South Wokingham, being required to provide access to development in the SDL without undue impact on the existing network as well providing traffic relief to support environmental improvements in the town centre. Hence, it the Executive decision (see paragraph 19) to bringing forward the Eastern Gateway in advance of the remainder of the road.

Flooding and Drainage:

92. In accordance with the sequential approach established by the NPPF, 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 first developing in areas with lowest flood risk (Flood Zone 1), carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. These requirements are reinforced by South Wokingham 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. The Emm Brook (a main river) flows through the SDL to the southwest of the current application site, with a tributary (an ordinary water course) flowing across the application site. Paragraph 2.2.1 of the SPD acknowledges that there are areas that are subject to flooding (predominantly to the west of Waterloo Road) which are not suitable for development but can be interwoven into the green infrastructure strategy for the SDL.

93. The NPPF (paragraphs 102 & 104) explains that both the Sequential Test and Exceptions Test need to be passed for a site to be allocated. For sites within Flood Zones 2 & 3 which have been allocated in a development plan through the Sequential Test - as is the case with the South Wokingham SDL - it is not necessary to carry out a further sequential test.
94. The Wokingham Borough Strategic Flood Risk Assessment (SFRA, February 2012, paragraph 8.1.1.9-10 and Appendix D3) classifies the SDR as 'essential infrastructure' and includes an assessment of it, based on the indicative alignment shown on the Spatial Framework Plan (Figure 3.1). The residential areas and the majority of the indicative alignment of the SDR will be located within Flood Zone 1. However, part of the road will cross Flood Zones 3a and 3b.
95. 'Essential infrastructure' is appropriate in Flood Zones 1 and 2 but is required to pass an Exception Test to be acceptable in Flood Zone 3. For the Exception Test to be passed it must be demonstrated that the wider sustainability benefits and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime and not increase the risk of flooding elsewhere (NPPF paragraph 102). The SFRA explains that suitable mitigation measures will be required to pass the Exception Test and recommends floodplain compensation is provided. The NPPF which was published the month after the SFRA updated the criteria to be met to comply with the Exception Test but mitigation will be required to demonstrate that the development will be safe for its lifetime.
96. The Environment Agency's flood map and the council's Strategic Flood Risk Assessment indicate the majority of the current application site is in Flood Zone 1, where the risk of flooding is low and all land uses are appropriate, but the applicant's more detailed hydraulic modelling identified that the ditches along Waterloo Road are in fact within Flood Zone 3. The Environmental Statement Chapter 13, *Road Drainage and the Water Environment* identifies there is a potential increase in risk of flooding due to the increase in impermeable surfaces and local modifications to drainage catchment patterns.
97. A Flood Risk Assessment (FRA) is required to demonstrate the exception test has been met and because the site area is over one hectare.
98. The application site is a greenfield site and is underlain by a bedrock of London Clay Formation which has low permeability, so infiltration is unlikely to be feasible. Currently the site drains via overland runoff to drainage ditches that ultimately discharge into the Emm Brook. The FRA divides the site into three catchment areas:
 - i) the area north of the railway, where the drainage system has been designed to accommodate flows from the SDR north of the railway;

- ii) the majority of the area south of the railway including the new roundabout which is proposed to drain to a new wetland area to the east of the new roundabout; and
- iii) the southern part of the connection to Waterloo road (which cannot be combined with the remainder of the site south of the railway cannot due to ground levels) and is proposed to drain to swales along the new south eastern arm of the roundabout that links to Waterloo Road.

Flow control devices will limit discharge into existing ditches from the wetland and swales.

- 99. The combination of new and upgraded culverts, land re-profiling and the SuDS Surface Water Drainage Strategy outlined above will mitigate the risk of the proposed development increasing flooding and allow the exception test to be met (Condition 17 refers).
- 100. Appropriate design and management of the wetland plus an oil interceptor or appropriate SuDS feature at the outfall from the swale will control the quality of water entering the drainage ditches (Condition 17 refers).
- 101. (Condition 17 refers) The drainage system will ultimately be adopted by WBC as part of the highway drainage.

Environmental Health:

Noise

- 102. Core Strategy Policy CP1, Sustainable Development and MDDL Policy CC06, Noise require the impact of noise on (existing and proposed) sensitive receptors to be considered: noise sensitive development should preferably be located outside areas where noise will have an adverse effect and, where this is not possible, mitigation should be provided. The South Wokingham SPD identifies noise as a constraint.
- 103. Chapter 10 of the Environment Statement considers *Noise and Vibration*: this may arise as a result of construction activities and, once the scheme is operational, from traffic using the new road and redistribution of traffic on existing roads.
- 104. Noise and vibration during construction can be adequately controlled through implementation of a Construction Environmental Management Plan (CEMP) and condition controlling hours of working (conditions 10 & 11 and informative 4 refer). Hours of work will generally be the standard hours of construction but on a project like this there are likely to be certain operations that require weekend or night-time working and condition 19 allows flexibility for such works to be agreed.
- 105. The Study Area is based on a combination of the footprint of the proposed scheme and the predicted change in traffic flows in the vicinity. In this case noise levels within 1km of the proposed scheme and outside sensitive receptors (including dwellings and public rights of way) within 600 metres have been modelled, although the dwellings and the school at Montague Park were not included because the impact upon these was considered when planning permission for the development was granted.

106. The modelling shows that in both 2019 and 2026 most properties will experience a decrease, no change, or negligible/low increase in noise as a result of the scheme. One property on London Road is predicted to experience a medium increase in noise in 2019 but noise levels at this property are predicted to remain well below the 68dB (LA10, 18hr) threshold at which noise mitigation measures should be considered. Five dwellings on London Road are predicted to experience increases of more than 1dB and absolute noise levels above 68dB in 2036 due to this scheme: because the properties are more than 300 metres from the scheme there is no duty to provide a grant in respect of noise insulation works and the situation may change once the design of the remainder of the SDR progresses. The ES (paragraph 5.4.6) notes that for such a low speed scheme, there is likely to be no discernible benefit to the use of low-noise surfacing.
107. The noise assessment submitted with the outline application for Montague Park (O/2010/1712, which was also the subject of an EIA) considered the impact in 2026 when development of the whole SDL - including the full extent of the SDR from London Road to Finchampstead Road – is expected to be complete. It identified three areas here noise could affect amenity, including the SDR and London Road corridors. The assessment of the application was consistent with the approach set out in MDDL policy CC06. (Although outline planning permission pre-dates adoption of the MDDL a similar policy was in force). Noise considerations were balanced against the place making aims of the South Wokingham SPD, which require active frontages onto the SDR. It was accepted that to achieve these aims some development in relatively noisy locations would be necessary but that the noise impact could be mitigated through the siting of buildings, their internal layout and measures such as the specification of glazing and ventilation. Conditions 24 and 25 of O/2010/1712 refer. The ES for the current application acknowledges that traffic flows are forecast to more than double between 2019 and 2036, so residents of Montague Park will experience a change in conditions despite measures being in place to ensure an acceptable level of amenity is maintained.

Air Quality

108. Core Strategy policy CP1 requires development to maintain or enhance the high quality of the environment and minimise the emission of pollutants into the wider environment.
109. Chapter 4 of the Environment Statement considers *Air Quality*: during construction dust and Particulate Matter generated by on-site activities and emissions from construction traffic and other machinery may affect air quality; during the operational phase the main impact will be from changes in the distribution of traffic across the local network.
110. The ES concludes that the impacts during construction is low and emissions can be adequately mitigated through implementation of a Construction Environmental Management Plan (CEMP) (Condition 18), a dust management plan and stakeholder communication.
111. For the operational phase, air quality modelling has been undertaken for Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}) for 2019 and 2026, both with and without the proposed scheme (using traffic data derived from the Wokingham Strategic Traffic Model WSTM3, which includes approved and committed developments within and beyond the Borough).

112. While results vary at individual receptors, there will generally be an improvement in air quality at most receptors, including within the air quality management area for nitrogen dioxide in Wokingham. Modelled particulate concentrations in 2019 and 2036 are all well below the annual and daily air quality objectives. Modelled nitrogen dioxide concentrations in 2036 are also well below the annual air quality objective. In 2019 levels nitrogen dioxide at one receptor – in Finchampstead Road, close to its junction with Denmark Street and Wellington Road – are predicted to exceed the annual air quality objective but this is the case regardless of the scheme and in 2036 there would be an improvement in this location bringing it back below the target level.
113. Air quality within Montague Park and the remainder of the SDL would easily meet air quality standards both without and with the proposed scheme.

Contamination

114. Core Strategy policy CP1 requires development to avoid areas where pollution may impact upon amenity. Chapter 8 of the Environment Statement on *Geology and Soils* considers the potential for land contamination.
115. A phase 1 desk top study and phase 2 site investigation have been completed. The site history and current uses (predominantly agricultural) indicate that the potential for significant contamination is low and no significant risks to human health or controlled waters have been identified. However, a watching brief for unforeseen contamination is recommended so that it can be dealt with in an appropriate manner, to ensure the site is suitable for use once developed (Condition 20 refers).
116. Given the legal requirements to protect workers, neighbours and the environment during construction, the proposed development is not expected to increase the risk of contamination during the construction phase (Condition 20 refers).

Archaeology

117. Core Strategy Policy CP3 and MDDL Policy TB25 require the archaeological impact of development to be taken into consideration. The site lies in an identified Area of High Archaeological Potential.
118. Chapter 5 of the Environmental Statement deals with *Cultural Heritage*.
119. An archaeological evaluation of the part of the site north of the railway took place as part of the Montague Park development and there are no further archaeological requirements for this part of the site.
120. The archaeological evaluation for the south of the railway line identified two phases of archaeological remains: Roman features, interpreted as possible enclosures, field systems and land management; and later post-medieval field boundaries. The ES concludes that any excavation below existing ground level is likely to truncate or completely remove archaeological deposits and proposes a mitigation strategy of strip, map and record (or strip, map and sample), which would be secured by Condition 23.

Lighting

121. Adequate lighting is required for highway safety reasons (Core Strategy policy CP6) but also has ecological and heritage implications.
122. The Environmental Statement identifies the railway line as a bat corridor and implementation of the Landscape Mitigation Strategy will create new ecological receptor sites for light sensitive, protected species: the reedbed and pond likely to become a good foraging location for bat species. Directional lighting is proposed but more detail is required together with consideration of other mitigation measures such as use of baffles for lanterns now to reduce rearwards light spill and alternative colour spectrum lanterns. Condition 16 will secure a lighting scheme.

Ecology:

123. Core Strategy Policy CP7, *Biodiversity* and MDDL Policy TB23, *Biodiversity and Development* require appropriate protection of species and habitats of conservation value. SPD Design Principle 1b (i-ii) is also concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
124. The impact on Biodiversity is considered in Chapter 7 of the Environmental Statement, *Nature Conservation*. The ecological baseline was established through desk based review and field survey data.

Designated sites

125. There are no statutory or non-statutory designated sites and no ancient woodland on the site itself although there are a number of sites in the vicinity. The Thames Basin Heathlands Special Protection Area (SPA), designated under the European Commission Birds Directive, lies approximately 3km to the southeast. The nearest statutory designated site is Wykery Copse Site of Special Scientific Interest (SSSI), located approximately 1.9km east. There are eleven non-statutory Local Wildlife Sites (LWS) plus one proposed LWS and a Biodiversity Opportunity Area (BOA) within 2km of the application site. The closest is Big Wood LWS which lies approximately 0.5 km from the site, although the ancient woodland extends beyond the LWS boundary to about 0.3km of the site. Given the distance between the proposed scheme and these habitats, effects upon these areas are not likely to result from the scheme during the construction phase. During the operational phase, there will be changes to traffic flows on the local network which were considered as part of the habitats regulation assessment process.

On-site habitat of conservation value

126. The proposal requires removal of sections of hedgerows (species rich and species poor) along Waterloo Road and field boundaries within the site, fragmenting the hedgerow network: approximately 165 metres of hedgerow would be removed overall with 550 metres being retained. To protect retained hedgerows from changes in air quality and physical damage (from activity within root protection zones) during construction, a dust management plan (Condition 18) and tree and hedgerow protection (Condition 14) should be implemented. 700 metres of new species rich hedgerow – to be composed of suitable native species and with scattered standard trees throughout their length - is proposed to strengthen the network of hedgerow and woodland habitat (Condition 12), to be managed to maintain and increase biodiversity value (Condition 15) which will have a positive impact in the long term: this will provide adequate compensation for the direct loss of this Priority Habitat and will mitigate habitat fragmentation.

bats

127. At least nine species of bat are active in the local area (within 5km of the site) and four species of bat were recorded foraging/commuting in association with hedgerows near to Waterloo Road.
128. Two trees on the site are identified as having moderate potential to support roosting bats: T11 is proposed to be retained at the centre of the roundabout (see paragraphs 28-30) but T8 is proposed to be felled. Other trees within the site, and nearby, were assessed to have either negligible or low potential to support roosting bats. The impact on bats during construction can be reduced by ensuring their protection during felling of T8 and any works to T11 (Condition 16), and protection of retained vegetation during construction (Condition 14).
129. The proposed landscaping will extend the network of woodland and shrub habitats on the site and the creation of the new drainage feature adjacent to the roundabout on Waterloo Road will introduce reedbed and wet grassland planting resulting in additional foraging opportunities for bats. Street lighting will reduce the suitability of some of the newly created verge habitat for light sensitive bat species but this impact can be reduced by the use of directional lighting (Condition 16). The proposed landscaping includes measures to reduce the effects of fragmentation and, once established, the extent of foraging and commuting habitats will be increased. A dark corridor will be maintained along the railway line. Collectively, the proposal will have a negligible effect on bats in the long term.

Birds

130. The habitats within the site - hedgerows, tree, scrub and arable fields – are suitable for a range of nesting birds although the area of habitat is relatively small and there is an abundance of similar habitats in the local area. Removal of habitats and disturbance during construction will have an impact on breeding birds on and close to the site: some may be displaced but if nearby habitats are already well used the number of breeding pairs of some species may be reduced.
131. To reduce the impact on breeding birds during construction, vegetation (including arable habitat) should be removed outside the primary nesting season (March to August inclusive): if limited clearance during the main nesting bird season is required it the habitat should be checked for the presence of active nests first (Condition 21). In addition measures will be taken to protect retained habitat (Condition 14) and to minimise disturbance due to noise and vibration (Condition 18) during construction.
132. The proposed landscaping does not include compensation for the loss of arable habitat but will extend the network of tree, shrub, ruderal and grassland vegetation, increasing habitat for the majority of bird species recorded within the site. The road will have a 30mph speed limit and noise levels will not increase significantly beyond the immediate vicinity of the carriageway, so are unlikely to significantly affect bird breeding behaviour. Overall, subject to establishment of the proposed landscaping (Conditions 5 & 8), there will be a neutral effect on breeding birds in the long term.

Reptiles

133. There are thirteen mapped waterbodies within a 500m radius of the Proposed Scheme, of which seven provide suitable habitat for great crested newts although

survey evidence indicates they are highly unlikely to be present within the site. The arable field margins within the site also provide suitable conditions for reptiles, which are known to be present in the wider SDL although they were not recorded within the site. Nevertheless, the ES recommends precautionary working methods during site clearance and preparation, which will be secured by Condition 22.

134. The ecological survey evidence submitted demonstrates that the proposed development is unlikely to adversely affect the local status of great crested newts, a European Protected Species.

Badgers and Dormice

135. The site provides suitable habitats for badgers and dormice but there is no indication that these species are present.

Implementation of ecological mitigation during construction

136. The outline CEMP does not integrate the specific mitigation recommendations given in Chapter 7 of the Environmental Statement but Condition 18 will ensure the implementation of these measures through the CEMP.

Infrastructure Impact Mitigation

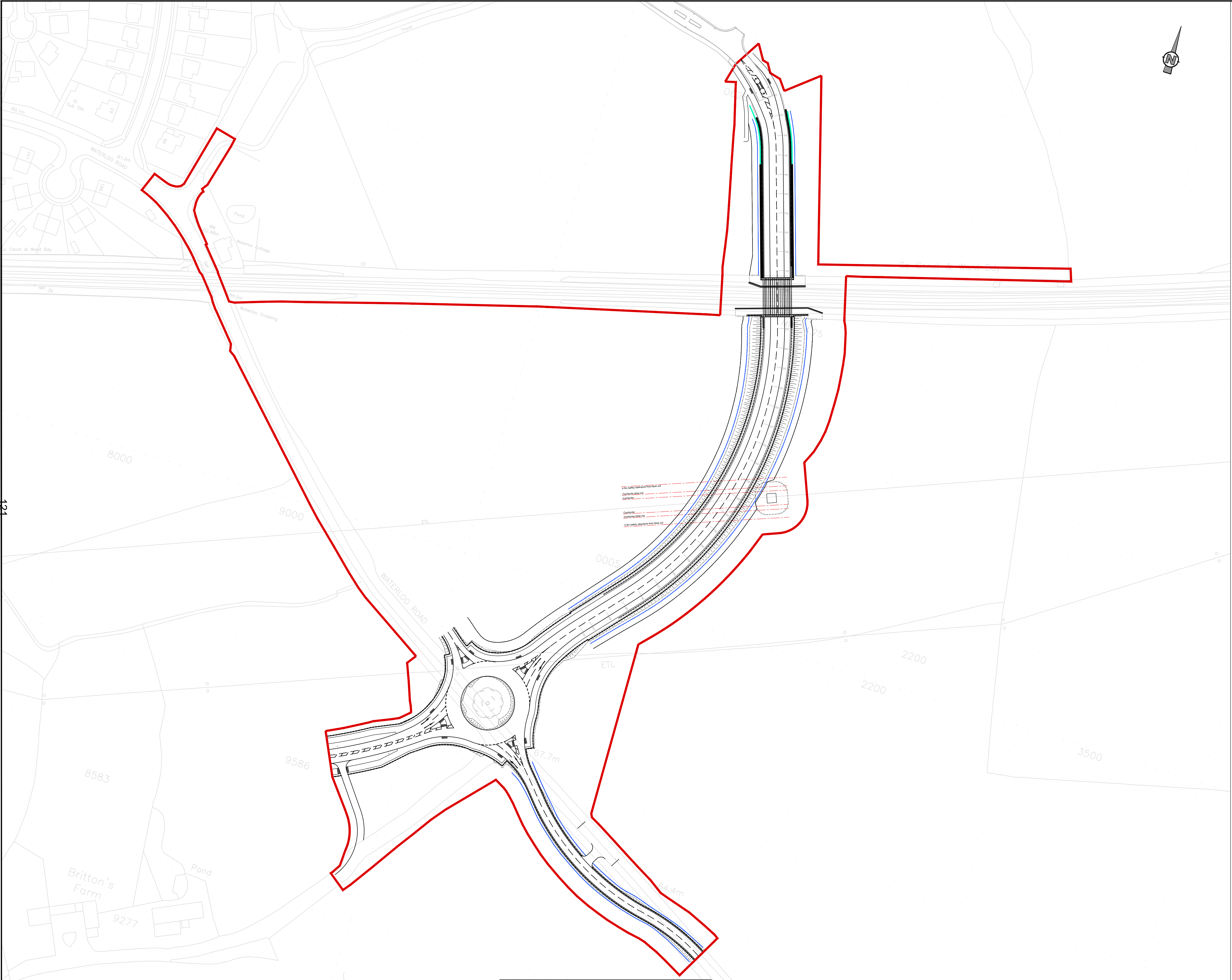
137. Core Strategy policy CP4, *Infrastructure requirements* requires that infrastructure, services, community and other facilities are improved to meet the requirements of new development, taking into account cumulative impact. Mitigation is now secured through the Community Infrastructure Levy (CIL) the rate of which is set out in the council's charging schedule: the proposal is itself infrastructure and does not generate floorspace so is not CIL liable.

Employment Skills:

138. MDDL Policy TB12 indicates that proposals for major development should be accompanied by an Employment and Skills Plan (ESP) to show how the proposal provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills.
139. Chapter 12 of the Environmental Statement, *People and Communities* anticipates that the proposed development will provide an estimated 60 jobs during the construction phase and while limited elements of the construction will require the employment of specialist contractors, it is assumed the majority of operatives on-site will be from the surrounding area (i.e. Thames Valley Berkshire Local Enterprise Partnership (LEP) area (including Wokingham Borough)).
140. The proposed development is one of a number of major infrastructure projects to be delivered on behalf of the council by Balfour Beatty under a SCAPE contract: the contract includes Key Performance Indicators (KPI) which are being developed into an ESP (for all of the projects in the contract) in liaison with the council's Economic Sustainability Team. Condition 24 secures the approval and implementation of the ESP.

CONCLUSION

The proposal is entirely consistent with Development Plan policy for the delivery of an urban extension at south Wokingham with associated infrastructure; a key element of which is the SDR. The design of the development is consistent with the principles established by adopted policy and guidance and the application includes appropriate mitigation of its inevitable impacts, which will be secured by condition. Accordingly the application should be supported.



DO NOT SCALE

121

File name: G:\WOKINGHAM HIGHWAY ALLIANCE\MAJOR PROJECTS\SOUTH WOKINGHAM DISTRIBUTOR ROAD\EASTERN GATEWAY\DRAWINGS\AUTOCAD\PLANNING APPLICATION\PLANNING_100_005.DWG, printed on: 25 January 2018 14:35:59, by: Tim Allen

H	23/01/2018	TRA	PEDESTRIAN CROSSING POINT ADDED IN PHASE 7	TRA	SG
G	19/01/2018	TRA	RED LINE BOUNDARY AMENDED AT PHASE 7 MONTAGUE PARK	TRA	SG
F	11/01/2018	TRA	RED LINE BOUNDARY AMENDED AT BRITTON'S FARM AND CLAY LANE	TRA	SG
E	26/09/2017	TRA	RED LINE AMENDED ON NEW BRIDGE LOCATION	TRA	SG
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: PLANNING APPLICATION					



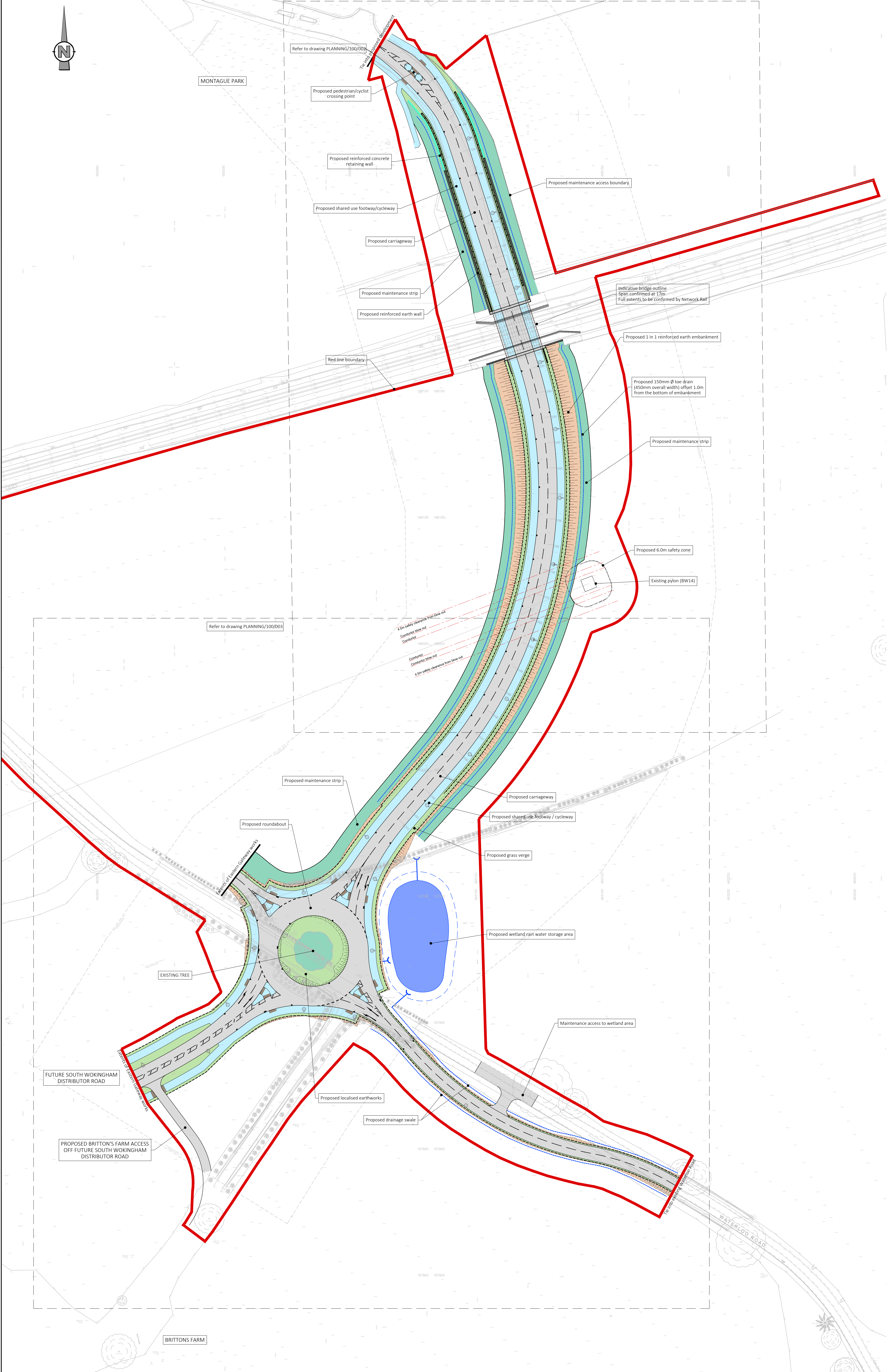
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CLIENT:	WOKINGHAM BOROUGH COUNCIL
ARCHITECT:	

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:
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- Notes
1. All dimensions are in metres unless stated otherwise.
 2. This drawing should be read in conjunction with all other relevant engineering details, drawings and specification.
 3. Any discrepancies should be reported to the engineer immediately, so that clarification can be sought prior to the commencement of works.



REV	DATE	BY	DESCRIPTION	CHK	APP
D	23/01/2018	TRA	PEDESTRIAN ISLAND ADDED WITHIN PHASE 7	BN	SG
C	18/01/2018	TRA	ISLAND CROSSING POINT INCREASED TO 3.0M WIDTH	BN	SG
B	11/01/2018	TRA	RED LINE BOUNDARY INCREASED AT BRITTON'S FARM, SOUTHERN EXTENT OF WORKS RELOCATED AND ADDITIONAL SHADING ADDED	BN	SG
DRAWING STATUS: PLANNING APPLICATION					

wsp

Place & Neighbourhood Services
PO Box 153
Shute End
Wokingham
G40 1YU, UK

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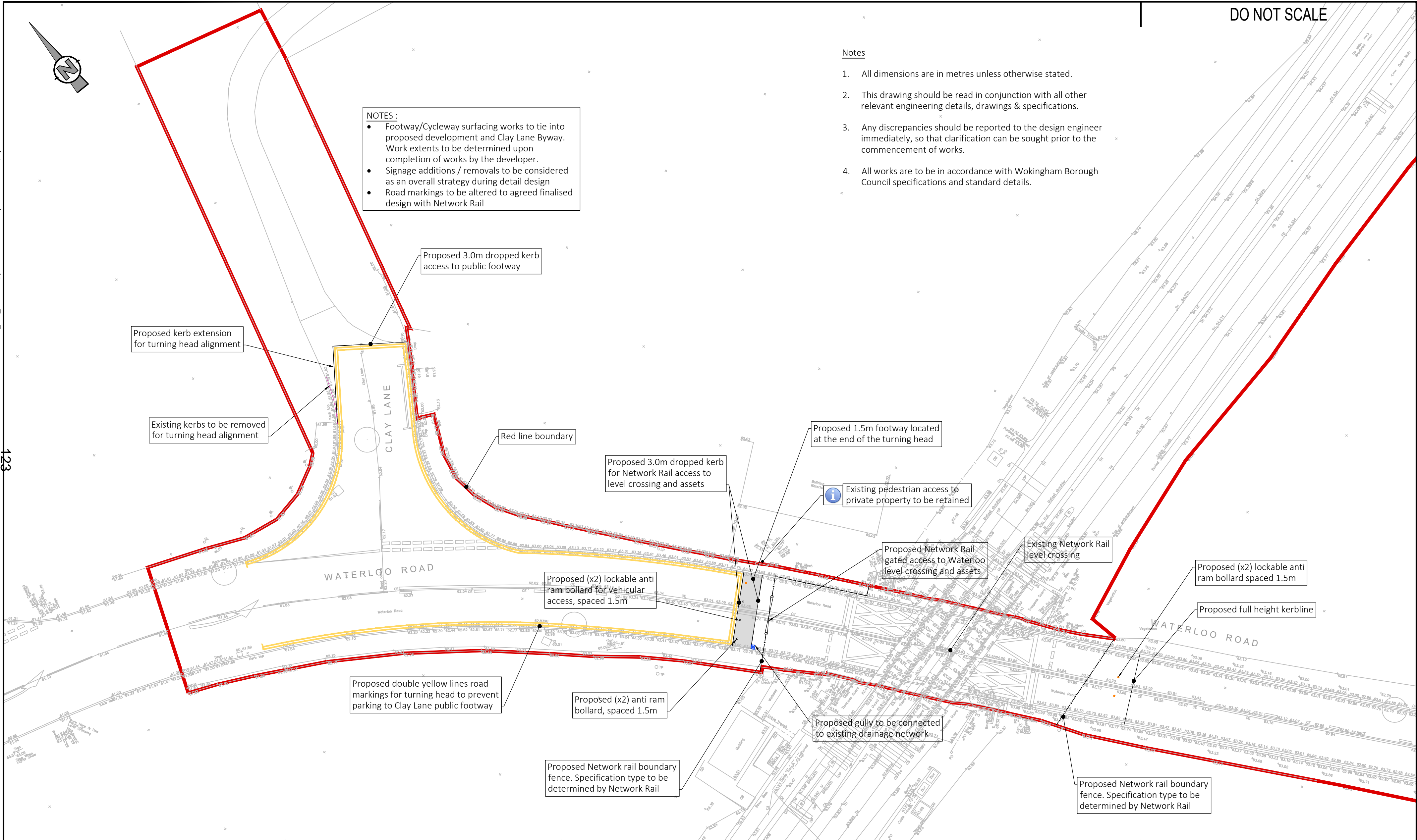
WOKINGHAM BOROUGH COUNCIL

SOUTH WOKINGHAM
EASTERN GATEWAY

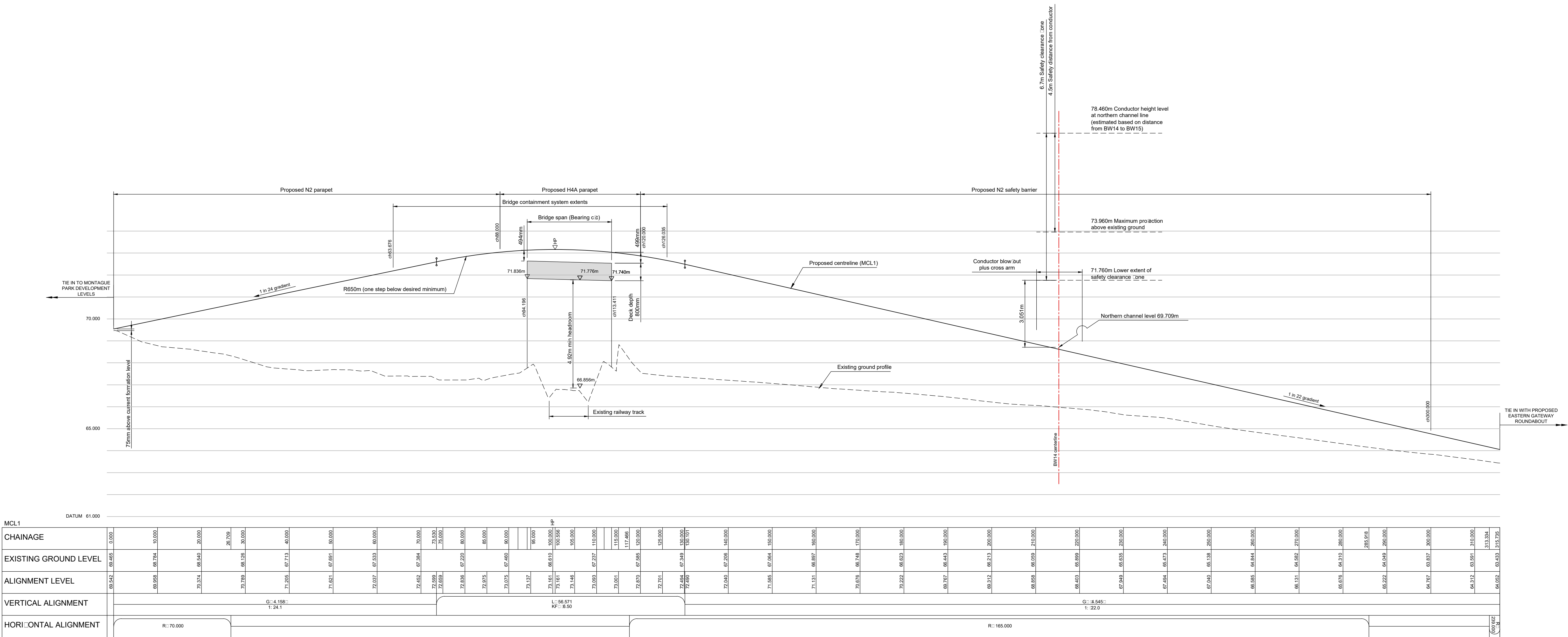
OVERALL HIGHWAY ARRANGEMENT

SCALE @ A0:		CHECKED:		APPROVED:	
1:500		TRA		SG	
PROJECT No:		DESIGNED:	DRAWN:	DATE:	
70017202		TRA	IM	June 17	
DRAWING No:				REV:	
PLANNING_100_001				D	
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File name G:\WOKINGHAM HIGHWAY ALLIANCE\MAJOR PROJECTS\WOKINGHAM DISTRIBUTOR ROAD\4 EASTERN GATEWAY\DRAWINGS\AUTOCAD\PLANNING APPLICATION\PLANNING_100_004.DWG, printed on 12 January 2018 10:42:24, by Tim Allen



						<div><div></div><div>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</div></div>		CLIENT: WOKINGHAM BOROUGH COUNCIL		PROJECT: SOUTH WOKINGHAM EASTERN GATEWAY		SCALE @ A2: 1:200		CHECKED: TRA		APPROVED: SG	
PROJECT No: 70017202		DESIGNED: TRA		DRAWN: TRA								DATE: November 17					
DRAWING No: PLANNING_100_004				REV: C													
PLANNING APPLICATION												© WSP UK Ltd					
C	11/01/18	TRA	RED LINE BOUNDARY AMENDED AT CLAY LANE AND NOTES AMENDED TO SUIT			TRA	SG										
B	27/11/2017	IM	REVISED NR BOUNDARY			TRA	SG										
A	19/06/2017	IM	FIRST ISSUE			TRA	SG										
REV	DATE	BY	DESCRIPTION			CHK	APP										



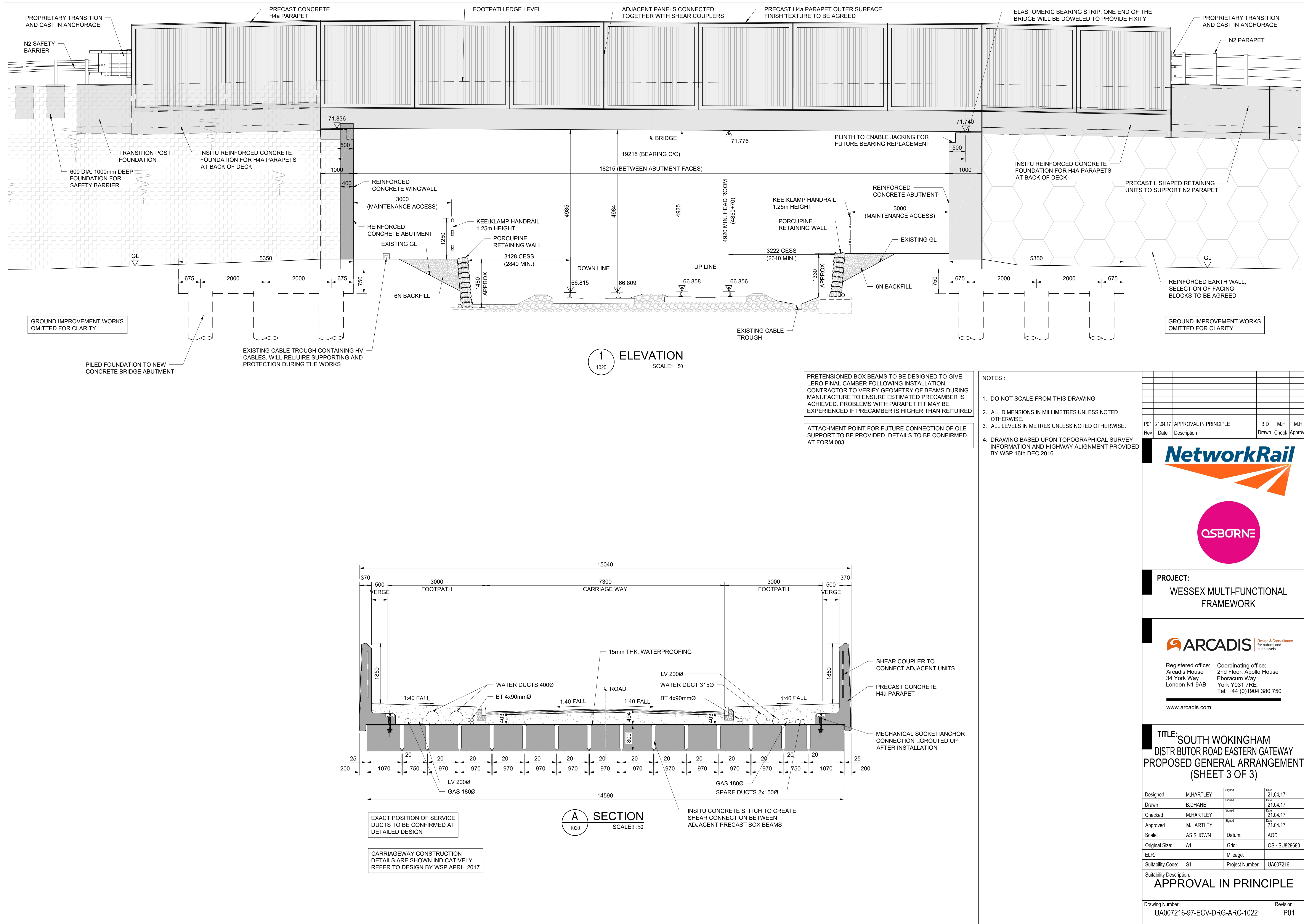
SOUTH WOKINGHAM EASTERN GATEWAY
CENTRELINE ALIGNMENT
Scale 1:500 horizontal, 1:100 vertical

A	30/06/2017	IM	FIRST ISSUE	TRA	SG
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: PLANNING APPLICATION					



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CLIENT:	WOKINGHAM BOROUGH COUNCIL	PROJECT:	SOUTH WOKINGHAM EASTERN GATEWAY	SCALE @ A1:	AS SHOWN	CHECKED:	TRA	APPROVED:	SG
ARCHITECT:		TITLE:	LONGITUDINAL SECTION CH 0.0 TO CH 315.8	PROJECT No:	70017202	DESIGNED:	TRA	DATE:	June 17
				DRAWING No:	PLANNING_LS_001	REV:	A		
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Wokingham Without Parish Council Consultation Sheet

Officer Emy Circuit
No F 2017172934
Proposal see full proposal
Site Eastern Gateway Land at Waterloo Road Wokingham Without Wokingham

Committee's Comments

The principle that a road is required to enable build out of the North Wokingham Without part of the SDL is accepted. It is also true that this road will have a massive impact to the character of the area, the local environment and will cause immense disruption during the construction.

Compromises will therefore need to be made and our comments are designed to challenge and improve these compromises

1. Traffic Assessment: Good for Wokingham Town Centre: Bad for Wokingham Without (we hope)

Please convince us that the modellers have got it right? Current experience with Wokingham Town Centre roadworks does not provide much comfort for residents.

- We note that the SWDR is designed to reduce traffic in Wokingham town centre (e.g. 1.2.4 of DAS). The Transport Assessment shows that the reduction of town centre traffic is due to re-distribution of traffic south along Waterloo Rd & Easthampstead Rd/Old Wokingham Road into Wokingham Without.
- As these links are already stretched at peak times, they will be sensitive to small changes in the modelling assumptions (cf the current difficulties with Wokingham Town Centre and standard queuing theory). e.g. the impact of building the NWDR (particularly during the construction phase) might be considered small, but will potentially have an extremely large impact.
- This is likely to be a major headache during the construction phase, particularly as WBC has no mechanism for cross-project co-ordination, particularly when projects are across the Borough boundary. Whilst contrary to traditional resident/neighbourhood amenity theories, maybe 7 day, 2 shift (if not 3 shift working) might be less disruptive, at least for certain phases of the scheme?

2. Nightmare scenario - "Road to nowhere"?

We believe there is significant unmitigated risk that the Eastern Gateway will not be connected to the full SWDR scheme due to land ownership issues.

- There are significant land ownership challenges for the Eastern Gateway and even more so at the Western Gateway, the risk is that we end up with only half a road ("road to nowhere"), massive construction disruption, extra traffic into Wokingham Without, no reduction in Wokingham Town Centre traffic and a very expensive white elephant...
- Neither the prior public consultations/SDL Forums nor the planning documents provide a rational explanation of how these issues will be managed

3. Cumulative impact of nearby schemes is incomplete and therefore invalid

Section 4.11 Non-Technical Summary: Environmental Effect: effect with nearby schemes only includes Oakham Park and Buckler's Park (former TRL Site) and excludes them on the basis that these sites are either too far away (1.5 miles) or too small (1000 homes?).

What is not explained is why the closest developments closest to the site, and significantly closer than the sites mentioned above have been excluded:

- Jennet's Park (site allocated for Park & Ride is now housing) BFC
- North Wokingham SDL (Keephatch)
- Housing North / south of Amen Corner (BFC)

As presented the application has NOT considered the cumulative effect of other schemes

4. Construction Management Plan – Waterloo Road / Peacock Lane junction

- Relieved that traffic will be routed via William Heelas Way or via Peacock Lane to Waterloo Rd (and not via Old Wokingham Rd)
- Routing of heavy construction traffic along a rural farm lane (Waterloo Lane) will take some careful planning: e.g. we are concerned that the junction of Peacock Lane and Waterloo Rd (in Bracknell Forest) will need significant alterations to accommodate substantial construction traffic
- Proposed Construction hours (7:30-17:00 Monday to Friday) are different to normal construction hours (8:00-18:00 M to F proposed for e.g. Montague Park development). For the benefit of Montague Park residents (and other nearby residents) would it not make sense to harmonise both sets of working hours?

5. Tree in the middle of the roundabout?

Whilst admirable attempt to preserve a veteran tree, we are not convinced that the entire footprint of the roundabout, including kerb, drainage, maintenance area etc can be contained in the scale without damage to the tree's Root protected area. Similarly, the highway safety engineers are likely to propose severe crown & canopy reduction to improve visibility

We have experienced similar worthy tree retention/protection plans later being discarded when reality kicks in. Consider a replanting solution?

6. Missed Opportunities to improve options for non-motorised users SOUTH of scheme (5.4 DAS)

- Disappointed that no plans to improve existing public footpaths or introduce cyclepaths SOUTH of the scheme
- The nearby WOKW5 (acknowledged to have significant acoustic and visual intrusion see 4.2 of Environmental Assessment) would be an obvious candidate

Signed : _____
Clerk to Wokingham Without Parish Council

07 November 2017

Emy Circuit

From: Mike Dunstan [REDACTED]
Sent: 04 December 2017 08:38
To: Emy Circuit
Subject: Re: 172934 Eastern Gateway Land at Waterloo Road ~[UNCLASSIFIED]~

Good morning Emy

[REDACTED]

The Town Council supports the principle of the project but objects to the provision of a shared cycleway / footway for the reasons stated.

Regards

Mike Dunstan

On 1 December 2017 at 16:10, Emy Circuit <Emy.Circuit@wokingham.gov.uk> wrote:

Afternoon Mike,

[REDACTED]

I'm just reviewing consultation responses for this application and wanted to clarify whether the Town Council do want to be recorded as objecting to the application overall or whether it is a case of being supportive as a whole but having concerns about certain detailed aspects?

Kind regards

Emy

Emy Circuit

Delivery Manager (South Wokingham & Wokingham Town Centre)

Development Delivery Team

Wokingham Borough Council

Address: PO Box 157, Shute End, Wokingham, RG40 1WR

Telephone: (0118) 974 6479 (Direct Dial)

Mobile: 07825 420634

Email: emy.circuit@wokingham.gov.uk

Website: www.wokingham.gov.uk

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Location	Ref No/ Planning Officer	Applicant	Proposal	Comments	Meeting date	Decision
Land at Waterloo Road Wokingham Without Wokingham, Eastern Gateway	172934 Emy Circuit		Adjoining parish consultation. Comments by 22nd Nov. 13 letters of objection Full application for construction of 420m single carriageway road (with a total width of 15m) and accompanying footways/cycleways. This route will connect the Montague Park residential development (William Heelas Way) to a new junction with Waterloo road, a 4-arm roundabout, via a new bridge over the Reading-Waterloo Railway Line (Second Phase of South Wokingham Distributor Road).	No objection.	1.11.17	

Agenda Item 79.

Application Number	Expiry Date	Parish	Ward
173287	13/03/18	Shinfield	Shinfield South;

Applicant	University of Reading
Site Address	Land north of Lane End Farm Cutbush Lane, Shinfield, Reading, RG2 9LH
Proposal	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 (as extended under planning permission 152330) for the development of phase 1 of Thames Valley Science Park, comprising the construction of Building 2 of the Gateway Building and all associated landscaping and ancillary works, plus temporary car parking arrangements - Appearance, Landscaping, Layout and Scale to be considered.
Type	Reserved Matters
PS Category	PS2
Officer	Christopher Howard
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director Delivery & Infrastructure

<p>SUMMARY</p> <p>The Thames Valley Science and Innovation Park will be a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. In most instances, Science Parks are associated with a centre of technology such as a university or research institute. In this instance the proposed Thames Valley Science and Innovation Park will comprise around 55,000 sqm of floorspace (in total) and is linked to the University of Reading (the applicant). The Park is expressly promoted in this location by Wokingham's current Development Plan Policies.</p> <p>Wokingham Borough Council granted outline planning permission for phase 1 of the Science and Innovation Park (18,850 sqm of floorspace) and full planning permission for the construction of the access road and M4 overbridge on 27/05/2010 (planning application reference O/2009/1027). Under the outline element of the planning permission, all matters except access for the Science and Innovation Park were reserved. The access road and M4 overbridge comprise the northern part (phase 1) of the Shinfield Eastern Relief Road, a scheme has been delivered in one phase. The Eastern Relief Road is now fully open.</p> <p>The principal of the development and matters of detailed access have therefore already been established under the outline permission. Subsequent applications for reserved matters planning permission have been approved for the Gateway Building under 151988 and for a Cancer Treatment Centre under 162841. In addition to these applications car parking for the entire phase one was approved under 162818 and has been implemented.</p>

The current reserved matters is for a building that would link onto the Gateway Building. The application presents detailed matters of appearance, landscaping, layout and scale for the Local Planning Authority's consideration.

This application includes a 3,770 sqm for Building 2 within phase 1 of the Science Park. The building links to the Gateway Building and is linked to the wider Thames Valley Science Park (TVSP) masterplan. Building 2 will provide multi tenanted flexible accommodation with specialist laboratory facilities, offices and support.

The proposed siting of the building, together with the associated landscaping, reflects the indicative layout previously agreed; which will allow the initial establishment of a campus-style layout whilst retaining a unique character separated from nearby settlements and visible from the M4. The proposed site arrangement therefore develops and responds to the key parameters established under the outline planning permission and acknowledges the overall future context and vision. Temporary parking is also provided to ensure suitable parking for the phased delivery of the Science Park.

Building 2 follows on from the design parameters and detailed design of the Gateway Building. This is striking in design, creating a dynamic and distinctive sense of place tied to and co-ordinated with the external landscape setting and public realm. The architecture of the buildings is considered innovative and high quality; therefore delivering a positive presence on the M4 corridor and within the developing South of M4 Strategic Development Location.

Subject to the recommended conditions the development will not impact unacceptably upon any heritage assets and/or the amenity of neighbouring residential properties. In addition, the development would provide vehicle and cycle parking in accordance with Wokingham parking standards and would facilitate bus and pedestrian connection to the site.

The development accords with adopted development plan policies and there are no material considerations of sufficient weight to dictate that the application should nevertheless be refused. This is a sustainable development that offers substantial public benefit in helping Wokingham Borough Council meet its development plan aspirations.

The application is therefore recommend that the application is approved, subject to the conditions listed herein.

PLANNING STATUS

- Strategic Development Location (SDL)
- Thames Basin Heaths Special Protection Area 7km Zone
- Modest Development Location
- Proposed Site for Employment/Commercial Use
- Area of High Archaeological Potential

RECOMMENDATION		
<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</p> <p>Conditions and informatives:</p> <p><i>Conditions:</i></p> <p>Implementation</p> <ol style="list-style-type: none"> 1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission 0/2009/1027 dated 27/05/10 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission. 2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. <i>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).</i> <p>Plans</p> <ol style="list-style-type: none"> 3. The development hereby permitted shall be carried out in accordance with the following approved plans: <p>Plan numbers being finalised to be included on members update</p> <p><i>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.</i></p> <p>Materials</p> <ol style="list-style-type: none"> 4. The external surfaces of each building and hard surfaced area, including footpaths, shall be carried out only in accordance with the details of materials hereby approved: 		
Ref	Element (Refer to Ryder elevations 360-001 and 365 series)	Specification
1	Rainscreen panel Type 1 - Corten Weathering Steel – Vertical panels	Kingspan Benchmark (or similar approved in writing by the Local Planning Authority) 'hook-on' cassette system vertical rainscreen panels secret fixed. Corten steel panels to all window reveals, window soffits and windowcills.
2	Rainscreen panel Type 2 - Corten Weathering Steel – Horizontal panels	Kingspan Benchmark (or similar approved in writing by the Local Planning Authority) 'hook-on' cassette system horizontal rainscreen panels secret fixed. Corten steel panels to all window reveals, window soffits and windowcills.

3	Rainscreen panel Type 3 – Anodized aluminum horizontal panels	Kingspan Benchmark (or similar approved in writing by the Local Planning Authority) 'hook-on' cassette system horizontal rainscreen panels secret fixed. Anodized aluminum panels to all window reveals, window soffits and window cills. Panels to be matt finish. Anodized aluminum panels to overclad external doors at roof level.
4	Curtain Walling	Anodized aluminum double glazed curtain walling system with capped window perimeters and silicone joint intermediate transoms and/ or mullions. Glazed lookalike ceramic panel to inner pane to spandrels RAL 7016.
5	Louvres	Aluminum louvre panels integrated into aluminum curtain wall system.
6	Brickwork	Dark grey engineering facing brickwork with dark grey colour mortar around perimeter of building plinth and external compound.
7	Parapet capping Type 1	Corten weathering steel parapet capping to be flush with outer face of Corten rainscreen panels.
8	Parapet capping Type 2	Anodized aluminum parapet capping to be flush with outer face of anodized aluminum rainscreen panels.
9	Glazed doors	Glazed door integrated into curtain walling system.
10	Flues	PPC grey fume exhaust flues on painted CHS structural support.

Reason: To ensure that the external appearance of the building and hard surfaced areas is satisfactory – Core Strategy Policies CP3 and CP16.

Use

5. The premises shall be used only for purposes appropriate to the primary use of the site as a Science and Innovation Park, including research and development, laboratories and high tech together with ancillary and related uses and for no other purpose.

Reason: In order to ensure that the site is only used for purposes connected with the primary use of the site as a Science and Innovation Park in compliance with Policy CP16 of the Wokingham Core Strategy and Policy TB13 of the Managing Development Delivery Development Plan Document.

Servicing

6. No occupation of the relevant part of the development shall occur until a Delivery and Servicing Management Plan for that relevant part has been submitted to and approved in writing by the local planning authority. The measures approved in the Plan shall be implemented prior to the relevant uses commencing and shall be so maintained for the duration of the relevant uses.

Reason: To avoid hazard and obstruction being caused to users of the public highway and public spaces of the development Core strategy Policy CP3 and Managing Development Delivery Development Plan Document Policies CC07 and TB20.

Highways

7. Prior to the commencement of the development details of secure and covered bicycle storage/ parking facilities for the occupants of and visitors to the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

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. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

8. Upon completion of the car parking area approved and implemented under 162818, the temporary car park as shown as serving 32 spaces as shown on plan RYD1306.GA.100 Rev 8 shall be removed and the land reinstated to amenity space.

Reason: In the interest of visual amenity in accordance with Core Strategy Policy CP3

Environmental Health

9. No occupation of the relevant part of the development shall occur until a Waste Management Plan for that relevant part of the development has been submitted to and approved in writing by the local planning authority. The measures approved in the Plan shall be implemented prior to the relevant uses and operated thereafter for the duration of the relevant uses.

Reason: In the interests of the visual amenity of the area and to avoid hazard and obstruction being caused to users of the public highway and public spaces of the development Core strategy Policy CP3 and Managing Development Delivery Development Plan Document Policies CC07 and TB20.

10. Noise resulting from the use of plant, machinery or equipment shall not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142:2004, at a point one metre external to the nearest noise sensitive premises.

Reason: In the interests of protecting the local residents from unreasonable noise levels which would be detrimental to the residential character of the area – Core Strategy Policies CP3 and CP16 and Managing Development Delivery DPD Policy CC06.

11. The development shall be implemented with strict adherence to standard UK construction practice and guidance and in accordance WSP letter dated 07/11/2017. No building shall be occupied until the measures have been carried out and a validation report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any contamination of the site is remediated and to protect existing/proposed occupants of the application site and/or adjacent land - Wokingham Core Strategy Policy CP1.

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the reasonable satisfaction of the Local Planning Authority. If no contamination is encountered during the development correspondence confirming this fact shall be submitted to the LPA upon completion of the development.

Reason: To ensure that the development does not impact unacceptably upon existing ground conditions, geology, hydrology and hydrogeology of the site and surrounding area – Core Strategy Policies CP1 and CP3

Sustainability

13. Prior to the submission of the final reserved matters application pursuant to planning permission O/2009/1027 (the outline consent), a carbon reduction scheme for the Building 2 (with a timetable for implementation) shall be submitted to and approved in writing by the Local Planning Authority. The carbon reduction shall be achieved either through the retrofitting of PV cells on the roof of the building or through connection to a district heating system via a Phase 1 energy centre or a combination of the two. The carbon reduction scheme approved shall be implemented thereafter in accordance with the approved timetable for implementation.

Reason: To ensure that the proposal delivers a carbon reduction scheme in general accordance with the measures set out in the Energy Demand Assessment and Renewable Energy Appraisal Study approved at the time of determination of the outline planning permission. Relevant Policies: Core Strategy policy CP1, Managing Development Delivery (MDD) document Policies CC04 and CC05.

Visual Amenity

14. Other than the coordinated flues shown on the drawings hereby approved, no plant, machinery or equipment mounted on the roof of the development hereby permitted shall exceed the height of the rooftop parapet of the relevant building.

Reason: In the interests of the visual amenity of the area. Relevant Policies: Core Strategy Policies CP1, CP7 and CP16 and Managing Development Delivery Development Plan Document Policies CC03, TB13 and TB21.

Informatives

1. 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.

2. The applicant is advised that the reserved matters planning approval should be read in conjunction with the S106 for the outline planning application for planning permission O/2009/1027.

3. 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.

4. 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.

5. 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.

6. 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.

7. Utilities

Any such 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.

8. 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.

9. Employment and Skills plan should be provided in accordance with the Council's guidance. The applicant is advised to contact Angela Torr, Economic Sustainability Team, WBC.

PLANNING HISTORY

Application Number	Proposal	Decision
O/2009/1027	Outline Planning Permission for phase 1 of the development of Science & Innovation Park (all matters except Access were reserved) plus Full Planning Permission for the construction of access road, foot and cycle ways, M4 overbridge and associated works.	APPROVED on 27 th May 2010
RM/2015/0630 / 151988	Reserved Matters for the development of phase 1A of the Science Park comprising the construction of a Gateway Building and all associated landscaping and ancillary works plus temporary car parking arrangements	APPROVED 26 th August 2015
152330	Application to extend the implementation date of planning consent O/2009/1027 (dated 27/05/2010) for a further 5 years	APPROVED 22 nd October 2015.
162841	Reserved Matters in relation to the development of Phase 1b of the	APPROVED 8 TH December 2016.

	proposed Thames Valley Science Park (TVSP) for a new cancer treatment centre, all associated landscaping, access and ancillary works	
162818	Reserved Matters application for the car park for phase 1 of the Science Park	APPROVED 8 TH December 2016.
160011	Application for a Minor Material Amendment to planning consent F/2010/1428 (as amended by VAR/2014/2133) for the construction of the Shinfield Eastern Relief Road to allow for minor revisions to the alignment of the Arborfield Road tie in.	APPROVED 17 March 2016

SUMMARY INFORMATION

For Commercial

Site Area	0.5Ha
Previous land use(s) and floorspace(s)	3,770 sqm
Proposed floorspace of each use	3,770 sqm
Change in floorspace (+/-)	+3770 sqm
Number of jobs created/lost	*
Existing parking spaces	554 spaces to be provided as part of the phase 1 approved and implemented car park. 3 further blue badge spaces and 12 cycle storage spaces.

CONSULTATION RESPONSES

Berks, Bucks and Oxon Wildlife Trust	No comments received
Royal Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No comments received
SEE Power Distribution	No comments received
Thames Water	No objection
WBC Biodiversity	No comments received
WBC Drainage	No objection
WBC Environmental Health	No objection
WBC Highways	No objection
WBC Tree & Landscape	No objection
WBC Public Rights of Way	PROW not affected
Highways England	No objection

REPRESENTATIONS

Town/Parish Council: No comments received

Local Members: No comments received

Neighbours: No comments received

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	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)
	CP14	Growth and Renaissance of Wokingham Town Centre
	CP15	Employment Development
	CP16	Science Park
	CP19	South of M4 Strategic Development Location
Appendix 7		Additional Guidance for the Development of Strategic Development Locations
Adopted Managing Development Delivery Local Plan 2014	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

	TB12	Employment Skills Plan
	TB13	Science and Innovation Park
	TB15	Major Town, and Small Town/District Centre Development
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
Shinfield Parish 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 11	Commercial Development
	Policy 12	Broadband Provision
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide
		South of M4 Strategic Development Location Supplementary Planning Document (October 2011) Wokingham Borough Design Supplementary Planning Document (2012)
		Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

		The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy.

PLANNING ISSUES

The site

1. The application site is situated to the south of the M4 motorway, between junctions 10 and 11. The village of Shinfield is located approximately 0.5km to the south west. The north of the site is bounded by the M4 motorway and the south east of the site by Cutbush Lane. The application site is mostly open arable farmland. There are a significant number of mature trees to the boundaries of the site and a few significant trees that lie within the site overarching phase one boundary although none of these would be affected by the current proposal.
2. The main access to the site will be via the new Shinfield Eastern Relief Road to the west of the site, which is fully open.
3. Cutbush House, a former farmhouse of 16th century origin, and its adjoining former barn (now converted to domestic use and known as Badger Cottage) are Grade II listed buildings, located on the same side of Cutbush Lane as the application site. These properties are bounded on three sides by the application site.
4. The application site for this phase of the development covers an area of approximately 0.5ha of the 19.2 ha covered by the original outline approval. The site is wholly under the applicant's ownership, having previously been part of its horticultural research unit.
5. Since the approval of 152330 for the Gateway Building, the building has been erected on site and at the time of writing, is almost ready for the first users. In addition to this, 162841 was approved for a building to serve as a new cancer treatment facility and building work to deliver this is well advanced.

The Principle of the Development and the Outline Planning Permission

6. A Science and Innovation Park is a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. In most instances, Science Parks are associated with a centre of technology such as a university or research institute; in this case it is linked to the University of Reading (the applicant). It is anticipated that the Thames Valley Science and Innovation Park will deliver 55,000sqm of employment floorspace by 2026. The Thames Valley Science Park (TVSP) is expressly promoted by Wokingham's current Development Plan Policies – Core Strategy Policies CP16 and CP19, Wokingham's Managing Development Delivery Document Policies TB13 and SAL07 and the South of M4 Strategic Development Location (SDL) Supplementary Planning Document (SPD). It will deliver substantial public benefit both locally and for the wider region.

7. Locally the TVSP would enhance Wokingham Borough's employment base and would offer opportunities for the Borough's resident highly skilled and knowledgeable workforce. The TVSP is also integral to the sustainable development of the South of the M4 Strategic Development Location; which in its entirety will become a place where people can choose to live, work, shop and go to school in very close proximity, and can use alternatives to the car to get around. More widely the TVSP will play a key role in driving the region's knowledge economy, taking advantage of its location close to London and Heathrow and access to a first class regional transport infrastructure. The provision would facilitate the expansion and diversification of the University of Reading as a promoter of research and development in collaboration with the commercial sector. The TVSP will deliver a high quality, flagship development within the Wokingham Borough, at the heart of the Thames Valley that will encourage inward investment and a new commercial offering to the knowledge-economy markets in London, the Thames Valley and the South East. Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD and identifies the area for the Science Park. The development site is within these limits. 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
8. Wokingham Borough Council granted outline planning permission for phase 1 of the Science and Innovation Park (18,850 sqm of floorspace) and full planning permission for the construction of the access road and M4 overbridge on 27th May 2010 (planning application reference O/2009/1027). Under the outline element of the planning permission, all matters except access for the Science and Innovation Park were reserved. Condition 3 of the permission limits development on the site to research and development, laboratories and high tech uses plus ancillary development only so as not to undermine its key purpose for the promotion of research and development. The LPA's resolution to approve the outline planning permission formally establishes the principal of the development (i.e. the use and quantum) on this Site and the detailed matter of access from the Eastern Relief Road – matters which are not for reconsideration here.
9. The access road and M4 overbridge of planning permission O/2009/1027 comprised the northern part (phase 1) of the Shinfield Eastern Relief Road. Since the approval of the outline scheme, the Eastern Relief Road has been delivered as one phase and the road is fully open from the Black Boy Roundabout to the Arborfield Road.
10. Outline planning permission was also granted for phase 2 of the Science Park under planning approval 163609. This was for the remaining allocated site area for 57,110m² of research and development and innovation floor space (with occupancy restricted by a Gateway policy).
11. The Outline Planning Permission for the Phase 1 of the Science Park itself set out the parameters for the development of the Reserved Matters planning applications. In particular, it tied the development to the 'First Phase Parameter Plan' (Drawing TP102). It also included illustrative masterplans of how it was envisaged, at that time, that the development across the whole Science Park would be designed. Whilst the reserved matters for the cancer treatment facility were brought forward in advance of Building 2, this did not prejudice the current application in anyway.

Proposed Reserved Matters Development

12. Reserved Matters planning permission is now sought for the construction of Building 2 and all associated landscaping and ancillary works. In accordance with condition 2 of the outline consent, the application presents detailed matters of appearance, landscaping, layout and scale for the Local Planning Authority's consideration. Detailed drawings are included at the appendix of this report.
13. This application for Building 2 comprises of 3770sqm building that would link onto the Gateway Building. The building will be located to the north of the main entrance of the Science Park. As with the Gateway Building, this will provide multi tenanted flexible accommodation with specialist laboratory facilities, offices and support.
14. The proposal is for a new building which has three floors. Two of these serve as the principal function for laboratory and linked office accommodation and a further subservient floor for ancillary services such as IT servers / machinery to serve the operation of the building. For the architectural detailing of the exterior of the building, a combination of corten steel cladding, anodised aluminium rainscreen cladding and curtain wall glazing is proposed. This echoes the design principles established by the main Gateway Building.

Layout

15. The building will provide laboratory, office and support space in accordance with the principle of development established by the outline application. The proposed siting of the building, together with the associated landscaping, reflects the indicative layout previously agreed which will allow the initial establishment of a campus-style layout whilst retaining a unique character separated from nearby settlements and visible from the M4. The proposed site arrangement therefore develops and responds to the key parameters established under the outline planning permission and acknowledges the overall future context and vision.
16. Building 2 wraps along the north eastern flank of the Eastern Relief Road. From the delivery of the road, there has been significant landscaping including bunds to soften the impact of the road and this would partially help screen the development from the road. The building would link onto the Gateway Building and effectively form a 'L' shaped building when delivered, framing this from the Eastern Relief Road and main entrance of the site. As the site slopes gently from the north to the south, there would be an element of cut and fill to accommodate the building. This however would allow the building to integrate with the landscape and the screening arising from the element of cut would reduce the impact associated with the additional bulk of the building.
17. To support the building, car parking has been approved for the Gateway Building to the north of the building which has been implemented. Further blue badge bays are provided immediately adjacent to the building together with cycle storage. A central landscaped boulevard was approved for the Gateway Building which would provide pedestrian links to the wider Science Park as this is brought forward.
18. Servicing for the building is well considered and accessed at the north of the building between this and the main car park.

19. The separation of car parks, service roads and pedestrian areas as previously approved provides clear wayfinding and the layout of the building and external landscaping is considered to link in well with these.

Scale

20. The site massing principles are set from the original indicative master plan and parameter plan attached to the outline planning approval. This illustrated three and two storey development zones together with target datum levels.
21. The proposed building has an overall building height of 11m to achieve the necessary internal space standards required for the facility. Beyond this co-ordinated flues, necessary to serve the functionality of the laboratory spaces within the building, extend beyond the overall building height in line with legislative practice.
22. Given the fall of the land, a plateau for the phase 1 buildings of the Science Park would be created at +57.8 AOD through cut and fill processes. The building will therefore achieve a top of roof level of +68.6 AOD. Whilst this is marginally above the approved parameters for this building which were 68 AOD, the additional 60cm in height is required for service facilities in the roofspace such as IT servers and allow maintenance to these. The increase above the approved parameters represents just 60cm and this would not be discernible when taken in context with the wider development and would not have a significant landscape impact.
23. Given the marginal increase in height, limited landscape impact, this is not considered to be materially harmful to the character of the area / neighbouring amenity. In any event, the public benefits that would be delivered by the Science Park would outweigh any significant harm.

Appearance

24. The design of the building follows on from that established by the Gateway Building. In order to break up the massing and width of the building, corten steel cladding has been used together with glazed panels. This is staggered across both the front and rear elevation. The corten steel is a high quality material which oxidises over time and will change in terms of colour texture. This provides a natural style of appearance for the building and helps it to integrate within the landscape. This high quality design approach is welcomed will give the Science Park a distinctive design and will allow the new building to incorporate into the design of the Gateway Building.
25. The development will therefore deliver a positive presence on the M4 corridor and within the developing South of M4 Strategic Development Location.

Landscaping, Trees and Visual Character

26. Policy TB21 of the MDD (*Landscape Character*) requires that proposals shall retain or enhance the condition, character and features that contribute to the landscape and policy TB23 of the MDD (*Biodiversity and Development*) requires that schemes demonstrate measures to enhance biodiversity. Policy 6 of Shinfield Parish Plan 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. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity.

27. Although the landscaping put forward by the current reserved matters application is limited, it is important to consider this in context with the wider landscape strategy approved for the Gateway Building. A strong landscaping buffer to the Eastern Relief Road has been delivered which provides a good buffer between the building and the road. The early implementation of this will help reduce the impact of the siting of the building and help into integrate into the landscape. The reserved matters for the Gateway Building also delivers significant landscaped garden areas and open space which will positively contribute to the campus feel of the Science Park. In addition this will deliver ecological benefits. Taken as a whole, the landscape strategy will positively benefit the setting of the Science Park and reduce the harm of Building 2.

Levels and Surplus Fill

28. Given the fall of the land, a plateau for the phase 1 buildings of the Science Park would be created at +57.8 AOD through cut and fill processes. Proposed levels drawings have been submitted for Phase 1A, with an overview of the whole site. Sections through the site have also been provided. These plans give a clear indication of how the proposed levels will work across the site. WBC's Landscape Officer has reviewed the details and is satisfied with those in as far as they relate to this reserved matters application.
29. It is anticipated that the works to create the Gateway Phase 1A development will generate a net surplus of approximately 5,000 cubic metres of fill material. It is the applicant's current intention to retain this material in anticipation of its reuse and incorporation within the permanent works for future phases of the development. This would avoid the potentially significant need for both import of material during future phases and off-site disposal during the gateway phase. It is suggested that the surplus material could be placed in the area located immediately to the north-west of the application boundary and sympathetically re-profiled to minimise visual intrusion upon the surrounding landscape. It is further suggested that details of the re-profiling and method for protecting this material during the period pending the construction of the future development phases would will be designed in light of the final volume of material achieved is controlled by a condition which has been agreed.

Existing Trees

30. All existing trees and hedgerows will be retained on the site and have been considered as part of our proposals. This phase of the building is sited well away from any existing mature trees and as such there would be no significant harm.

Access / Highways

Access

31. The outline planning permission for The Science Park established the access to the site and was accompanied with a full Transport Assessment. This included modelling the 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.

32. 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.
33. Vehicular access into the application site is from be off of the Eastern Relief Road via a roundabout that has been delivered. Within the site itself there is an access road leading to the car park which wraps around the Gateway Building. Pathways for Building Two are generally fully segregated from vehicular routes and the building will also be accessed by the central plaza that has been delivered for the Gateway Building.
34. Bus access to the site will be via the Eastern Relief Road. A bus stop located on the main access road fronting the Gateway Building was agreed through the approval of the reserved matters for this phase. The applicant has submitted a travel plan which has been agreed by Highways Officers to encourage sustainable transport.
35. A new bus service is being introduced in a phased manner which will eventually operate along the A327 and A33 corridors between Reading and the development areas to the south of the M4 motorway. The bus service commenced in September 2016 as the Leopard 10 bus service operated by Reading Buses.
36. A separate shuttle bus service (branded as the 10a service) is currently operating between Reading town centre and TVSP Shinfield site, calling at the UoR Whiteknights Campus, in anticipation for first occupations of the Science Park. This service will eventually merge with the wider Leopard 10 service to serve both the South of M4 SDL sites and TVSP Shinfield.
37. The bus service is being delivered as part of the wider South of M4 Public Transport Strategy, providing bus services to serve both the needs of TVSP as well as the strategic residential development taking place within the South of M4 SDL. The funding for such a bus service has therefore been secured through S106 contributions from all relevant developments in the area.
38. These bus services will eventually provide a 30-minute frequent service to the Science Park (and wider South of M4 SDL) before serving key destinations in the area including the University's Whiteknights Campus, the MereOak Park & Ride facility as well as Reading town centre and railway station. The Science Park is also within 800m of other bus routes operating within Shinfield which also provide frequent services to Reading and Wokingham, including the existing 'Leopard' service operated by Reading Buses. The two services combined provide an equivalent service of a bus every 12 minutes.
39. Overall the travel plan and South of M4 Bus Strategy will provide good public transport links to the site offering suitable alternatives to the private motor vehicles.

Car, Motorcycle and Cycle Parking

40. In terms of car parking, this has been agreed by reserved matters application 162818 for phase 1 with a total of 554 spaces approved and this has been implemented. As such the parking has been agreed for this building. The proposal does however provide a further 3 disabled spaces, and 12 cycle stores. Highways have assessed this provision and they raise no objections subject to conditions 7 and 8.
41. As the main car park is being delivered in a phased approach (to date 287 spaces have been delivered), in order to secure suitable parking for Building 2, the Gateway Building and the Cancer Treatment Building, two temporary car parks are proposed by this application. This secures the ratio of parking of one space per 33 sqm that has been previously approved for the other phases. This is considered an acceptable approach and addresses any potential shortfall in parking that can occur during the early phases of the building. A condition is attached seeking removal upon completion of the main parking area. The location of the car parks is acceptable and they are in close proximity of the buildings that they would serve.

Servicing

42. Servicing for the Building 2 will be predominantly from the rear of the building. Service vehicle parking will be screened by the bund that has been delivered by the ERR and as such there would be no significant harm on the landscape associated with delivery lorries or activities within this area.

Construction Management

43. The S106 of the outline consent requires the developer to submit to the Council, prior to commencement of development, a Construction Management Plan and Routing Agreement proposing the routes and access arrangements for construction traffic visiting the site. The S106 specifically sets out that Cutbush Lane shall not be used for construction access at any time. Construction Management and Construction vehicle Routing therefore will be dealt with under the provisions of the S106 and do not fall for consideration under this Reserved Matters application.

Drainage, Flood Risk and the Water Environment

44. Policy CC10 (Sustainable Drainage) states that all development proposals must ensure surface water arising from the proposed development is managed in a sustainable manner. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles. In respect of this, a Drainage Strategy has been submitted with the application for this purpose.
45. The attenuation is to be primarily provided through the use of a dry pond adjacent to the main entrance of the site (i.e. a basin that is designed to attenuate water and then drain this volume of water at a controlled runoff rate until the pond is dry). The attenuation volume in the pond has been designed to accommodate the volume of water that would be received with a 1 in 100-year rainfall event (including a 20% increase to peak rainfall intensity to allow for climate change).

46. Surface water runoff from the site and surrounds is currently conveyed to existing drainage channels. This network of drainage channels then convey the surface water runoff to discharge to the River Loddon. The development of the site retains this discharge arrangement for surface waters, and includes the pond to provide the required attenuation volume for restricting the runoff rate and volume. There would be a controlled release from the pond, with this connecting via a headwall to a linear swale that is included next to the access link down to Cutbush Lane. This linear swale runs parallel to an existing ditch, but is a new feature to offer the required conveyance eastwards from the pond and also to collect surface water run-off from the access link. There will be a second control structure and further attenuation in the form of a shallow pond / attenuation basin included at the eastern end of the swale, immediately prior to the release from the site to the drainage channel adjacent to Cutbush Lane. The first control structure (from the main pond to the pipe and swale) and the second control structure (from the swale and shallow pond to the drainage channel) will ensure that the surface water runoff rate and volume is regulated, offering betterment to the existing situation.
47. Wokingham's Flood Risk Manager has reviewed the drainage strategy and are satisfied with the details.
48. The drainage system will remain in private ownership and its operation and maintenance will be the responsibility of the applicant. WBC will however likely seek to designate the pond as a Flood Defence Structure as part of its duties under the Floods and Water Management Act. This process will fall outside of the planning application.

Heritage assets

Listed Buildings, historic parks and gardens, scheduled ancient monuments and conservation areas

49. 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.
50. It was established at the outline application stage that the TVSP, subject to the parameters approved at that time and brought forward here, would not have a detrimental impact upon the listed Cutbush House and Badger Cottage and their settings. The Gateway Building is located well away and as it extends onto the rear of this, there would be no significant harm.
51. There are no other listed buildings, historic parks and gardens, scheduled ancient monuments or conservation areas within the vicinity of the site that would be materially affected by the development.

Archaeology

52. Condition 20 of the outline planning permission requires that no development shall take place within the site other than in accordance with a detailed programme of archaeological work which has first been submitted to and approved in writing by the LPA. In this regard the application submissions are inclusive of a Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation. Having reviewed that submission, Berkshire Archaeology are satisfied that it sets out an appropriate

initial scheme of archaeological work for Phase 1 of the proposed TVSP. Depending on the results of the initial work, further phases of work may be required for the area to safeguard the potential archaeological interest. Wokingham Officers accept the findings of the assessment and Berkshire Archaeology's expert advice on this matter. The submissions are sufficient to satisfy the submission requirements of condition 20 of the outline planning permission.

Neighbouring Amenity

53. Policy CP1 of the Core Strategy states that development should: 'Avoid areas where pollution (including noise) may impact the amenity of future occupiers' and policy CC06 of the MDD states that 'Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors'. Core Strategy Policy CP3 identifies that developments should be of an appropriate scale of activity, mass, layout, built form, height, materials and character and that they should avoid 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.

Use

54. The development would not be introducing of a use or uses inappropriate to this location. The use has already been established as acceptable under the determination of the outline planning permission.

Noise Impact

55. Condition 19 of the outline permission requires the submission (for written approval) of a scheme which "specifies the provisions to be made for the control of noise emanating from the access road and built development and the approved scheme shall be fully implemented prior to the occupation of the building(s)".
56. The application is accompanied by an Acoustic Report that evidences that noise breakout from the new building, including from roof plant, will not create a high noise impact at noise sensitive receptors in the area. The submitted Acoustic Report is therefore sufficient. In any event, recommended condition 10 (noise from plant etc.) will further safeguard neighbouring properties in this regard. Noise mitigation in respect to the Eastern Relief Road (the 'access road') has already been agreed and will be implemented pursuant to the requirements of planning permission VAR/2014/2133.

Outlook and Privacy

57. The development is sufficiently distant from all neighbouring properties such that it would not introduce unacceptable relationships of overlooking and loss of outlook, daylight or sunlight. Whilst the building would be marginally higher than the outline parameter plans (60cm higher), the level of separation to the new dwellings that are being delivered at Cutbush Lane is in excess of 60m. This falls well within the Borough Design Guidance threshold of 15m front to front separation for a building of this height. The location of the building and relationship with the Gateway Building means that there would be no significant harm to these residents or any other surrounding dwellings in the area.

Impacts During Construction

58. Noise, disturbance and inconvenience during the construction period can be minimised as far as is reasonable through good practice and through the existing conditions and S106 obligations attached to the outline planning permission - including conditions 18 and 19 restricting hours of construction work and requiring provision of measures for the control of dust and emissions respectively and Schedule 2 of the S106 requiring the operation of a Construction Management Plan and Construction Vehicle Routing Agreement. No further mitigation is considered necessary.

Amenity Conclusions

59. For the reasons set out above, in terms of its impact upon neighbouring residential amenity the development need not fail against the relevant policies of the Development Plan; namely Core Strategy Policies CP1 and CP3 and policy CC06 of the MDD DPD.

Land Contamination

60. A geotechnical and ground contamination assessment of the Site has been undertaken and submitted to support the application and discharge the requirements of condition 21 of the outline permission. The assessment evidences that, subject to a ground gas risk assessment, the site is suitable for the proposed development with no remedial actions being required other than strict adherence to standard UK construction practice and guidance. Officers accept this conclusion.

61. A ground gas risk assessment has also now been undertaken and submitted. The ground gas risk assessment identifies the site as low risk and, in that context, identifies appropriate protection measures. Subject to the implementation of those protection measures, WBC have no reason to suggest that ground gas will pose an unacceptable risk to the future operations of the building, users of the site and/or adjacent land.

62. In the circumstances officers are satisfied that a thorough investigation and assessment has been undertaken to identify the potential for contamination at the site, and that the mitigation measures identified are appropriate. The submissions therefore satisfy the initial submission requirements of condition 21 of the outline permission. As per the second part of condition 21, a validation report will be required in due course. In addition, a further precautionary condition is recommended to deal with the situation should any currently unidentified contamination be detected at any point during the construction period. This follows advice from WBC's Environmental Health Officer.

Sustainable Design and Construction

63. Core Strategy policy CP1 requires development to contribute towards the goal of achieving zero carbon developments by including on-site renewable energy generation and minimising energy and water consumption. The Managing Development Delivery (MDD) document Policy CC04 requires all non-residential developments of over 100sqm to achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements. MDD policy CC05 (Renewable Energy) requires that non-residential schemes of over 1000m² gross floorspace should provide for a minimum 10% reduction in carbon emissions through on-site renewable energy or low carbon sources. Renewable energy can be used as part of reaching the BREEAM requirements.

64. Through minimising excessive energy usage within the building (heat loss / gain via the external fabric of the building) and maximising the use of efficient technology (e.g. LED Lighting, high efficient boilers / chillers, automatic ventilation control systems) it is anticipated that a 20% betterment against the current Part L2A Building Regulations assessment will be achieved.
65. The options identified to satisfy the carbon reduction target via LZC technology for the Building 2 would be either through the installation of photovoltaic (PV) panels onto the roof, or through connection to a central energy centre providing low carbon heat to some or all of the phase 1 buildings, or through a combination of these two options.
66. The final choice of technology will be made at a later date, and these are required to be submitted prior to the final reserved matters application for this site. The option of the centralised energy centre can only be established as viable once the full energy profile of Phase 1 has been determined. If the energy centre is created for a phase 1 load profile based on a single building energy profile (i.e. the Gateway Building), this may result in an inefficient technology being adopted and may not achieve the necessary carbon reductions for the whole phase. Similarly, the installation of PV on the building from the outset will have consequences for the overall phase 1 energy profile and could therefore influence the viability of the energy centre.
67. The installation of PV onto the building can be undertaken retrospectively. The building will also be designed to accommodate the future provision for a district heating system via a centralised Phase 1 Energy Centre. Provision will be made within the building to accommodate pipework and plant room space within the building. In this way the optimum design solution for reducing carbon emissions across the whole of phase 1 can be delivered. A condition is recommended to ensure that prior to the submission of the final reserved matters application a carbon reduction scheme for the Gateway Building will be submitted for written approval and thereafter implemented.

Environmental Impact Assessment

68. The principal decision for the development was granted under outline application O/2009/1027. The development was Environmental Impact Assessment (EIA) development for the purposes of the EIA Regulations and the application was accompanied by an Environmental Statement – the content of which was given full consideration at the time of the principal decision.
69. The Reserved Matters application for the construction of the Building 2 of phase one will be an ‘implementing application’. The Local Planning Authority are not currently in possession of any evidence or information that the development will likely have significant effects on the environment that were not identified and assessed at the time of the determination of the principal decision. As the reserved matters application is within the parameters assessed at the outline stage, there is no further requirement for EIA

CONCLUSION

The development accords with adopted development plan policies and Shinfield Parish Neighbourhood Plan and there are no material considerations of sufficient weight to dictate that the application should nevertheless be refused. This is a sustainable development that offers substantial public benefit in helping Wokingham Borough Council meet its development plan aspirations.

Officers therefore recommend that the application is approved, subject to the conditions listed above.

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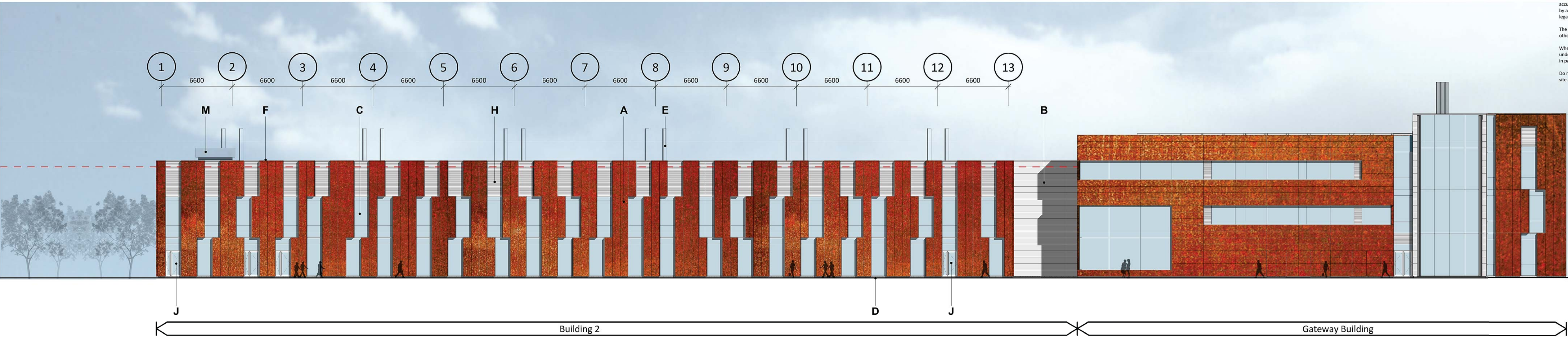
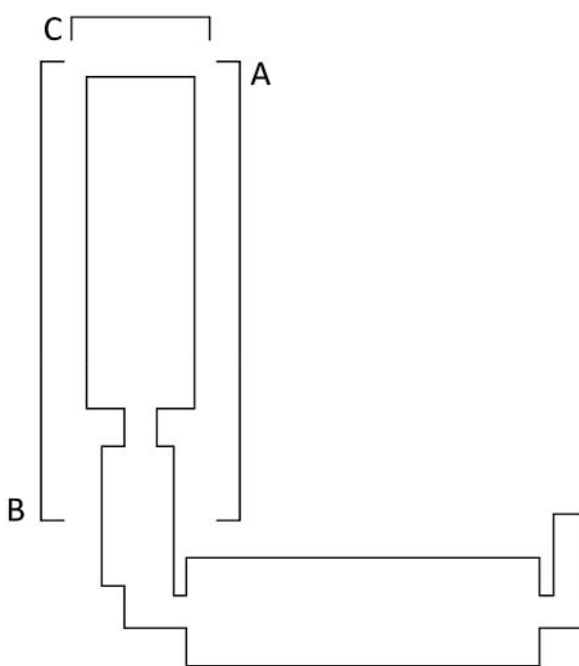
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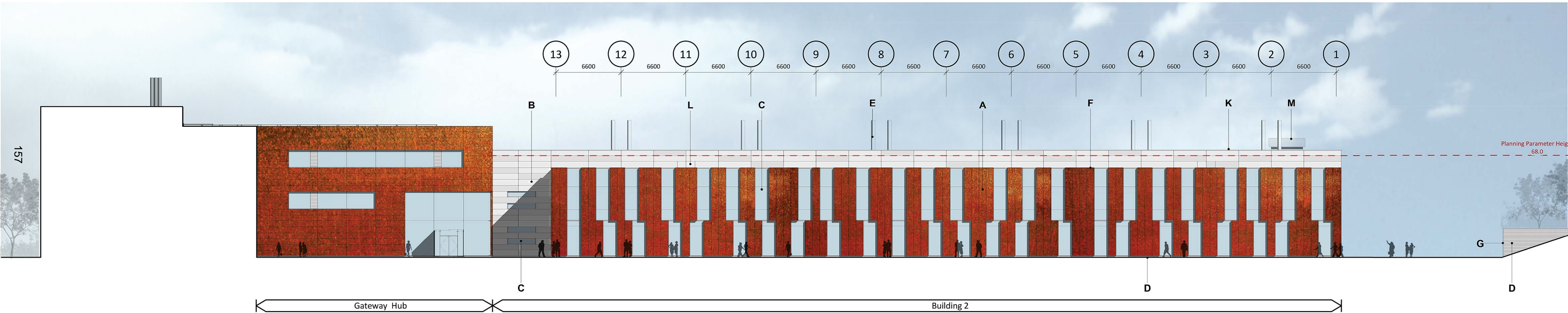
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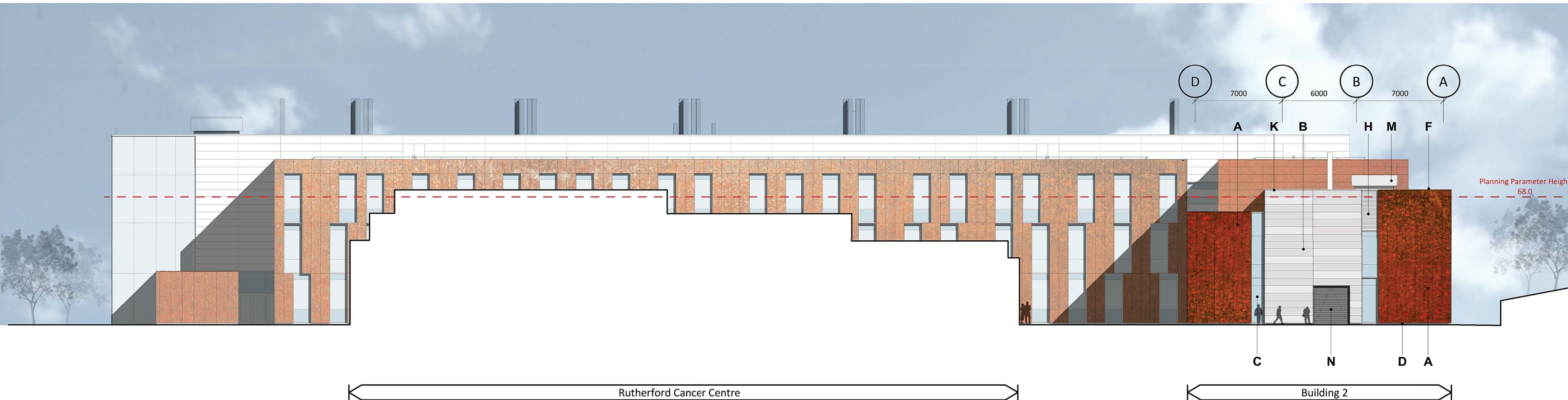
Elevation A - South

1 : 200



Elevation B - North

1 : 200



Elevation C - West

1 : 200

NOTES:

- A COR-TEN WEATHERING STEEL vertical rainscreen panels secret fixed on carrier system and insulated Karrier panel. Cor-ten steel to window reveals, soffits and cills
- B ANODISED ALUMINIUM horizontal rainscreen panels secret fixed on carrier system and insulated Karrier panel. Panels to be Matt finish. Anodized aluminium to window reveals, soffits and cills
- C Double glazed anodised aluminium curtain walling system with capped perimeter and silicone joint intermediate transoms/ mullions. GL indicates glazed lookalike ceramic panel to inner pane
- D Facing brickwork with dark grey mortar
- E Stainless steel flues on CHS structural support
- F Corten steel parapet capping
- G Louvred steel doors to sub-station and refuse store
- H Anodised aluminium louvre panels integrated into curtain walling system
- J Glazed door integrated into curtain walling system
- K Anodised aluminium parapet capping
- L Proprietary steel door with anodised aluminium overpanels to match note B
- M Stainless steel panel to lift over-run pod with PPC aluminium panel recessed back from stainless steel face of lift over-run pod
- N PPC Insulated steel roller shutter

Revision	Date	Drawn by	Checked by
P2	02/10/17	AAI	PSW
Updated in line with VE redesign			
Revision	Date	Drawn by	Checked by
P1	24/07/17	AAI	PSW
First issue			

Amendment

Purpose of Issue

Preliminary

Project

University of Reading

Thames Valley Science Park - Building 02

Reading

Drawing

GA Elevations

Drawing No.						
Project ID	Originator	Zone	Level	Type	Role	Number
TVSPB2	- RYD	- 00	- ZZ	- DR	- A	- 3601
<hr/>						
Ryder Project No.	Scale at A1	Drawn By		Status	Revision	
2814-02	As indicated	AAI		S2	P2	

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Ryder

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KEY

HARDWORKS

- Site Boundary
- Main Entrance Location
- Service Access Location
- Tarmacadam Surface
- Concrete Paving (small units)
- Concrete Paving (large units)
- Concrete Squares with CorTen edging
- Contrasting Coloured Concrete Platform (Civic Place)

Porous Resin Bound Gravel

Self-binding Gravel

Timber Platform (Cutbush Walk)

FURNITURE

- Raised Podia with Seating Edge
- Seating
- CorTen Feature Retaining wall / Raised Edge to planter
- Cafe Tables / Seating Number tbc
- CorTen Tree Grilles
- Covered Timber Cycle Shelter (including cycle racks) on galvanized steel frame with corrugated steel roof
- Motorcycle Stands
- Totem sign

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SOFTWORKS

- Feature Ornamental Grass Strips / Blocks
- Naturalistic Ornamental Grasses and Perennials
- Blocks of shrub planting
- Bulb Planting
- Amenity Grass Seeding
- Wildflower planting
- Lowland Meadow Seed Mix
- Water Loving Plants inc. Gravel
- Reeds
- Swales (within car park)
- Grass Reinforcement
- Scrub Structure Mix
- Woodland Structure Planting
- Feature Trees Tilia cordata 'Green Spire'
- Feature Trees Betula utilis var. jacquemontii
- Feature Trees Prunus 'Cherry Trees'
- Feature Trees Carpinus betulus 'Fastigiata'
- Feature Trees Carpinus betulus pyramidalis
- Feature Trees Amelanchier canadensis (in planters)
- Feature Trees Mix of Betula pendula, Alnus glutinosa, Pinus sylvestris
- Existing Trees/Vegetation to be Retained and Protected
- Water Rill, pools, cascade and attenuation pond
- Dry water pond

Revision	Rev	Drawn	Chk'd	Date
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oobe

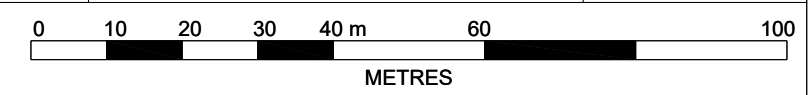
Unit 12, Canonbury Business Centre
190a New North Road
London
N1 7BJ
Tel: +44(0) 20 3479 2649

Client University of Reading
Project Thames Valley Science Park

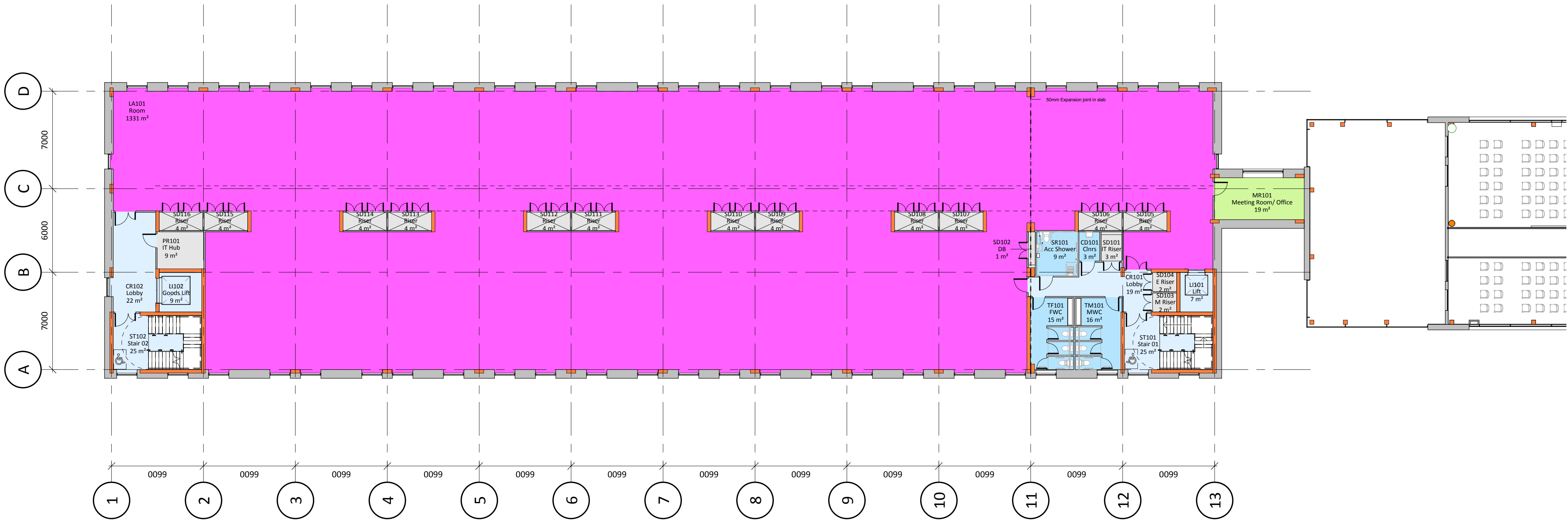
Title Illustrative Masterplan

Dwg. No. UOR1174.IM.001 Scale 1:1000 @ A1
Revision 13 Date July 2016

OUTLINE PLANNING



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Revision	Date	Drawn By	Checked by
P6	12/10/17	AAI	PSw
Amended in line with Client comments 11/10/17.			
Revision	Date	Drawn By	Checked by
P5	06/10/17	AAI	PSw
Amended in line with consultant comments.			
Revision	Date	Drawn By	Checked by
P4	28/09/17	AAI	PSw
Updated in line with VE redesign			
Revision	Date	Drawn By	Checked by
P3	16/08/17	AAI	PSw
Room names updated in line with University protocols			
Revision	Date	Drawn By	Checked by
P2	27/07/17	AAI	PSw
Amended in line with Client comments 26/07/17.			
Revision	Date	Drawn By	Checked by
P1	24/07/17	AAI	PSw
First Issue			

Amendment

Purpose of Issue

Preliminary

Project

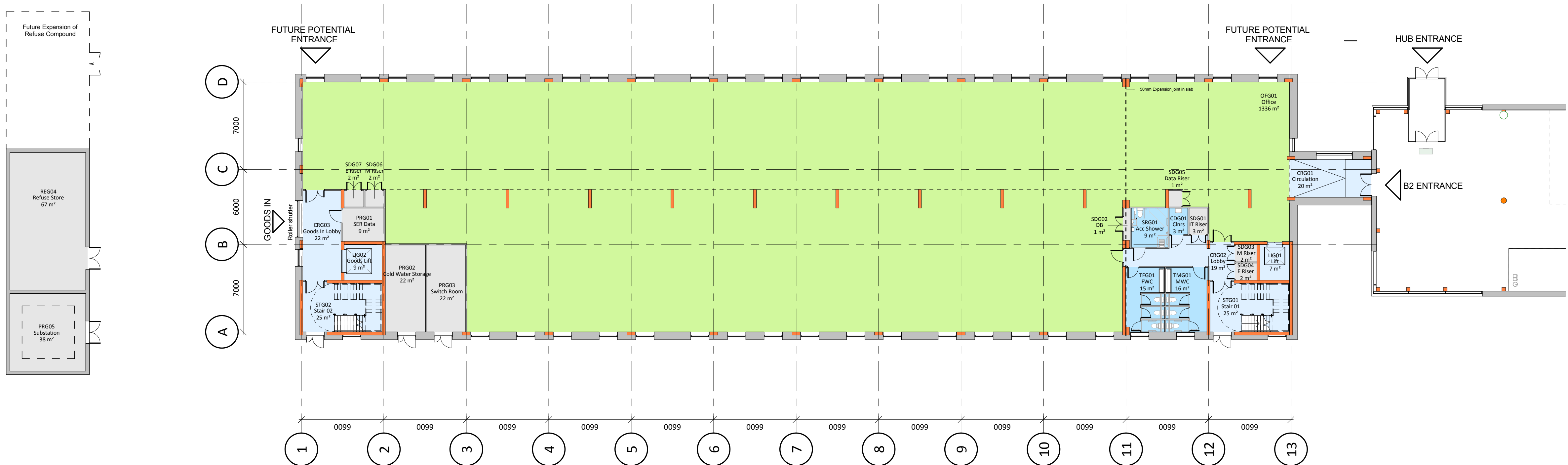
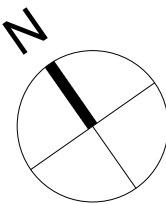
University of Reading
Thames Valley Science Park - Building 02
Reading

Drawing

Proposed First Floor GA Plan

Drawing No.	Originator	Zone	Level	Type	Role	Number
Project ID	-	RYD	- 00 - 01 - DR -	A	-	3001
TVSPB2	-	RYD	- 00 - 01 - DR -	A	-	3001
Ryder Project No.	Scale at A1	Drawn By	Status	Revision		
2814-02	1 : 200	AAI	S1	P6		

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P7	Date 16/10/17	Drawn by AAI	Checked by PSW
Areas amended.			
P6	Date 12/10/17	Drawn by AAI	Checked by PSW
Amended in line with Client comments 11/10/17.			
P5	Date 06/10/17	Drawn by AAI	Checked by PSW
Amended in line with consultant comments.			
P4	Date 28/09/17	Drawn by AAI	Checked by PSW
Updated in line with VE redesign			
P3	Date 16/08/17	Drawn by AAI	Checked by PSW
Room names updated in line with University protocols			
P2	Date 27/07/17	Drawn by AAI	Checked by PSW
Amended in line with Client comments 26/07/17.			
P1	Date 24/07/17	Drawn by AAI	Checked by PSW

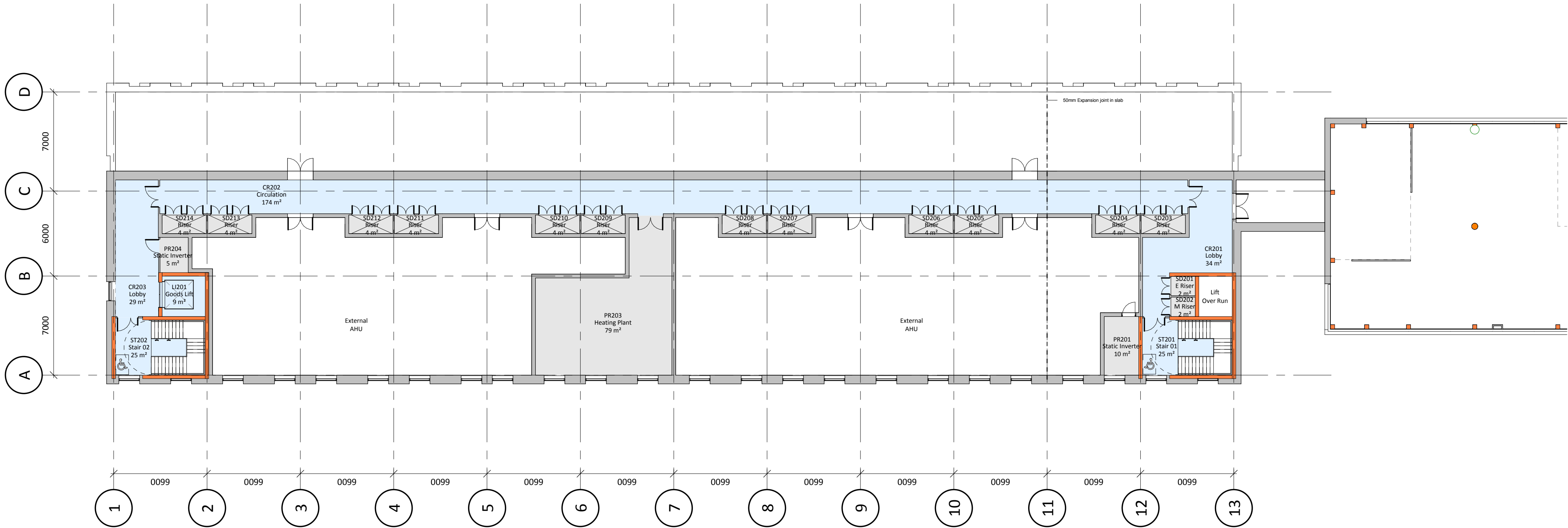
Purpose of Issue
Preliminary

Project
University of Reading
Thames Valley Science Park - Building 02
Reading

Drawing
Proposed Ground Floor GA Plan

Drawing No.						
Project ID	Originator	Zone	Level	Type	Role	Number
TVSPB2	- RYD	- 00	- 00	- DR	- A	- 3000
Ryder Project No.	Scale at A1	Drawn By	Status	Revision		
2814-02	1 : 200	AAI	S1	P7		

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Revision	Date	Drawn by	Checked by
P7	16/10/17	AAI	PSw
PR201 amended to suit blade wall.			
Revision	Date	Drawn by	Checked by
P6	12/10/17	AAI	PSw
Amended in line with Client comments 11/10/17.			
Revision	Date	Drawn by	Checked by
P5	06/10/17	AAI	PSw
Amended in line with consultant comments.			
Revision	Date	Drawn by	Checked by
P4	28/09/17	AAI	PSw
Updated in line with VE redesign			
Revision	Date	Drawn by	Checked by
P3	16/08/17	AAI	PSw
Room names updated in line with University protocols			
Revision	Date	Drawn by	Checked by
P2	27/07/17	AAI	PSw
Amended in line with Client comments 26/07/17.			
Revision	Date	Drawn by	Checked by
P1	24/07/17	AAI	PSw

Amendment

Purpose of issue

Preliminary

Project

University of Reading
Thames Valley Science Park - Building 02
Reading

Drawing

Proposed Second Floor Roof GA Plan

Drawing No.	Originator	Zone	Level	Type	Role	Number
Project ID	-	RYD	- 00 - 02 - DR -	A	- 3002	
TVSPB2	-	RYD	- 00 - 02 - DR -	A	- 3002	
Ryder Project No.	Scale at A1	Drawn By	Status	Revision		
2814-02	1 : 200	AAI	S1	P7		

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KEY
HARDWORKS

Site boundary

Tarmacadam Surface

Slate Gravel

Concrete paving

FURNITURE

Bins

Cycle Stand
Stainless Steel Cycle Stand (or similar approved) Grade 316 stainless steel

FENCING

1.1m Timber Post and Rail fence

0.4m Timber Knee Rail
Pressure treated timber with metal fixings
Rails: 100x100mm Posts: 140x100mm
Colour: Black

SOFTWORKS

Root Barriers

Feature ornamental grass strips

Ornamental grasses

Shrubs

Low maintenance prairie style planting with bulbs

Amenity grass turf

Proposed trees
Carpinus betulus 'Frans Fontaine'

Wildflower planting

Updated red lines as instructed

Updated landscape to include temporary car park

Updated landscape to suit new building layout

Updated landscape to suit new building layout

08

KJ

ST

11/12/17

07

KJ

ST

10/12/17

06

KJ

ST

10/12/17

05

KJ

ST

10/12/17

Revision	Rev	Drawn	CHK'd	Date

oobe

E1 Studios, Unit 405,
3-15 Whitechapel Road
London, E1 1DU
Tel: 020 3479 2649

Client

University of Reading

Project

TVSP Plot 2

Title

General Arrangement Overview

Dwg No.

RYD1306.GA.100

Scale

1:500 @ A1

Revision

08

Date

July 2017

STAGE 2

n

5

10

15

20 m

30 m

50 m

METRES

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ITEM NO:

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
171737	Ext	Shinfield	Shinfield South	N/A Major Development

Applicant Taylor Wimpey and Barton Wilmore

Location Land at Parklands, Basingstoke Road, Three Mile Cross, Wokingham **Postcode** RG71AP

Proposal Hybrid Planning Application Outline application (all matters reserved only access to be considered) for up to 55 dwellings (Use Class C3) and all associated parking, landscape and access.

Full planning application for 1.56 hectares of Suitable Alternative Natural Greenspace (SANG).

Type Major
PS Category 7
Officer Kayleigh Mansfield

FOR CONSIDERATION BY Planning Committee
REPORT PREPARED BY Delivery Programme Director

SUMMARY

The application site is located to the East of Basingstoke Road between the settlement boundaries of Spencers Wood and Three Mile Cross.

The site forms part of the South of the M4 Strategic Development Location (SDL). However the site is not an allocated housing site as identified within the Core Strategy South of the M4 Supplementary Planning Document (South M4 SPD). However this does not preclude a site from development provided it can be demonstrated that it is sustainable and impacts can be mitigated adequately. An example of this can be seen at Keeppatch Beech development in Wokingham.

Basingstoke Road bounds the site to the west and a Public Right of Way (Footpath 20) and May's Farm SANG bounds the site to the east.

Three separate development parcels make up the site. Two residential parcels located to the North and South of the site, and the proposed SANG bisecting the two residential developments. This area of Public Open Space would link Basingstoke Road to the Mays Farm SANG and provide direct access to the school.

The application is in hybrid form that is the proposal in outline (for up to 55 dwellings) seeks determination on the principle of residential development in this location - with only means of access to be assessed. The full element of the application comprises of the 1.56 hectares of Suitable Alternative Natural Greenspace (SANG) and the supporting infrastructure to be considered in full.

Although the site is not allocated for housing development at this time, it is important to note that the SPD sets out guidance as to the broad principles for the location and type of development within South of the M4 SDL. The SPD should not be seen as static documents and should not preclude development coming forward in the SDL provided it is sustainable and does not result in significant harm to the local area. One example of a non-allocated site coming forward previously, where they provide public benefit is the Keephatch Beech scheme in Wokingham, this provided additional SANG, affordable housing and part of the Northern Distributor Road.

The development has been assessed in accordance with Council's adopted policy and is considered to provide significant benefits to both the local area and Wokingham. In this instance, the special circumstances are considered to be;

- Retention of village separation through the transfer of ownership of the SANG to Wokingham means the gap can be retained in perpetuity
- Additional traffic calming measures proposed along Basingstoke Road
- Improvements to the public right of way path to link the Basingstoke Road with the wider area including the Ryish Green leisure centre.
- Improved drainage within the application site and wider sites of the Brambles
- Increased connectivity to the existing allocated St Mays SANG via pedestrian crossings along Basingstoke road, from the proposed SANG and improved paths.
- Contribution towards housing delivery targets including affordable housing
- Contributions towards Public Transport etc.

As the proposals are coming forward on land which was not originally allocated for housing careful consideration was given to the benefits of taking this scheme forward at this time against the likely impacts to existing local residents and environment.

A Environment Scoping Opinion was submitted with the application which concluded an Environmental Impact Assessment was not necessary for the proposed development.

It is acknowledged that there are clear short terms impacts from all new housing developments however these are also key to the Council delivering housing in a strategic comprehensive manner; that is in the SDL's. The SDL approach is to deliver new and improved infrastructure and services as part of new housing and this has been successful to date across the Borough. It is therefore necessary to balance the benefits that this scheme would bring in the longer term against the short terms impacts.

The proposal is located adjacent a Grade II listed building, Lieutenants Cottage and the development will clearly impact upon the setting of this building. However the impacts have been assessed, the proposals will increase landscaping to the rear of this property and in the SANG area to help screen the impacts. A secure fence will also be provided. The application is for up to 55 new dwellings and the detailed layout will be assessed as part of the reserved matters application. As such the proposals are considered not to cause significant detriment to the listed building and as such are acceptable.

The proposed size and location of the SANG is considered acceptable. As the residential proposal is in outline, details would be assessed as part of reserved matters. It is considered that although the development would result in the loss of some of the existing green gap between Spencer's Wood and Three Mile Cross, it ensures retention of the gap in perpetuity as the land would be transferred to Wokingham. The scheme has been designed to limit significant impacts to the local environment, visual amenities

of the area and to neighbouring residential amenities.. Therefore subject to the conditions and S106 agreement, it is considered the scheme is sustainable and the long term benefits of this proposal outweigh the shorter term impacts.

In terms of impacts to the local highway network, the proposal for 55 units is considered to have limited impacts to the network. It is intended that Basingstoke Road will be reduced to 30 mph and measures proposed by this application, pedestrian crossing will assist in this reduction.

The applicants have agreed to the necessary S106 contributions to mitigate the developments impact upon the area.

For the reasons outlined about, it is considered the development proposals are sustainable and would be beneficial overall as the assessed planning benefits outweigh the identified harm.

The application is therefore recommended by officers for approval – subject to conditions and S106 agreement.

PLANNING STATUS

- Non-allocated Strategic Development Location (SDL)
- Within South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 5km of the Special Protection Area (SPA)
- Mineral consultation zone
- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)
- Grade II listed Building – Lieutenants Cottage

RECOMMENDATION

A. That the planning committee authorise the Assistant Director of Delivery and Infrastructure to GRANT PLANNING PERMISSION subject to conditions and completion of the agreed legal agreement including

- Affordable Housing 35%
- SANG and Strategic Access Monitoring and Maintenance
- Highways
 - Public Transport Contribution
 - My journey
 - Upgrades to footpaths including footpath 20 and Mays Farm SANG footpath
 - Bus stop improvements
 - Basingstoke Road Pedestrian Crossing
- Legal and Monitoring fees

B. And subject to the following conditions it is recommended that planning permission be GRANTED.

PLANNING CONDITIONS

1. Commencement

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

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

2. Approved Details

This permission is in respect of the submitted application plans and drawings outlined below. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority

Drawings submitted on:

July 2017

- Site Location Plan (1:2000) : RG-M-15B
- Field Gate : RG-L102-2
- Kissing Gate : RG-L10-3

September 2017

- Stock and dog proof fence : RG-L102-1A
- Timber Footbridge : RG-L102-5
- SANG Site Furniture : RG-L103A
- Northern Access : A097-006 P4
- Southern Access : A097-007 P5
- SANG Surface Water : AL097-012 P3

January 2018

- Land Use Plan : RG-M-37F
- SANG Landscape proposals : RG-L100R

Reports submitted on:

July 2017

- Planning Statement : April 2017
- Design and Access Statement : April 2017
- Statement of Community Engagement : April 2017
- Air Quality Assessment : WIE10611-100-R-1-1-2-GH
- Ecological Impact Assessment : 15/26 1A
- Landscape and Visual Impact Assessment : April 2017
- Built Heritage Statement : FM/21085
- Transport Statement : A097-R005 Rev B
- Noise Assessment : WIE10611-100-R-3-2-1-HG
- Photomontage Methodology and Supporting Evidence : April 2017
- Utilities Assessment : A097-R003 Rev C
- Site Waste Management Plan WIE16011-100-R-1-3-1-GH

September 2017

- Drainage Strategy : A097-011 P4

- Flood Risk Assessment : A097-R0048

January 2018

- SANG Delivery and Management Plan : 15/26 2D
- Landscape Management Plan : Revision B January 2018
- Tree Survey, Tree Prevention & Removal Plan : FLAC CC35_1033 January 2018

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

3. Samples of Materials

Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3

4. Reserved Matters

a) Approval of the details of the layout, scale, design and external appearance of the buildings and the landscaping treatment of the site (hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced.

b) Application for approval of the reserved matters referred to in a) above shall be made to the Local Planning Authority before expiration of three years from the date of this permission

c) The development hereby permitted shall be begun before the expiration of five years from the date of this permission

Reason: In pursuance of S91 of the Town and Country Planning Act 1991 (as amendment by s51 of the Planning and Compensation Act 2004).

5. Levels

No development shall take place until a measured survey of the site and a plan prepared to scale of not less than : showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished floor levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s)

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: NPPF and Core Strategy policies CP1 and CP3 and Managing Development Deliver Local Plan Policy TB21.

6. Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, extensions or alterations permitted by Classes A, B, C, D and E of Part 1 of the Second Schedule of the 2015 Order (or any order revoking and re-enacting that order with or without modification) shall be carried out.

Reason: To safeguard the character of the area and residential amenity of neighbouring

properties and the character and appearance of the landscape. Relevant Policies: Core Strategy policies CP1 and CP3

HIGHWAYS

7. Visibility Splays

Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular access to include visibility splays of 2.4m by 43m. The accesses shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

8. Pedestrian crossing of Basingstoke Road

Prior to the commencement of the development a plan showing details of a pedestrian crossing on the Basingstoke Road within the vicinity of the site shall be submitted for approval to the local planning authority. The pedestrian crossing shall be implemented in accordance with the approved details and made available for public use prior to first occupation of any of the dwellings on the application site.

In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

9. Pedestrian & cycle access routes and facilities

Prior to the commencement of development details of measures to improve footway and cycleway routes that connect the development with Basingstoke Road, the SANG, Footpath 20, Three Mile Cross and Spencers Wood shall be submitted for approval by the Local Planning Authority. The measures shall be implemented in accordance with the approved details prior to the occupation of the first dwelling.

To ensure that footpaths and cycleways connect with the area around, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

10. Highway Construction Details

Prior to the commencement of development, full details of the construction of roads, cycleways and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

SANG

11. Approved plans

No dwelling shall be occupied until the Suitable Alternative Natural Greenspace (SANG) has been provided in accordance with plan "SANG Landscape Proposal – RG-L100" and made available and is opened for public use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that there is adequate SANG provision in order to mitigate against the impact of the development on the SPA in accordance with Core Strategy Policies CP8 and CP19 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

12. Field Gate Details

Notwithstanding the approved "Landscape Management Plan - Rev B" and "SANG Landscape Proposal – RG-L100" plan, further details of security field gate to the eastern and western boundary of the site shall be submitted and approved in writing by the Local Planning Authority. Both security field gates shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

13. Tree planting details

Notwithstanding the approved "Landscape Management Plan - Rev B" and "SANG Landscape Proposal – RG-L100" plan, further details of the proposed tree planting shall be submitted and approved in writing by the Local Planning Authority. The tree planting shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

14. Hedgerow planting details

Notwithstanding the approved "Landscape Management Plan - Rev B" and "SANG Landscape Proposal – RG-L100" plan, further details of the proposed native hedgerow planting mix shall be submitted and approved in writing by the Local Planning Authority. The native hedgerow planting shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5

15. Scrub planting details

Notwithstanding the approved "Landscape Management Plan - Rev B" and "SANG Landscape Proposal – RG-L100" plan, further details of the proposed scrub planting mix shall be submitted and approved in writing by the Local Planning Authority. The scrub planting mix shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

16. Treepit details

Notwithstanding the approved “Landscape Management Plan - Rev B”, “Tree Planting Details – RG-L101” and “SANG Landscape Proposal – RG-L100” plan, further details of the treepits for heavy standard trees shall be submitted and approved in writing by the Local Planning Authority. The treepits for heavy standard trees shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

17. SANG boundary fencing details

Notwithstanding the approved “Landscape Management Plan - Rev B” and “SANG Landscape Proposal – RG-L100” plan, further details of the SANG boundary fencing including extent and location shall be submitted and approved in writing by the Local Planning Authority. The SANG boundary fencing including extent and location shall be implemented in accordance with the approved details prior to first use of the SANG.

Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

18. SuDS basin details

Notwithstanding the approved “Landscape Management Plan - Rev B” and “SANG Landscape Proposal – RG-L100” plan, further details of the SuDS basin to include details of final levels, planting, headwalls, piped swale crossings and manholes shall be submitted and approved in writing by the Local Planning Authority. The SuDS basin to include details of final levels, planting, headwalls, piped swale crossings and manholes shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

19. Hard landscaping and Site Furniture details

Notwithstanding the approved “Landscape Management Plan - Rev B” and “SANG Landscape Proposal – RG-L100” plan, further details of hard landscaping and site furniture shall be submitted and approved in writing by the Local Planning Authority. The hard landscaping and site furniture shall be implemented in accordance with the approved details prior to first use of the SANG

Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

ECOLOGY

20. Hedgerow mitigation and compensation

The reserved matters application(s) shall include a detailed hedgerow mitigation and compensation strategy shall be submitted to and approved in writing by the local planning authority for that sub-phase. Each detailed hedgerow mitigation and compensation strategy shall be in accordance with the submitted Outline Hedgerow Management Strategy - Final Report P11/06 (EPR, December 2012) and shall include.

- (a) Details of any buffer zones required to protect the retained hedgerows, such buffer zones to be a minimum of 5m unless there are exceptional circumstances.

Exceptional circumstances shall include the upgrade of Footpath 20 and the Oakbank SANG link. Details of construction to be submitted for approval and to be carried in accordance with the approved details.

- (b) The buffer zones required to protect the retained hedgerows should be free from any development including residential gardens.
- (c) A detailed method statement for the translocation of any grade 1 hedgerows to be removed as a result of the phase of the development, unless mitigation could be better achieved in ecological terms through new hedgerow creation.
- (d) A detailed hedgerow compensation strategy to address all other significant negative impacts on the local hedgerow network as a result of the phase of the development.
- (e) Management arrangements for the receptor site that will secure the long term future of the translocated habitats and species.

The mitigation and compensation strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with Wokingham Borough Core Strategy Policy CP7

21. Bat Mitigation

The reserved matters application(s) shall include a detailed bat mitigation strategy shall be submitted to and approved in writing by the local planning authority for that sub-phase. The mitigation strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure that the development does not have an adverse effect on protected species in accordance with Core Strategy Policy CP7 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)

22. Reptile Mitigation

The reserved matters application(s) shall include a detailed reptile mitigation strategy shall be submitted to and approved in writing by the local planning authority for that sub-phase. The mitigation strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with Wokingham Borough Core Strategy Policy CP7

23. Ecological Permeability

The reserved matters application(s) shall include a detailed scheme to maintain the ecological permeability of the site (especially with regard to reptiles, amphibians and hedgehogs) shall be submitted to and approved in writing by the local planning authority for that sub-phase. The mitigation and contingency measures contained within the scheme shall be implemented in accordance with the approved details unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with Wokingham Borough Core Strategy Policy CP7

24. Biodiversity lighting

Prior to commencement of the development, a "lighting design strategy for biodiversity" for light sensitive species shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their resting places or along important routes used to access key area of their territory, for example for foraging; and

b) Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To maintain favourable conservation status of the site for protected species and species of principal importance

LANDSCAPE CONDITIONS

25. Hard and Soft Landscaping Proposals

No development within any sub-phase shall commence until full details of both hard and soft landscape proposals for that sub-phase have been submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate, proposed site levels or contours, means of enclosure, pedestrian and cycle access and circulation areas, hard surfacing materials, water features and minor artefacts and structure (e.g. furniture, boardwalks, signs, street lighting, external services, etc).

Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

26. Soft Landscaping Details

Soft landscaping details for each sub-phase) shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

27. Approved Hard and Soft Landscape Works

All hard and soft landscape works for each sub-phase shall be carried out in accordance with the approved details. The details will include the phasing of planting, soft and hard works within each part of that development, so as to ensure that works related to each sub-phase are completed in conjunction with that area. The works shall be carried out in accordance with a programme agreed with the local planning authority.

Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.

28. Retained Trees

The plans and particulars in accordance with condition 27 above shall include:

- (a) a plan showing the location of, and allocating a reference number to, each existing tree on the sub-phase which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
- (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the sub-phase and to which paragraphs (c) and (d) below apply;
- (c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the sub-phase;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the sub-phase within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree;

(e) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development. In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

Reason: To prevent the loss during development of trees and natural features in accordance with current best practice and saved Wokingham District Local Plan Policy WBE5.

29. Retained Trees

In this condition "retained tree" means an existing tree which is to be retained within a sub-phase in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of commencement of the site for its permitted development.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made without the written consent of the Local Planning Authority.

Reason: To ensure the avoidance of damage to existing trees and natural features during the implementation phase and to enable the development to integrate into the landscape in accordance with saved Wokingham District Local Plan Policy WBE5.

30. Landscape and Habitat Management Strategy

The reserved matters application(s) shall include an overarching landscape and habitat management strategy for the entire development shall be submitted to and approved in writing by the Local Planning Authority.

Before development commences, a detailed landscape and habitat management plan for that sub-phase, consistent with the approved overarching management strategy and including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas other than privately owned domestic gardens and the SANGs shall be submitted to and approved in writing by the Local Planning Authority. The landscape and habitat management strategy and plans shall be consistent with the Outline Hedgerow Management Strategy - Final Report P11/06 (EPR, December 2012) and shall be carried out as approved.

Reason: In order to ensure that the approved landscaping is satisfactorily maintained accordance with NPPF, Wokingham Borough Core Strategy policies CP1, CP3 and CP7 and Wokingham District Local Plan policy WBE4.

31. Retained Hedges and Hedgerows

All hedges or hedgerows on each sub-phase (unless indicated as being removed) shall be retained and protected in accordance with details submitted to and approved in writing by the Local Planning Authority for the duration of works on land upon each sub-phase unless otherwise agreeing agreed in writing by the Local Planning Authority. In the event that hedges or hedgerows become damaged or otherwise defective during such period the Local Planning Authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including timetable for implementation shall be submitted to the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of two years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the avoidance of damage to existing hedgerows and natural features during the construction phase, to enable the development to integrate into the landscape in accordance with saved Wokingham District Local Plan Policy WBE5.

32. Replacement Trees, Shrubs and Grass

Any trees, shrubs or grass areas that are planted or retained as part of the development that die, become seriously damaged or destroyed within five years from completion of the relevant sub-phase of development shall be replaced with a specimen of the same species and of a similar size at the earliest appropriate planting season. The particulars (including species and location) of the replacement trees, shrubs or grass areas shall be submitted to the Local Planning Authority for written approval prior to planting.

Reason: To help integrate the development into its surroundings and enable high quality design in accordance with Core Strategy Policies CP1 and CP3; Wokingham District Local Plan saved policies WLL4 and WBE4.

33. Surface Water Drainage

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Annex F of PPS25 (or any subsequent government guidance), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) Include a timetable for its implementation; and
- iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

ENVIRONMENTAL HEALTH

34. Contamination

Unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of contamination remediation must not commence until conditions A – D (below) have been complied with.

If unexpected contamination is found after development has commenced, development must be halted on that part of the site affected by the unexpected contamination, to the extent specified in writing by the Local Planning Authority, until there is compliance with condition D (below)

A Site Characterisation

An investigation and risk assessment shall be completed in accordance with a scheme that has been submitted and approved in writing by the local planning authority to assess the nature and extent of contamination on the site, whether or not it originates at the site. (This is in addition to any assessment that may have been provided with the planning application) The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be submitted to the local planning authority for approval. The report of the findings must include:

- (i) a survey of the extent, scale and nature of the contamination;
- (ii) an assessment of the potential risks to:
 - a) human health;
 - b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and services and pipework;
 - c) adjoining land;
 - d) groundwater and surface waters;
 - e) ecological systems;
 - f) archaeological sites and ancient monuments
- (iii) an appraisal of remedial options, and proposal of the preferred option

(N.B. The assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination CLR11.)

B Submission of a remediation scheme

A detailed remediation scheme that describes how the site will be made suitable for the intended use must be submitted to the local planning authority for written approval. The remediation scheme shall include, the proposed remediation objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.

C Implementation of the approved remediation scheme

The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, or

upon completion of each phase a verification report shall be submitted to the Local Planning Authority for written approval.

D Reporting of Unexpected Contamination

If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out in accordance with the requirements of condition A (above), and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the local planning authority, in accordance with condition B (above). Following the completion of measures set out in the approved remediation scheme a verification report shall be submitted to the local planning authority in accordance with condition

35. Construction Method

Before each sub-phase of the development hereby permitted is commenced a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the Local Planning Authority. Construction of each sub-phase of the development shall not be carried out otherwise than in accordance with each approved CEMP. Each sub-phase CEMP shall include the following matters:

- i) a construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials;
- iv) programme of works (including measures for traffic management and operating hours);
- v) piling techniques;
- vi) provision of boundary hoarding;
- vii) protection of the aquatic environment in terms of water quantity and quality;
- viii) details of proposed means of dust suppression and noise mitigation;
- ix) details of measures to prevent mud from vehicles leaving the site during construction;
- x) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- xi) lighting on site during construction;
- xii) measures to ensure no on site fires during construction
- xiii) monitoring and review mechanisms;
- xiv) implementation of the CEMP through an environmental management system;
- xv) details of the haul routes to be used to access the development; and
- xvi) details of the temporary surface water management measures to be provided during the construction phase
- xvii) details of the excavation of materials and the subsurface construction methodology
- xviii) appointment of a Construction Liaison Officer.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6.

36. Noise – Operational

Before the development hereby permitted commences the applicant shall submit to the Local Planning Authority, for written approval a scheme that set out how future residents will be protected from road traffic noise. The applicant should make reference to the recommendations of the submitted Planning Noise Assessment (Waterman dated April 2017). The approved scheme shall be implemented before the dwellings are occupied.

Reason: To protect the occupiers of nearby premises from unreasonable noise levels. Relevant policy: NPPF Section 11 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06

37. Noise – Construction

No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

38. Lighting

No floodlighting or other form of external lighting scheme shall be installed unless it is in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including detail of lighting for all principle highways, cycleway, footpaths, public areas and any non-residential buildings. Any lighting, which is so installed, shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance that does not change its details.

Reason: To prevent ad adverse impact upon wildlife, to safeguard amenity and ensure highways safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7

ADDITIONAL CONDITIONS

39. Archaeological

No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: To prevent ad adverse impact upon wildlife, to safeguard amenity and ensure highways safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7

40. Sustainable Drainage

No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level.
- Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at 11.5l/s, or better.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels and side slopes of detention basins and swales in accordance with the WBC SuDS strategy.
- Foul drainage approval with the utilities provider.
- A maintenance management plan for the SuDS features throughout the lifetime of the development, as well as who will be responsible for the maintenance.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Informatives:

1. 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.

2. The applicant is advised that the reserved matters planning approval should be read in conjunction with the S106 for the outline planning application for planning permission O/2013/0346.

3. The applicant is informed that parking may need to be restricted along the main routes and on turning heads.

4. All the new dwellings should be built to 'Secured by Design' part 2 accreditation in the interests of the safety, crime prevention and amenity of future occupiers of the development. National sustained research proves that Secured by Design housing developments suffer at least 50% less burglary, 25% less vehicle crime and 25% less criminal damage.

5. 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. 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. 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. 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. Any such 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. 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.

11. Employment and Skills plan should be provided in accordance with the Council's guidance. The applicant is advised to contact Angela Torr, Economic Sustainability Team, WBC.

12. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

C. That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed as outlined above within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee).

Reason:

The proposal fails to demonstrate how the development will make satisfactory provision of the necessary infrastructure, including affordable housing and SANG, required through the cumulative impact of development within the SDL and within the site, therefore

represents a piecemeal approach that does not accord with the overarching infrastructure approach envisaged in the Core Strategy. As such the proposal is likely to compromise the delivery of the necessary infrastructure within the South of the M4 SDL and is contrary to policies CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP10, CP19 and Appendix 7 of the Core Strategy, policy CC01 of the adopted Managing Development Delivery Local Plan and the Council's adopted South of the M4 SDL SPD and Infrastructure Delivery and Contributions SPD.

Planning history - site / relating to overarching outline planning permission (O/2013/0346)

041662	Proposed first floor side extension to dwelling and single storey rear extension
041936	Proposed 2 storey side extensions to dwelling, single storey rear extension and replacement porch. Alterations to front entrance gates and wall. (Amendment to F/2004/1430)
071995	Proposed change of use to equestrian/livery, erection of stables and formation of outdoor riding arena and access track to Parklands
071753	Proposed change of use to equestrian livery, erection of stables and formation of ménage plus access track to Parklands.
102489	Application for a Screening Opinion for an Environmental Impact Assessment for 110 dwellings and associated Suitable Alternative Green Space (SANG)
102766	Application for submission of details to comply with condition 4 of planning consent F/2007/2593. 4. Programme of archaeological work.
100380	Application for the submission of details to comply with the following conditions of planning consent F/2007/2593: 2. Submission and approval of materials to be used in construction 5. Submission and approval of a scheme to enhance the sites hedgerows and mature trees
120803	Application for a Screening Opinion for an Environmental Impact Assessment for up to 100 dwellings and associated Suitable Alternative Green Space (SANG)
161080	Screening Opinion application for an Environmental Impact Assessment for a proposed residential development of up to 70 dwelling

Planning History South of M4 SDL

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
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
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/2013/0101	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 22/07/2014
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
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
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).
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.
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 21/07/2016

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
170239	Application for approval of reserved matters following outline approval (O/2013/0346) for a sustainable transport link to serve public transport (buses), emergency vehicles and pedestrian and cycle links. Approved

SUMMARY INFORMATION

Site Area	4.63 hectares
Site Area residential	3.07 hectares
Site Area Green infrastructure	1.56 hectares
Existing units	1
Proposed units	Up to 55
Proposed density - dwellings/hectare	29/1
Number of affordable units proposed	35%
Previous land use	Mixed – Residential, agricultural / equine
Proposed parking spaces	Illustrative

CONSULTATION RESPONSES

Shinfield Parish Council	
	<p>1. The Borough Council's drainage engineer approves a scheme which prevents flooding of neighbouring properties and roads</p> <p><u>Officer Comment:</u> The proposal will improve drainage on the site and local drainage issues. As such the drainage engineer raises no objection to the proposal subject to conditions.</p> <p>2. The developer complies with the requirements of the ecology and environmental officers</p> <p><u>Officer Comment:</u> The proposal comprises various measures to enhance ecology on the site and conditions are attached to ensure these will be undertaken as part of the development.</p> <p>3. That traffic calming measures are introduced on Basingstoke Road prior to the commencement of construction on the site</p> <p><u>Officer Comment:</u> This is secured by the Spencers Wood, Three Mile Cross application</p> <p>4. A controlled pedestrian crossing be put in place to create safe access to the SANG</p>

	<p><u>Officer Comment:</u> A pedestrian crossing across Basingstoke Road has been secured.</p> <p>5. The SANG, and the green separation gap between Spencers Wood and Three Mile Cross, is protected from future development through transfer to the Parish Council once the developer has demonstrated the effectiveness of its drainage and attenuation features.</p> <p><u>Officer Comment:</u> The SANG would be transferred to Wokingham / PC and therefore the green gap will be retained in perpetuity.</p> <p>6. That actions are taken to protect and repair as necessary, the grade 2 listed building to the west of the site.</p> <p><u>Officer Comment:</u> The development will not result in any physical damage to the Listed Building.</p> <p>7. Boundary treatment around the grade 2 listed building maintains the setting of the building.</p> <p><u>Officer Comment:</u> Amendments to the proposal provide additional planting between the listed building and the development</p>
Ward Member - Barrie Patman	<p>Shinfield has seen one of the highest levels of development in the whole Borough. There are a considerable number of approved sites that have yet to be developed. Shinfield is a semi-rural environment and is in danger of losing the open fields which make the area so attractive. We should not be considering adding any more sites until the existing sites have been depleted. This application is in a gap between settlements which has already been surrounded by other developments. The proposed housing narrows the gap to the extent that wildlife would be discouraged from using it. There is a natural migration route for deer and other animals through this area which would be disrupted.</p> <p>The house to the south of the plot would be on higher level ground and noticeable from the Basingstoke road.</p> <p>It creates two additional junctions onto the already busy Basingstoke road. The area has suffered from flooding and the houses would be taking away some of the area for soakaway.</p> <p>I understand that we now have an accepted five year land supply and the decision regarding Stanbury House should be proof that we can resist this development.</p> <p>I therefore request that this application be refused on the above grounds.</p>
Green Infrastructure	No objection – subject to conditions and S106 agreement
Landscape and Trees	Recommending refusal

Ecology and Biodiversity	No updated comments received
Berks Bucks and Oxford Wildlife Trust	No comment received
Natural England	No objection
Conservation	Recommending refusal
Berkshire Archaeology	No objection- Subject to Condition
Historic England	No comments
Highways	No objection – subject to S106 agreement and Conditions
Public Rights of Way	No objection
Highways England	No objection
Flood Risk and Drainage	No objection -Subject to Condition
Environmental Health	No objection -Subject to Conditions
Thames Water	No comment received
Environment Agency	No comment received

REPRESENTATIONS

27 written objections have been received from neighbours regarding this application. Concerns raised are summarised as follows:

- Urbanisation of a semi-rural location

Officer Comment: The residential development parcels are largely located behind the existing development of the Brambles and along Basingstoke Road. The buildings on the Brambles site are already visible along the ridge. However the siting and detail of any new buildings would be assessed under the reserved matters application.

- Increased pollution.

Officer Comment: Environmental health has assessed the air quality report and find the development will not result in unacceptable levels of pollutions.

- Loss of privacy for existing residents.

Officer Comment: Please see section neighbour amenity section of this report. Additionally details of levels have been requested prior to commencement. The proposal also includes additional landscaping and fencing which would help retain privacy and amenity of Lieutenants Cottage. Details would be assessed at reserved matters stage.

- Impact on Grade II Listed Building.

Officer Comment: Although the proposals will impact on the setting of Lieutenants Cottage, the impacts are considered to be less than substantial and would be reduced through additional planting. Furthermore the wider public benefits achieved by the proposal are considered to outweigh any impacts.

- Loss of light for existing residents.

Officer Comment: Please see section neighbour amenity section of this report. Please also note the layout provided is for illustrative purposes and these would be assessed in detail at reserved matters stage.

- Overdevelopment of Basingstoke Road.

Officer Comment: The development is not considered to represent overdevelopment.

- Overbearing, out of scale and out of character.

Officer Comment: Again, the submitted layout is for illustrative purposes only. Details of layout and appearance will be fully assessed at reserved matters stage.

- High density development against existing villages.

Officer Comment: This is in line with the expectations of the SoM4 SPD and the development is under 30dph per hectare which is within the 30-35 dwellings per hectare outlined in the South of the M4 SPD.

- SANG not adequate to maintain the settlement separation.

Officer Comment: The SANG will be transferred to WBC and will be retained in perpetuity.

- Loss of open countryside.

Officer Comment: The proposed SANG enables improved connectivity for residents to the allocated Mays SANG, providing a transitional relationship between the villages and open countryside beyond. The SANG will also provide additional public open space and direct connection to Ryish Green Sports Centre and to the school.

- Reduction in the separation between villages.

Officer Comment: Although some reduction will occur, the retention of the gap in perpetuity is for the SANG considered to outweigh the harm.

- Construction vehicles damaged kerbing and left mud on the road whilst developing Brambles.

Officer Comment: The requested CEMP will ensure construction vehicles provide wheel wash on site.

- Traffic in this area of Basingstoke Road is significantly congested at peak times.

Officer Comment: Highways have reviewed the scheme and consider that the extent of the development will not result in a significant level of increased congestion.

- Current speed limits ignored.

Officer Comment: This is a policing issue however measures are being installed to reduce the speed limit including the pedestrian crossing as part of this scheme.

- No safe pedestrian access across Basingstoke Road.

Officer Comment: One of the wider public benefits of the development proposal is the pedestrian crossing from the east of Basingstoke Road to west – leading into the proposed SANG to St Mays SANG, school and Ryish Green Sports Centre.

- An increased number of junctions will result in more accidents.

Officer Comment: No evidence to support this. Highways raise no objections

- There is an insufficient public transport provision available in this location.

Officer Comment: The wider MoS4 public transport strategy will enable increased services along Basingstoke Road and the wider area. This scheme will contribute to this strategy.

- Loss of known wildlife on site not mitigated.

Officer Comment: Mitigation measures have been put in place to offset any ecological harm. The Ecology officer is satisfied with these measures subject to condition

- Unsustainable drainage proposal.

Officer Comment: The proposed drainage strategy will improved existing drainage and local issues. As such the proposals are considered acceptable and will also accommodate drainage from the Brambles across the Parklands site.

- Impact on environment not minimised.

Officer Comment: Additional landscaping and planting are proposed to offset the impact on the Landscape.

- Lack of affordable housing.

Officer Comment: The applicant has committed to provide 35% affordable housing in line with policy requirements

- Insufficient infrastructure to support the development.

Officer Comment: Further provisions are being provided as part of the wider SDL strategy and the CIL contributions that will be secured by the development will secure additional wider infrastructure.

- Over-subscribed schools and doctors surgeries.

Officer Comment: Further provisions of schools are being provided as part of the wider SDL strategy. Shinfield Surgery has been designed to accommodate growth

- Lack of local amenities

Officer Comment: This application site is considered to be sustainable with good access opportunities to employment and amenity services.

- House values decreasing.

Officer Comment: House values are not materials considerations in planning

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

TB04 Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield
 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

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

Screening Opinion

In accordance with Regulations 2011, as amended of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended a request was made on behalf of the applicant to obtain an Environmental Impact Assessment (EIA) Screening Opinion.

A review was subsequently made of the proposed development against the criteria set out by The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 it is considered that the development does not require an EIA to be undertaken. It was considered an Environmental Statement is not required because the impacts (subject to provision of necessary documentation and infrastructure contributions) are not considered to be significant and of temporary nature during the construction period.

Amended Plans

1. Amended plans were received by the Council on January 23rd 2018 and address the following:

Highways and Access

2. The southern access road from Basingstoke Road has been realigned to be closer to the existing dwelling (further away from the SANG) with a bound gravel surfaced finish creating a more rural setting. The pedestrian access has been segregated from the carriageway and now accommodated adjacent in the SANG (see landscaping section for detail). This allows greater flexibility with respect to street lighting, potentially reducing any local urbanising effects. The southern access will be to adoptable standards (to reflect highway standards and provide adequate access to emergency and refuse vehicles) but is proposed to be privately maintained and the applicant is content that a Planning Obligation could be used to prevent the future occupants from seeking the adoption of the access road, should this mean that unnecessary street lighting can be avoided if necessary.
3. The southern pedestrian access is now located between the SANG and the swale alongside the southern vehicular access. The surfacing will be characteristic of other SANG paths within Spencers Wood and Shinfield and can comprise 1 metre high bollard lighting which creates a more sensitive degree of illumination in landscape terms.

Layout

4. The three plots initially proposed west of 'Parklands' and east of Basingstoke Road have been reduced to a single plot or 'companion plot'. The companion plot is considered to be similar in scale and footprint to the existing (and to be retained) residential plot 'Parklands'. This helps the site to be viewed as a rounding off plot to the permitted and almost built Crest development and provide a clear edge of settlement edge and a more appropriate setting for the proposed SANG.
5. The application will still seek to accommodate up to 55 units, the applicant has shown in their illustrative plan that the northern parcel is able to accommodate two further dwellings by way of creating a small row of terraced houses centrally within the parcel ensuring that the proposed mix, tenure and building types proposed are maintained. However this details will be assessed as part of any reserved matters.

Landscape

6. Additional planting has been proposed within the SANG immediately north of the southern parcel with a mixture of species and maturity at planting which will provide an immediate planting impact for the development. A landscape section has been provided to demonstrate relative levels within the SANG including existing and proposed planting as well as existing and proposed built form. A further illustrative landscape plan is provided to show the treatment of the area of open space north of the existing cottage along the road frontage.

Perspective Views

7. Two Perspective Views have been created one from Footpath 20 looking south towards the Crest development, one looking south along Basingstoke Road, focussing on the northern access frontage

Revised Reports

8. In addition to the revised drawings, a series of reports have also been updated where the Masterplan is within the appendix and considered to be relevant given the nature of the proposed changes. The Arboricultural Survey has been updated because of the changes to the layout only. No further trees or vegetation is proposed to be removed as part of this application. Similarly, the SANG Management Plan (prepared by EPR) and the Landscape Management Plan (prepared by Barton Willmore) have not incurred a change to the original assessment, nor the conclusions made, but appends the most recent masterplan for continuity. A supporting technical note has also been provided from EPR to this affect.

Public Consultation Process

9. The application has been subject to two public consultations on the 26th June 2017 and the 6th October 2017. An additional internal consultation for was actioned by officers on 25th January 2018. The public were not invited to engage in this final consultation as the amendments shown pertained to minor technical adjustment and do not materially alter the application proposals themselves.

Principle of Outline Development

National Policy Context

10. The National Planning Policy Framework (NPPF) outlines a presumption in favour of sustainable development, which it indicates has three dimensions – economic,

social and environmental. Paragraph 14 sets out how this presumption is to be applied and indicated that development proposals which accord with the development plan should be approved without delay, while going on to say that where it is absent, silent, or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

11. In, respect to housing delivery, the NPPF requires the Council to meet the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the NPPF, including identifying key sites which are critical to the delivery the housing strategy over the plan period. Applications for housing should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date

Borough Wide Policy Context

12. The development plan for the Borough includes the Wokingham Borough Core Strategy Development Plan Document January 2010 (the Core Strategy) and the Managing Development Delivery Document February 2014 (the MDD). These documents both plan for development, including housing for the duration of the plan period to 2026
13. Wokingham Borough Core Strategy Policy CP1 seeks to deliver sustainable development in the Borough and to enhance the overall sustainability of the area through minimising any impact on the environment. It identifies a range of characteristics for development for which planning permission will be granted. These include proposals that maintain or enhance the high quality of the environment, ensure the provision of adequate drainage, avoid areas of best and most versatile agricultural land and demonstrate how they support opportunities for reducing the need to travel, particularly by private car.
14. Wokingham Borough Core Strategy Policy CP3 sets out the general principles for all development including, among other things, planning permission will only be granted for proposals that have no detrimental impact upon important ecological, heritage, landscape or geological features or watercourses. (CP11 and CP12)

Site Specific Policy Context

15. 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. Four Strategic Development Locations (SDL) have therefore been identified across the Borough where the majority of new residential development will be concentrated
16. 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.

17. The adopted Shinfield Parish Neighbourhood plan provides in Policy 1; development proposals adjacent to the development limits, as with this application site, will be supported where the benefits of the proposal outweigh the adverse effects.

Five Year Housing Land Supply

18. S38(6) Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The Council accepts that the demonstrable housing supply is 4.93 years. This equates to a 97 dwelling shortfall.
19. Paragraph 49 of the NPPF outlines that in the absence of a five-year supply of deliverable housing sites as a material consideration and relevant policies for the supply of housing should therefore not be considered up-to-date.
20. Paragraph 14 of the NPPF is therefore triggered. Applications for housing should be granted permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This proposal is considered sustainable and would clearly assist the Council in making up and meeting its housing land supply shortfall.

Application Site

21. The application site comprises 4.63 hectares and is situated to the East of Basingstoke Road between the settlement boundaries of Spencer's Wood and Three Mile Cross. The site forms part of the Strategic Development Location (SDL), as identified within the Core Strategy Policy CP19 – However it is not specifically allocated for development by the South of M4 Supplementary Planning Document.
22. The site consists of a single dwelling known as 'Parklands' to the South West of the site. A number of equine related structures, including a ménage and associated buildings and treatments exist to the west of the dwelling within southernmost field. The remainder of the application site remains undeveloped, utilised by the aforementioned equine land use.
23. The majority of the southern part of the site has been sectioned off into paddocks for grazing horses using posts and light weight tape and although these fences provide a small visual detraction to the view the land remains open and semi-rural in character.
24. The site is bounded by the recently approved Crest Nicholson development, 'The Brambles' to the south and an extant permission for allotments and residential development to the north. To the east of the application site is the consented Mays Farm Suitable Alternative Natural Greenspace (West) as allocated by Managing Development Delivery Policy SAL05, bisected by Public Footpath 20 which follows most of the site's eastern boundary. This path provides a link from Basingstoke Road to Ryish Green Sports Centre and to Oakbank school. Running parallel to the public right of way is the Basingstoke Road forming the site's western boundary.
25. A Grade II listed building, known as 'Lieutenant's Cottage' exists along the western boundary of the site, directly addressing Basingstoke Road. This is the only listed building within the vicinity impacted by the proposal.

26. The site benefits from direct public transport links into both the towns of Reading and Wokingham; where a range of services can be benefitted from, to include access to employment. Further employment locations such as Green Park and the new Reading University site in Shinfield can also be accessed via the available public transport network. The South of M4 Bus strategy provision will provide buses along this road at a rate of approximately every half an hour. The site is also located close to local amenities and shops.

Affordable and specialist housing

Core Strategy policy CP2 seeks to ensure that new development meets the needs of the aging population and people with special needs, among others, and policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes Appendix 7 of the Core Strategy. These policies are amplified by SPD Design Principle 2b.

27. Based on the proposed up to 55 units, there is a need to provide up to 20 affordable units. The applicant has committed to providing 35% affordable housing which will be secured by legal agreement. Based on the proposed level of provision, the application is in accordance with the relevant policies and guidance.

Development Proposal

28. This Hybrid application includes a full application for the proposed Suitable Alternative Natural Greenspace (Please see appendices). Additionally an outline application has been submitted with all matters reserved, besides access into the site
29. The outline application is for the development for up to 55 residential dwellings split over two parcels to the North and South of the site. These sites are bisected by the proposed 1.57 hectares of Suitable Alternative Greenspace (SANG) to be considered in full as part of this hybrid application.
30. Access into the site will be achieved directly from Basingstoke Road, via the existing access arrangement serving Parklands, which will be improved to Wokingham Borough Council adoptable standards. An additional means of access is proposed to be introduced to the north west of the site, south of 'Shalom' and east of 'Lyegrove'.

Suitable Alternative Natural Greenspace

31. The site is 5.3 km linear distance from the nearest part of the boundary of the Thames Basin Heaths Special Protection Area (SPA), which was classified on 9th March 2005 under the EC Birds Directive. The nearest part of the SPA lies in the Bramshill Site of Special Scientific Interest (SSSI) notified by Natural England under the provisions of section 28 of the Wildlife and Countryside Act 1981.
32. It is now widely recognised that additional housing development, particularly within 5km of the boundary of the SPA, has the potential to adversely affect its interest features, namely Nightjar, Woodlark and Dartford Warbler, which are the three internationally rare birds species for which it is classified. Planning authorities must therefore apply the requirements of regulation 61 of The Conservation of Habitats and Species Regulations 2012 (as amended), to housing development within 5km of the SPA boundary.

33. The impact to the Thames Basin Heath Special Protection Area will be mitigated by the provision of the Suitable Alternative Natural Greenspace in the central portion of this hybrid application. This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this Strategic Development Location. The SANG will also link directly into Mays Farm SANG providing a more attractive area.
34. In terms of quantum of SANG 55 dwellings would require 1.06ha and as the proposed SANG is 1.56ha there is enough capacity to provide an acceptable avoidance measure for this scheme.
35. The effects of the proposal on the Thames Basin Heaths Special Protection Area will now be mitigated in the form of the contributions specified in the formal Undertaking to the development of SANG. The requirement of CS Policy CP8 is therefore satisfied.

Layout and Design

36. As the application for residential development is an outline proposal with all matters reserved besides access, issues such as appearance, layout and scale are not included within this application for determination at this time. However the applicant has provided an illustrative masterplan and the Design and Access Statement which appears to show that the development is likely to replicate the new developments such as those 'The Brambles' however not exceeding 2.5 storeys.
37. Officers have raised some concerns with the proposed design approach on the site. One of the main constraints on the design is the elevated ridge, which may be impacted from new housing being placed in this location. This would need to be carefully considered and designed sensitively at reserved matters stage, in particular in the southern edge of the site, as addressed in comments received from the Landscape and Tree officer. It is vital the proposal respects the value of this locally important landscape. It is considered that lower height dwellings or chalet type dwellings are more likely to be appropriate and viewed upon favourably in this portion of the site. Landscaping will help mitigate the impacts however the building design will need careful consideration.
38. The indicative design approach of the southern parcel will have to be given further consideration at reserved matters stage. Whilst the principle of residential development is accepted here, matters of levels, design and scale will need to be addressed in a sensitive manner with considerations given the impact of the elevated ridge on the wider area.
39. The reduction of three units to one additional unit west of the host dwelling is an accepted amendment, which is considered to provide an improved transitional relationship with the existing Brambles development and the SANG. These units would also help provide surveillance over the public open space.
40. This illustrative layout demonstrates the proposal can accommodate the necessary amount of SANG and up to 55 dwellings. Policy 2 of the adopted Shinfield Parish Neighbourhood Plan outlines the general design principles for the area of which the scheme is able to demonstrate, the retention of existing trees, the provision of

new trees, new public realm and the ability to provide a locally distinctive and varied residential development proposal.

41. Although it is acknowledged that the Landscape Officer/Conservation Officer have objected to the application, these issues should not be viewed in isolation. The introduction of the SANG within the settlement gap would mean that the gap would be retained in perpetuity and not potentially lost in the future should a speculative application for this land come forward. In addition, the application proposes significant footpath links to from Basingstoke Road eastwards and would secure an off road link from this to the Langley Mead SANG in Shinfield once all secured SANGs in the area are open. Furthermore, the applicant has agreed to upgrade footpaths so that there are links from Basingstoke Road to the Oakbank school on formal footpaths including upgrade to Footpath 20 within the site to provide an off road footpath / cycle link.

Relationship with Adjacent Dwellings

42. A change in levels has been identified on the site between the proposed southern parcel development and the existing dwellings to the west which form part of the Brambles. The existing single storey building on site has a similar height as first floor windows of the neighbouring dwellings within the Brambles.
43. Although the scheme is at outline, the submitted masterplan indicates there may be potential for overlooking between the existing and proposed development. Any reserved matters scheme would need consider this impact and be in accordance with the Councils adopted standards in terms of garden depth and separation distances. A pre-commencement condition is applied regarding levels across the site to enable officers to fully assess this relationship

Public Right of Way

44. FP20 follows the eastern boundary of the site to the west of the existing hedgerow and rises in height by approximately 11m when walking in a southerly direction. Views currently gained from the footpath are of the SANG to the north east, open fields and vegetation of the northern slopes of the ridgeline east of Basingstoke Road (within the application site) but also the northern ridgeline slopes west of Basingstoke Road.
45. As highlighted above this footpath provides an off road link through the site from Basingstoke Road to Oakbank school and Ryish Green Sports Centre. The scheme offers the opportunity for this path to be improved and create an important link for pedestrians between both settlements and also integrate with the wider area. It has therefore been negotiated that this path is improved and a surfaced path to the school is provided. The Public Right of Way Officer provides no objections to the proposal.

Landscape, Trees and Visual Character

46. The Wokingham District Landscape Character Assessment (WDLCA) shows that this site is located within Landscape Character Area J3. One of the significant landscape features identified as part of this Landscape Character Area is the rolling clay ridge which runs through the site in a northeast to the southwest direction. To the west of Basingstoke Road the ridge turns so that runs in a north - south direction. This prominent physical landform consists of the highpoints along the

ridge and the steeper northern slopes are recognised within the WDLCA as being of distinctive character. This was also highlighted within the Landscape Assessment for the larger outline approval.

47. The landscape between the two settlements currently consists of several fields to the east of Basingstoke Road and a single field on the western side although it widens out beyond this pinch point on either side of the road. Roadside hedgerows and hedgerow trees as well as the succession of trees and hedgerows on the other field boundaries limit views across this space on either side of Basingstoke Road but also help to reinforce the sense of leaving one settlement, briefly passing through an element of countryside before entering the other settlement.
48. A small portion on the northern eastern boundary of the site adjoins the consented residential scheme at Three Mile Cross north and south of Church Lane (O/2013/0346). The Illustrative Layout Drawing for this current proposal shows the configuration of this adjacent site with allotments and play area forming the edge of settlement in this location. The ground levels where housing is proposed closest to this site on the consented scheme are between 45-46m AOD, with heights for the proposed housing fixed on the approved Parameter Plan at 55 & 56 AOD. It is considered building heights should not break the skyline along the high points of the ridge when viewed from the north.
49. The proposed development consists of up to 55 dwellings, 27 of which will be located to the north of the site adjacent to Three Mile Cross settlement boundary in fields 1 & 2. The remaining 28 dwellings will be located in the southern part of field 3 adjacent to Spencers Wood settlement boundary. The land between the two development parcels is the proposed SANG.
50. In relation to the northern parcel (the illustrative plan shows up to 27 dwellings) the proposed access off Basingstoke Road will require the removal of approximately 65 linear metres of hedgerow and possibly a category A tree (ref 2019) as detailed on Highway Access drawing (A097-006 P2). This is not considered to be a 'small section' of hedgerow as identified in the Landscape Visual Impact Assessment and therefore there will be direct open views to the proposed development from Basingstoke Road effectively extending the visual settlement boundary of Three Mile Cross on the eastern side of the road in a southerly directions by 120 meters, level with the Lieutenants Cottage and reinforcing the green gap.
51. The proposed development in the northern part of the site will be located between contours 47m AOD and 49m AOD which is higher than the ground levels on the adjacent site and therefore the ridgelines of the proposed dwellings will be higher than the levels approved in the parameter plans for application O/2013/0346. The land noticeably rises across this northern housing parcel as forms part of the lower slope and forms part of the lower sloped of the ridgeline and development should occur in these locations.
52. The southern development parcel, shown to be up to 28 dwellings, will be located in the southern section of field 3 on the highest point of the ridgeline in this location and will be accessed by a second road from the current access to Parklands and provide sightlines in accordance with the submitted highways drawing A097-007 P3, further opening up views from Basingstoke road towards the development.

53. It is also worth noting that an additional 8.5 metres of hedgerow will need to be removed south of the Lieutenants Cottage to provide maintenance and pedestrian access to the SANG. The effect of locating housing at this high point will be that they will be to increase the visibility of the skyline from within the site. It should be noted that development at the Brambles is already visible and if the landscaping and new buildings are done sympathetically than impacts upon the ridge can be mitigated and softened.

54. In order to mitigate any significant visual impacts, the applicant has agreed to provide significant planting within the SANG to help soften the impact of the development. As such it is considered that the benefits of the scheme outweigh any harm to the landscape.

Ecology and Biodiversity

55. An Ecological Impact Assessment was undertaken in June 2017, by Ecological Planning & Research Ltd on behalf of the applicant. This report concludes the development will result in no significant residual negative effects on important ecological features on the site. The proposed extension to the existing SANG network is anticipated to result in a cumulative positive impact for biodiversity. And proposed a number of enhancements to include fruit bearing trees, boxes of birds and bats and log structures for amphibian, reptile and beetle species.

56. Hedgerows

The submitted assessment recommends offsetting any hedgerow loss with translocation and/or new planting within the public open space and SANG. This is considered acceptable where avoidance and mitigation measures are not possible providing compensation hedgerow is:

- Functionally connected into the remaining hedgerow and green infrastructure network;
- Incorporates other hedgerow features such as ditches, woody debris, and connection to water features where these are present in the hedgerow being lost;
- Provided at a rate of at least 1.5x the length that will be removed in order to allow for the time lag and risk of offsetting measure; and
- Compose of native hedgerow species with standard trees at a reasonable spacing

57. It is considered that an overarching hedgerow mitigation strategy can be submitted to demonstrate that this ecological aspect of the development can be mitigated and fully resolved at reserved matters stage. This also applies to hedgerow impacted by the translocation of electricity cables traversing the site

Highways

58. The application site seeks to provide a new access arrangement into the Northern parcel on the site, whilst updating the existing access arrangement leading to the southern parcel of the site. A Transport Statement has been submitted that addresses the main transport impact considerations.

Trip Generation, Trip Distribution & Assessment

59. The trip rates at 0.49 per dwelling in the peak hours are consistent with those applied in the Wokingham Traffic model and are considered to be acceptable. This

results in a peak hour trip generation of an additional 27 vehicles. This level of traffic is not considered significant on the local highway network.

PRoW - Footpath 20

60. Permeability to the rest of the Spencer Wood and Three Mile Cross sites is an important consideration and needs to be maximised. As advised the Public Right of Way (Footpath 20) runs along the eastern side of the development parcels is an important connection to nearby developments, the allotments, Ryish Green, Oakbank School and the wider area. This path will need to be specified as a 3.0m wide shared footpath / cycle path.

61. Section S106 contributions are identified totalling £80,000 which is based on FP20 between the site and Basingstoke Road and a link across the SANG from FP20 to Oakbank school. The total distance of these path are about 400m and costs are based on 3m wide and the use of flexi-pave which allows permeability.

Illustrative Layout and Layout Principles

62. The approach is generally acceptable and the detailed layout will be addressed at the reserved matters stage, including car & cycle parking, highway widths and alignments, tracking for refuse vehicles, service margins and other related highway layout details.

Public Transport & Travel Planning

63. Contributions will be sought towards the South for M4 Public Transport Strategy and the Travel Planning approach used by WBC called 'My Journey'. These contributions would be consistent with those already applied to the South of M4 SDL and are necessary to help encourage the use of alternative modes of transport than the private car.

64. The Highways department therefore find the proposed development acceptable subject to conditions and S106 agreement. The proposal is also considered to comply with the aspirations of Policy 4 of the adopted Shinfield Parish Neighbourhood Plan, by way of the introduction of a pedestrian crossing on Basingstoke Road and improved connectivity from Basingstoke via to Oakbank School via the proposed and existing St Mays SANG.

Heritage

65. A Built Heritage Statement has been researched and prepared by CgMs Consulting on behalf of the applicant to provide an assessment of the potential impacts of the proposal on built heritage assets.

66. The heritage asset impacted by the development is Lieutenants Cottage, an 18th Century building, designated as a Grade II Listed Building in 1987. The Built Heritage Statement states that there will be no direct physical impacts on Lieutenants Cottage, with only indirect impacts through development situated within the setting of the building.

67. Amended plans received provided additional planting within the retained gap between the two areas of development. The proposed planting is intended to

obscure some views past the listed building towards the northern development block.

68. The Conservation Office concludes the impact on the setting of listed building amounts to 'less than substantial harm' in NPPF terms. The Conservation Officer has confirmed amended plans do not remove the harm, although likely to be at the lower end of less than substantial.

69. Officers consider the harm to Lieutenants Cottage can be mitigated and is outweighed by the public benefit. In addition this contributes to the 5 year housing land supply.

Land Contamination

70. As part of this outline application a Preliminary Environmental Risk Assessment undertaken by Waterman Infrastructure & Environment Limited (April 2017). The report outlines the earliest available historical mapping indicates that the application site has been in agricultural use since the 1870s until present day. In the 1960's the host dwelling, Parklands was erected. The site now largely comprises equestrian facilities, including paddock, two stable blocks and ménage.

71. Environmental Health have been consulted as part of this application who find no objection to the proposal subject to condition. Ensuring the recommendations proposed by Waterman Infrastructure and Environment Limited are complied with in full.

Flooding and Drainage

72. Requirement for a Flood Risk Assessment is set out in Section 10 of the National Planning Policy Framework (NPPF). Paragraph 103 outlines:

73. *"A site specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1; all purposes for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems; and where proposed development or a change of use to a more vulnerable class may be subject to other sourced of flooding."*

74. The development is proposed in flood zone 1 Greenfield land over 1 hectare; therefore, a site specific flood risk assessment is required. Consequently as part of this outline application a Flood Risk Assessment and Drainage Strategy has been undertaken by Abley Letchford Partnership (April 2017) to support this proposal. This has been reviewed by the Council's Flood and Drainage Officers.

75. The site drains almost exclusively by overland flow, with possible minor infiltration. The site falls towards its Northern boundary and surface water is collected in small depressions/ditches alongside the hedgerows.

76. Greenfield rates have been determined and the development proposes controlling runoff of the anticipated 2.63ha residential area and providing sufficient attenuation on site, via two new detention basins, to cater for events up to and including the 1 in 100 years flood event with a 40% allowance for climate change. It has been determined that about 750m³ of additional storage will be required in a worst case

scenario, while anticipating soakage test results at detailed design stage. The development has been designed to accommodate this and will also improve existing issues.

77. The development also proposes the use of swales as represented by Rev P1 of ALP central sang surface water design drawing A097-12 dated May 2017. The proposed drainage strategy for the site also provides drainage benefits to the wider area including issues associated Lieutenants Cottage and the Brambles development.

78. The Flood and Drainage Officer has raised no objection against the proposals subject to condition.

CONCLUSION

The application site adjoins, but lies outside, the development boundary for Spencers Wood and Three Mile Cross. The proposed residential development would therefore potentially conflict with the aims of Policies CP9 and CP11 of the Core Strategy and Policy CC02 of MDDL, SoM4 SPD and the Shinfield Parish Neighbourhood plan. However this should not preclude a site from development. The site is located within the South of M4 SDL and where development can be demonstrated to be sustainable and would not impact significantly upon the environment, highway or residential amenities, can be considered acceptable. It should be noted that a similar scheme on land which was not allocated but was part of an SDL was previously approved, Keepratch Beech in Wokingham.

Moreover paragraph 49 of the NPPF states where a council cannot demonstrate a five year housing land supply, relevant policies affecting the delivery of housing are considered to be out of date. This is a material consideration afforded a significant weight in this assessment.

The new housing development would be sited in a sustainable and accessible location, where occupiers would have opportunities of public transport use, to access employment and services across the Wokingham borough and Reading. Furthermore the proposed dwellings would have social and economic benefits, providing new housing including affordable housing locally, new public open space and better access to the wider area, while also increasing the prospects of working age people being able to relocate to the Borough thus creating increased employment and spending in the local area.

The identified environmental impacts can be mitigated adequately and are not considered to significantly or demonstrably outweigh the public benefits of improved connectivity across Basingstoke Road and Footpath 20 into St Mays SANG, Oakbank School and Ryish Green Sports Centre. The retention of the proposed SANG land by Wokingham Borough Council would also protect the settlement gap from future development.

Planning permission should therefore be granted, giving effect to the NPPF's presumption in favour of sustainable development – subject to conditions and signed Section 106 agreement.

CONTACT DETAILS

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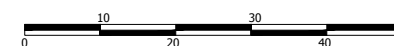


— Site Boundary

Project
LAND NORTH OF CHURCH LANE
EAST OF BASINGSTOKE ROAD
Drawing Title
ILLUSTRATIVE LAYOUT



Date 20.06.16	Scale 1:1000@A2	Drawn by M.D.	Check by N.P.N
Project No 24749	Drawing No RG-M-27	Revision L	



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TREE PLANTING				
ABBV.	SPECIES	COMMON NAME	HEIGHT (cm)	TYPE/SIZE (cm)
Ac	Acer campestre	Field Maple	350-400cm	HS, 12-14cm girth (RB), 3x, min 2m clear stem
Ac (SM)	Acer campestre	Field Maple	500-550cm	SM, 20-25cm girth (RB), 3x, min 2m clear stem
Cr	Crunus avellana	Hazel	350-400cm	HS, 12-14cm girth (RB), 3x, min 2m clear stem
Cr (SM)	Cornus avellana	Hazel	500-550cm	SM, 20-25cm girth (RB), 3x, min 2m clear stem
Pr	Prunus avestrogyna	Cherry tree	350-400cm	HS, 12-14cm girth (RB), 3x, min 2m clear stem
Pr	Prunus avestrogyna	Cherry tree	500-550cm	SM, 20-25cm girth (RB), 3x, min 2m clear stem
Pr (SM)	Prunus avestrogyna	Cherry tree	350-400cm	HS, 12-14cm girth (RB), 3x, min 2m clear stem
Tc (SM)	Tilia cordata	Lime tree	500-550cm	SM, 20-25cm girth (RB), 3x, min 2m clear stem
Qr	Quercus robur	Oak	350-400cm	HS, 12-14cm girth (RB), 3x, min 2m clear stem
Qr (SM)	Quercus robur	Oak	500-550cm	SM, 20-25cm girth (RB), 3x, min 2m clear stem

PLANTING NOTE 1: Hedgerow to be planted in a double staggered row, rows 250mm apart, at 300mm centres therefore 7 plants per linear metre.

SCRUB PLANTING MIX					
ABBV	SPECIES	%	COMMON NAME	TYPE/SIZE (cm)	CENTRES (mm)
Co av	<i>Corylus avellana</i>	30%	Hazel	T+1, 40-60cm, br	1500
Cr mo	<i>Crataegus monogyna</i>	30%	Hawthorn	T+1, 40-60cm, br	1500
Eu eu	<i>Eunymus europaeus</i>	5%	Hawthorn	T+1, 40-60cm, br	1500
Il laq	<i>Ilex aquifolium</i>	5%	Solly	2L, 40-60cm, CG	1500
Lo pe	<i>Lonicera periclymenum</i>	5%	Honeysuckle	T+1, 40-60cm, br	1500
Ma sy	<i>Malus sylvestris</i>	5%	Crab apple	T+1, 40-60cm, br	1500
Pr do	<i>Prunella domestica</i>	5%	Damson	T+1, 40-60cm, br	1500
Pr sp	<i>Prunus spinosa</i>	10%	Blackthorn	T+1, 40-60cm, br	1500
Ra ca	<i>Rosa canina</i>	5%	Dog rose	T+1, 40-60cm, br	1500

PLANTING NOTE: Planted at 1.5m centres on a grid in single species groups of 3-5.

GRASSLAND SEEDING

Emorsgate EM4 Meadow Mixture for Clay (4g per m²/ 40kg per ha) or similar, or suitable green hay source if available.

Mix to include:
Wildflowers (20%) - Yarrow, Betony, Common Knapweed, Meadowsweet, Lady's Bedstraw, Meadow Vetchling, Oxeye Daisy, Birdfoot Trefoil, Ribwort Plantain, Cowslip, Selfheal, Meadow Buttercup, Yellow Rattle, Common Sorrel, Ragged Robin, Wild Red Clover
Grasses (80%) - Common Bent, Meadow Foxtail, Sweet Vernal-grass, Quaking Grass, Crested Dogtail, Slender-creeping Red-fescue, Meadow Barley, Smaller Cat's-tail.

WET GRASSLAND 1 SEEDING FOR BASINS

Emorsgate EM8 Meadow Mixture for Wetlands (4g per m²/ 40kg per ha) or similar, or suitable green hay source if available.

Mix to include:
Wildflowers (20%) - Yarrow, Sneezewort, Betony, Common Knapweed, Meadowsweet, Lady's Bedstraw, Water Avens, Oxeye
Daisy, Greater Birdfoot Trefoil, Ribwort Plantain, Cowslip, Selfheal, Meadow Buttercup, Yellow Rattle, Common Sorrel, Great
Burnet, Ragged Robin, Devil's-bit Scabious, Tufted Vetch.






WET GRASSLAND 2 SEEDING FOR PERMANENTLY WET/MARSHY AREAS


Emorsgate EP1F Wild Flowers for Pond Edges (1.5g per m²/ 15kg per ha) or similar.

Mix to include Sneezewort, Wild Angelica, Marsh Marigold, Hemp Agrimony, Meadowsweet, Water Avens, Square-stalked S
John's Wort, Yellow Iris, Greater Birdsfoot Trefoil, Gypsywort, Purple Loosestrife, Water Mint, Common Fleabane, Meadow
Buttercup, Water Figwort, Skullcap, Ragged Robin, Devils-bit Scabious, Tufted Vetch

LEGEND

- | | | | |
|--|---|--|---|
| | Hybrid application boundary | | Stock & Dog Proof Fencing |
| | SANG boundary | | Seating (3no) |
| | Existing Trees to be Retained within SANG Boundary | | Litter bins (4no, at entrances)
(specification to match May's Farm SANG) |
| | Existing Trees to be Removed within SANG Boundary | | Interpretation Sign/ Waymaker |
| | Proposed Trees | | Kissing Gate |
| | Existing Hedge Retained | | Field Gate |
| | Proposed Native Hedgerow | | Piped swale crossing |
| | Scrub Planting | | Timber bridge swale crossing |
| | Species Rich Neutral Grassland | | SuDS basin/swale |
| | Wet Grassland 1 for basins | | Maximum water storage level
(applicable to southern basin only) |
| | Wet Grassland 2 for permanently wet/marshy areas | | Existing contours |
| | Macadam path, 3m wide
(no-dig construction with permeable macadam) | | Proposed contours (m AOD) |

- Ecological enhancements
- | | |
|---|--|
|  | Bat/bird boxes installed on retained trees |
|  | Stag beetle loggery |
|  | Herptile hibernaculum |
|  | Log pile |
|  | Hedgehog box |

- Constraints**
-  Combined underground services easements (to accommodate 6m easement to sewers and 3m easement to electricity cable)

Notes: Drawings to be read in conjunction with ALP engineering proposals

PLANTING NOTES

PREPARATION/TOPSOIL:

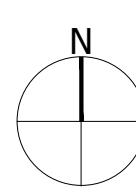
- Planting to be undertaken into existing in-situ topsoil

SEEDING:

- Cut existing grass as short as possible and remove clippings.
- Existing grassland to be opened up by disc-harrowing to expose small slots where seed can fall and germinate. Broadcast the seed at the prescribed sowing rate then using a tractor drawn roller lightly roll the seed into the soil. Sowing to take place either in September or spring. If a suitable source is available seed can be introduced by strewing green hay.

PLANTING

- Plant material to stock conform to the National Plant Specification. All plant stock to originate from within the UK. Plant handling and planting operations to be in accordance with HTA 'Handling and Establishing Landscape Plants', Parts I, III.
- The roots of bare-root plants must be kept covered at all times, to prevent them drying out. Keep small bare-root plants completely within a polythene sack until the moment of planting. Replenish mulch and straw around plants immediately after planting.
- Transplants- Noted planted or pit planted depending on soil conditions and size of roots with 30g 'Sierriarlen Flora' slow release fertiliser. Ensure nutrient is large enough to accommodate roots without bending or breaking. Plant at the same depth transplant was growing at previously. All plants to be fitted with wire/shrub shelters, securely staked and with full ground covered.
- Heavy standards- Planted in pits approximately 1200x200x900mm, backfilled with excavated subsoil/topsoil mixed with 120g 'Sierriarlen Flora' slow release fertiliser. Support by single stake and adjustable tree tie and protected with spiral rabbit guards and timber cattle guards.
- Plants in areas protected by temporary fencing.
- Planting to be carried out late October to late March, on a mild, damp day. Avoid days with too strong, drying winds.
- Water immediately after planting.
- Undertake a thorough weeding of an area of 1m diameter around each plant immediately after planting. Ensure herbicide application is carried out by a suitably trained person, only in period of low winds, and with careful directional application to ensure no spray drift. Observe all precautions recommended by the manufacturer and remove containers from site immediately they have been emptied or are no longer required.
- Scrub/hedge planting areas to be protected during establishment by temporary post and wire stock proof fencing.



PLANNING

Project
LAND SOUTH OF CHURCH LANE
EAST OF BASINGSTOKE ROAD

Drawing Title
SANG Landscape Proposal

Date 03.04.17 Scale 1:500@A1 Drawn by AM Check CH

Project No	Drawing No	Revision
24749	RG-L100	R

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Planning observations from Shinfield Parish Council

171737
Proposal

Land at Parklands,

Hybrid Planning Application Outline application (all matters reserved only access to be considered) for 55 dwellings (Use Class C3) and all associated parking, landscape and access. Full planning application for 1.56 hectares of Suitable Alternative Natural Greenspace (SANG).

Planning Officer
Comment

Chris Howard Comments by *Comments extension agreed*
Shinfield Parish Council objects to further development within the parish exceeding the housing numbers approved within the MDDP for the South of the M4 SDL.
The Parish Council recognises that this site is within the SDL and, based on the principles within the adopted Neighbourhood Development Plan, notes that this application can only be deemed acceptable where the benefits to community of the application outweigh the negative impacts.

On this basis, the Parish Council feels this planning application can only be deemed acceptable if:

- The Borough Council's drainage engineer approves a scheme which prevents flooding of neighbouring properties and roads
- The developer complies with the requirements of the ecology and environmental officers
- That traffic calming measures are introduced on Basingstoke Road prior to the commencement of construction on the site
- A controlled pedestrian crossing be put in place to create safe access to the SANG
- The SANG, and the green separation gap between Spencers Wood and Three Mile Cross, is protected from future development through transfer to the Parish Council once the developer has demonstrated the effectiveness of its drainage and attenuation features.
- That actions are taken to protect and repair as necessary, the grade 2 listed building to the west of the site.
- Boundary treatment around the grade 2 listed building maintains the setting of the building.
- Proposed improvements to footpath 20, which runs along the eastern boundary of the site, be improved from the corner of the Crest Nicholson site, all the way to the northern end, on the Basingstoke Road, including the replacement of the stile with a kissing gate to improve its accessibility.

171916
Proposal

Shinfield Court, Church Lane, Three Mile Cross, RG7 1

Full application for the development of a two-storey 64 bed dementia care home (use class C2) with associated access, parking and landscaping.

Planning Officer
Comment

Nick Chancellor Comments by 11 August 2017 *Extension granted*
Shinfield Parish Council supports this application on the basis of the provision of additional employment opportunities within walking distance of the local community. The Parish Council welcomes the improvement of the footpath on the northern side of the road.
The Parish Council requests traffic calming measures, such as a speed reduction or road narrowings for Church Lane, to improve the safety of pedestrians.

172037
Proposal

Mallards, Basingstoke Road, Spencers Wood, RG7 1AD

Application to vary condition 2 of planning permission F/2014/1372 for extensions to post office. The proposed variation seeks to retain the single storey rear extension which has been built higher than approved.

Planning Officer
Comment

Pooja Kumar Comments by 5 September 2017
Shinfield Parish Council objects to this application and believes that the original planning condition must be complied with. Approval of this variation sets a dangerous precedent for non-complaints with approved planning consents.

172051
Proposal

Land adjacent to 202 Hyde End Road, Spencers Wood

Application for advertisement consent for the erection of 6no static banner poles

Planning Officer Comment	(retrospective). Chris Kempster Comments by 28 August 2017 Shinfield Parish Council objects to the continual practice by developers of the installation of advertising flag banners and retrospective request for planning consent. These flag banners should not be used in areas adjoining existing residential areas, due to the noise created by the flapping and 'snapping' of the cables, cleats and banners.
172111 Proposal	Land adjacent to Rose Cottage, Application to vary condition 2 of planning consent 152163 for the erection of 4 detached dwellings to allow construction of a single garage to rear of plot 4.
Planning Officer Comment	Alex Thwaites Comments by 23 August 2017 No comment
172160 Proposal	34 Ryhill Way, Earley, RG6 4AZ Householder application for the proposed conversion of existing garage, to create habitable accommodation.
Planning Officer Comment	Christine Phillips Comments by 24 August No comment
172167 Proposal	Land adjoining Yew Tree Farm, Beech Hill Road, RG7 1HR Full application for proposed erection of non-residential building (Gospel Hall) with associated landscaping, new driveway from existing access and revised car parking layout following demolition of existing building.
Planning Officer Comment	Janeske Delport Comments by 21 August 2017 Shinfield Parish Council objects to this application on the basis that it fails to meet the requirements of the Neighbourhood Plan and represents unwanted development within the countryside, and outside of development limits. The Parish Council believes that the provision of parking is grossly insufficient and will lead to on street parking in unsuitable country lanes, especially on days when the A33 car boot sale operates.
172168 Proposal	Yew Tree Farm, Beech Hill Road, Shinfield, RG7 1HR Full application for the proposed erection of dwelling with detached garage and outbuilding following demolition of existing dwelling
Planning Officer Comment	Janeske Delport Comments by Development can only commence following demolition of the existing building.
172274 Proposal	29 Oatlands Road, Shinfield, RG2 9FY Householder application for proposed erection of two storey rear extension and first floor side extension to dwelling.
Planning Officer Comment	Ade Balogun Comments by 4 September 2017 No comment
172324 Proposal	44 Clare Green Road, Spencers Wood, RG7 1DY Householder application for a single storey rear extension plus front/rear dormer extensions to dwelling and part conversion of the existing garage to pantry.
Planning Officer Comment	Dariusz Kusk Comments by No comment
171442 Proposal	18 Hunters Way, Spencers Wood, RG7 1HW Full application for the proposed change of use of amenity land to residential at land adjacent to 18 Hunters Way, to include the erection of 2metre high timber close boarded fence.
Planning Officer Comment	Stefan Fludger Comments by 20 September 2017 Shinfield Parish Council is unable to comment on this application without clarification as to whether this parcel of land is within the ownership of the householder. The land registry shows two separate areas – 30632133 for the adjacent land and 30632850 for the application address.

Application Number	Expiry Date	Parish	Ward
173177	15/02/2018	Finchampstead	Finchampstead South;

Applicant	Ms Rebecca Stead
Site Address	The Lodge, North Court, The Ridges, Finchampstead, RG40 3SH
Proposal	Application to vary condition 2 of planning consent F/2014/0168 for the demolition of existing rear extension and erection of rear and side extension, conversion of loft space to habitable room and creation of underground garage and store room with associated parking. Condition 2 relates to plan numbers and the new plans propose the erection of dormer windows.
Type	S.73 application
PS Category	633
Officer	Katie Herrington
Reason for determination by committee	Listed by Councillor Weeks

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>This is a S.73 (variation of condition) application to amend condition 2 of planning permission F/2014/0168 for the erection of dormer windows and ground floor changes to fenestration as an amendment to the approved scheme which relates to the <i>‘the demolition of existing rear extension and erection of rear and side extension, conversion of loft space to habitable room and creation of underground garage and store room with associated parking’</i>.</p> <p>Concerns have been raised by residents that the proposal would result in overlooking and would unduly increase the size of the building.</p> <p>The proposed dormers are modest in their size and whilst they would increase the size of the building this would not be to the extent that it would harm the rural character of the countryside. The proposed dormers would replace already approved windows and would not just meet but exceed the distance separation standards found in the adopted Borough Design Guide SPD.</p> <p>Permission F/2014/0168 is currently under construction and this application is an amendment to alter the fenestration and add dormers. The fenestration changes and dormers are of a form that would not appear out of keeping with the character of the host building and would be of a size that would not harm the rural character of the countryside.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Designated Countryside • SPA 5KM and 7KM • Badger Sett Consultation Zone

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

A. Conditions and informatives:

The below conditions have been amended;

2. Approved plans

This permission is in respect of the submitted application plans and drawings numbered 07D, 08E, 21B, 20D received by the local planning authority on 20/11/2017 and plan 'O' received by the LPA on the 14/02/2014. 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. Materials to match existing.

The materials to be used in the construction of the external surfaces of the development hereby permitted shall be of a similar appearance to those used in the existing building unless otherwise agreed 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

All other conditions as per F/2014/0168 remain in place;

1. The development hereby permitted shall be begun before the expiration of three years from the date of 09/04/2014.

Reason: In pursuance of s91 of the Town and Country Planning Act 1991 (as amended by s51 the Planning and Compensation Act 2004).

2. Approved plans.

As amended above

3. Materials

As amended above

4. Tree protection

a) No development or other operation shall commence on site until a scheme (herein called the Approved Method Statement for Arboricultural Works Scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site has been submitted to and approved in writing by the Local Planning Authority; no development or other operations shall take place until the approved tree protection measures have been implemented except in complete accordance with the approved protection scheme.

b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the approved scheme are in place on site.

- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the approved scheme.
- d) The fencing or other works which are part of the approved scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3.

5. Removal of PD rights for conversion of garage

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), the garage accommodation on the site 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, and reduce the likelihood of roadside parking. Relevant policy: Core Strategy policy CP6.

6. Vehicle parking

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking has been provided in accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority. The vehicle parking shall be permanently maintained and used for no other purposes.

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

Informatives:

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.

PLANNING HISTORY		
Application Number	Proposal	Decision
Application Number	Proposal	Decision
170538	Application for a non-material amendment to planning consent F/2014/0168 to allow replacement of roof lights to dormers, replacement	Refused. 20/03/2017

	of existing red/hip ridge tiles to lead flashing and replacement of 3no existing windows to French Doors.	
163428	Application for a non-material amendment to planning consent F/2014/0168 to allow the removal and reconstruction of the damaged front wall to the exact original condition using reclaimed materials.	Approved. 03/01/2017
161599	Application for a non-material amendment to planning consent F/2014/0168 to allow the removal and reconstruction of the front wall to the exact original condition using reclaimed materials.	Refused. 21/07/2016
161203	Application for submission of details to comply with the following conditions of planning consent F/2015/0770 (Dated 16/11/2015) 3. Boundary treatments 4. Arboricultural Method Statements 5. Drainage systems	Approved. 04/11/2016
160736	F/2014/0168 Conditions application for the submission of details to comply with the following condition of planning consent F/2014/0168 (141952) dated 09/04/2014: 4. Arboricultural Method Statement.	Refused. 16/05/2016
F/2015/0770	Proposed erection of 3 bedroom detached dwelling with associated parking, access and landscaping following demolition of existing dwelling.	Approved. 16/11/2015
152139	Application for a certificate of lawfulness for the proposed erection of a wall.	Refused. 17/09/2015
CLP/2015/1252	Proposed erection of wall	Refused. 01/07/2015
NMT/2015/0098	Application for a non-material amendment to planning consent F/2014/0168 to allow the retention of the addition of a 2 m wide trench around the property, at basement level and only where basement is situated.	Approved. 04/02/2015
F/2014/0168	Demolition of existing rear extension and erection of rear and side extension, conversion of loft space to habitable room and creation of underground garage and store room with associated parking.	Approved. 09/04/2014
F/2013/1864	Proposed erection of a rear and side extension following demolition of	Refused. 17/12/2013

	existing rear extension, creation of an underground garage and basement room with associated site levelling, landscaping and provision of car parking spaces, and conversion of existing roof space to additional habitable accommodation.	

SUMMARY INFORMATION

For Residential

Volume of proposed dormers	6.3 cubic metres (or 2.1 cubic metres each)
Volume increase over approved	0.79%

CONSULTATION RESPONSES

WBC Highways	No comments received
WBC Tree & Landscape	No comments received

REPRESENTATIONS

Town/Parish Council: Objection to variation of condition 2. Finchampstead PC supports comments made by Wishing Well Cottage.

Local Members: Objection by Cllr. Weeks: Due to overlooking.

Neighbours: 10 objections;

Loss of privacy

Dormers allow neighbouring property to be overlooked/ overviewed.

- Site sits on mound 1.8/ 2.0m above other properties.
- Concern that the Cyprus firs that edge the garden between The Lodge and Wishing Well Cottage are high and could be considered to stop any overlooking, but they are not in the control of Wishing Well Cottage – no control is had over their height or retention. **Officer comment: these concerns are addressed in paragraph 9 – 15.**

Size of dormers

- Dormer would add significantly to over dominant size of property – previous applications have turned an estate lodge into a large family home. **Officer comment: this concern has been address in paragraph 4 – 8.**
- Developer is making incremental increases in the size of the building. *Officer comment: The local planning authority is obliged to determine planning applications submitted to them in accordance with development plan policy and other material considerations.*

Mistakes/drawing issues

- The drawings do not reflect F/2014/0168, including the ridge height. *Officer comment: Non material amendment application 163428, following legal advice, considered that the plans for F/2014/0168 and F/2015/0770 to be materially similar and allowed the plans for F/2015/0770 to be used under F/2014/0168.*
- Ridge materials changes from red ridge tile to lead finish. *Officer comment: This change was approved under F/2015/0770.*
- Site location drawing and neighbour map do not reflect site context. *Officer comment: The site location plan 'red line' has been amended.*

Other matters not specifically related to this application:

Concerns that building is not being built as approved

- Concerns that the proposal is not being built as approved under F/2014/0168

Concerns over the approved building

- Ridge height exceeds that of original building.
- Site sits on mound 1.8/ 2 m above other properties.
- Rear elevation window sizes increased by 20%

Officer comment: The council's enforcement officer visited the site in January for the purpose of establishing whether the building had been erected in accordance with approved plans.

The officer measured the distance of The Lodge from the adjoining boundaries. At the time of the initial visit the roof had not been completed, but a measurement of the top of the roof structure (the flat roof element in the middle of the building) was taken, taking into account the need to add insulation and tiles upon this, and using the damp course to the front of the building (visible in photos of the original / remains of the building) as a guide.

The enforcement officer found that the works, in terms of the position of the proposal within the site and its footprint, and the opening of the upper floor window to the west, complied with the approved plans. At the time of the visit the roof was not yet completed, however, the steels and wooden beams supporting the roof were. A tape measure was taken from the highest point to the internal ground level, and then a measurement taken from the ground level to the original damp course and lower brick of the building – the consistent point of measurement. The height, including an estimate of the space required to complete the roof, was within that demonstrated on the approved plans. A second visit is planned to re-measure the building height once the roof has been completed. Based upon such information, the planning enforcement officer is satisfied that, so far, the building is being constructed in accordance with the approved plans.

APPLICANTS POINTS

- The proposal would not result in a loss of privacy. The cheeks of the dormers would further obscure oblique views to the neighbours properties more than would the approved velux windows.

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PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP9	Scale and Location of Development Proposals
	CP11	Proposals outside development limits (including countryside)
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

PLANNING ISSUES
<p>Description of Development:</p> <ol style="list-style-type: none"> 1. This proposal seeks to erect 3 new dormer windows to replace roof lights. These dormer windows would be upper floor side extension to the south of the site, and two dormer windows towards the north of the site as an amendment to F/2014/0168 for the 'demolition of existing rear extension and erection of rear and side extension, conversion of loft space to habitable room and creation of underground garage and store room with associated parking' which is currently under construction. The proposed dormer windows would serve bedrooms. 2. The proposal also includes: <ul style="list-style-type: none"> • Window to the side elevation (south) changed to a door. • Window on the side elevation (north) changed to a door. • Windows into the basement (into the void) • Alternation to the internal layout of rooms <p>Principle of Development:</p> <ol style="list-style-type: none"> 3. 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. <p>Character of the Area:</p> <ol style="list-style-type: none"> 4. The site is located within the Countryside and therefore policy CP11 applies. Policy CP11 sets out that in order to protect the separate identity of settlements and

maintain the quality of the environment, proposals outside of development limits will not normally be permitted except where, in the case of residential extensions, it does not result in inappropriate increases in the scale, form or footprint of the original building.

5. The proposed dormers would have a volume of 2.1 cubic metres per dormer, the three totalling a volume of 6.3 cubic metres. The existing approved dwelling would have a volume of 783 cubic metres and therefore the proposal would result in an increase of 0.79% - less than 1% increase of the total volume. Whilst as a consequence of this proposal the resulting dwelling would be 99.37% larger than the original dwelling, when compared to the previously approved and implemented scheme, calculated as being 97.8% larger, the total volume increase as a result of this proposal would not be to the extent that it would result in an 'inappropriate increase' in the scale of the building. As such, the proposal would accord with Policy CP11 in this respect and as such it would not be reasonable to refuse this application on this ground.
6. Dormers of this size would normally fall within the limits of permitted development. However, permitted development rights were not able to be utilised for this proposal as these rights do not exist until a house is built and capable of being occupied. In addition it is unlikely, given the increased roof volume approved under F/2014/0168, that any additional volume increase in the roof could meet the requirements under permitted development. This is because the volume of previous roof extensions are taken away from the volume achievable in the roof space through permitted development.
7. In terms of character, the Guidance within the Borough Design Guide SPD sets out that dormer windows should not project above the ridge line, and they should also be positioned within the main roof, by being set back from both eaves line and the sides of the roof. Furthermore, dormers should relate to the design of the existing building in terms of roof form, materials, positioning and window proportions.
8. The proposed dormers would be set below the approved ridge line and above the eaves. They would also be set within the sides of the roof. They would replace some of the existing roof windows and their form and proportions would be in keeping with the character of the building. The design and detailing of the dormers along with the fenestration details would be in keeping with that of the host building.
9. As such, the proposal would comply with policy CP11 and CP3 of the Core Strategy and the provisions of the Borough Design Guide SPD.

Residential Amenities:

10. Concern has been raised that the proposal would result in a loss of privacy to the adjoining neighbours.
11. The proposed dormers would replace the below head height windows that have already been approved in the roof space. Whilst the proposed dormer windows would be wider than the windows that they would replace, the difference in size would not materially affect the extent of views from these windows. This is because whilst the windows would be wider and taller, they would not change their relationship to surrounding dwellings.

Window	Existing Width	Proposed width	Existing height	Proposed height
Including frame	0.8m	1m	1m	1.2m
Without frame	0.7m	0.9m	0.7m	1m

12. The proposed dormers would also exceed the separation distances as set out by the Borough Design Guide SPD. The dormers, like the existing windows, would not directly face towards Wishing Well Cottage or The Coach House. The result is that any sightlines towards these properties and their gardens would be oblique as are the already approved windows that are being replaced by the dormers. As such, the impacts as a result of affording outlook are considered to be neutral.
13. The Borough Design Guide SPD sets out minimum separation standards between windows to maintain privacy and limit a sense of enclosure. The Guide does not set out distance separation standards for dwellings where their relationship and hence their resulting views are oblique as by its very definition those resulting views would be limited. These separation standards advised by the Guide are; 1m between a flank and the boundary, 10 metres between opposing front elevations, 22 metres between opposing rear elevations and 12 metres for a relationship of rear elevations to flank elevations. Whilst such distance standards, in part, relate to directly facing windows, they are used as a guide to assess all other relationships between windows which are not listed within the Guide.
14. By applying the guidance within the SPD to this application given the oblique relationship of the windows, even when applying the highest standard of separation which relates to a distance of 22m, the relationship of the proposed dormers would exceed this by being located further away from the neighbouring properties windows at both neighbouring properties. Any sightlines into the gardens would be oblique and not materially different from that of the already approved windows in the roof space of the host dwelling. Therefore, the proposal would not result in a loss of privacy to the adjoining neighbours and therefore, it is not necessary to impose a condition requiring the retention of the Cyprus Firs that edge the garden towards Wishing Well Cottage.
15. As such, the proposal would comply with policy CP3 and the provisions of the Borough Design Guide SPD.

Parking:

16. The proposal would not result in the creation of additional rooms and therefore no additional parking provision would be required.

Trees and Landscape:

17. The proposal would not affect the adjacent trees and as such there would be no impact in this respect.

CONCLUSION

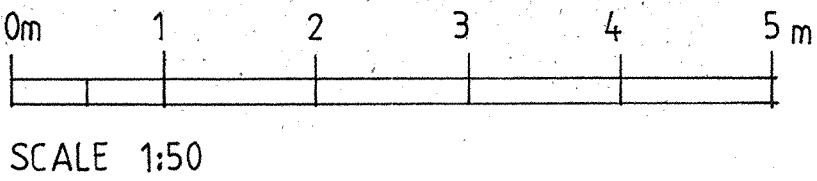
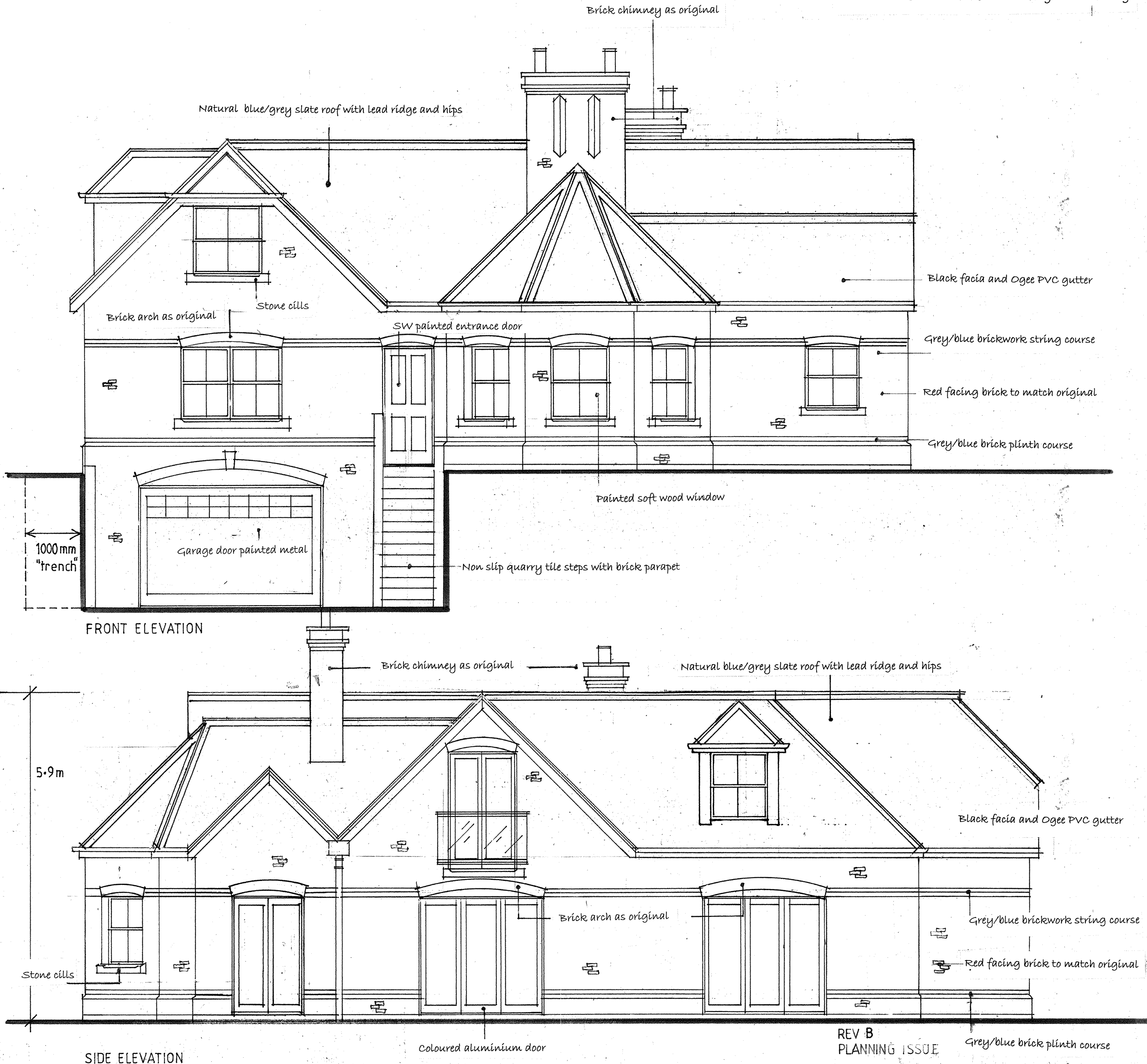
The proposal seeks to erect three dormer windows to replace already approved roof windows, along with minor fenestration changes. The proposal would result in the increase in the volume of the building however such increase would be very small and not harm the rural character of the countryside. Like the windows that they replace, the proposed dormers would not direct face towards residential properties and would exceed the distance separation standards as set out by the Borough Design Guide SPD. As such, the proposal would comply with development plan policy and is **recommended for approval**.

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

This drawing is the copyright of The Edwards Irish Partnership LLP

NB: All materials and details as original dwelling



REV B
PLANNING ISSUE

Project
THE LODGE
NORTH COURT
THE RIDGES
FINCHAMPSTEAD

Client
REBECCA STEAD

Drawing

PROPOSED ELEVATIONS / 1

Scale 1:50 at A2 size	Date 07/2015
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The Edwards Irish Partnership LLP
Architects & Surveyors
Suite 8, Market House, 19-21 Market Place, Wokingham, Berks. RG40 1AP
Tel: 0118-989-4403 Fax: 0118-989-4383
E-mail: email@edwardsirish.com

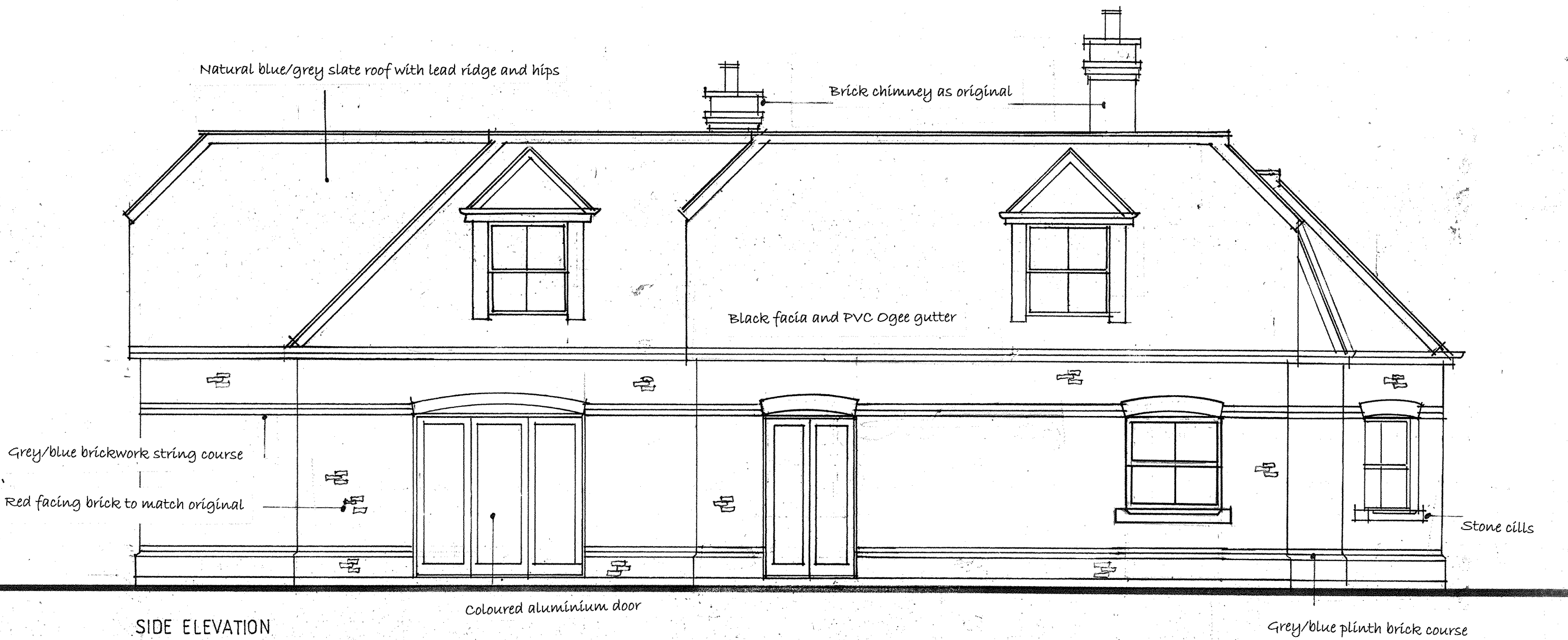
Job RSE	Dwg. 07 D
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REVD Dormer and trench added 13.02.17
REV C French door and dormers 8.02.17
225

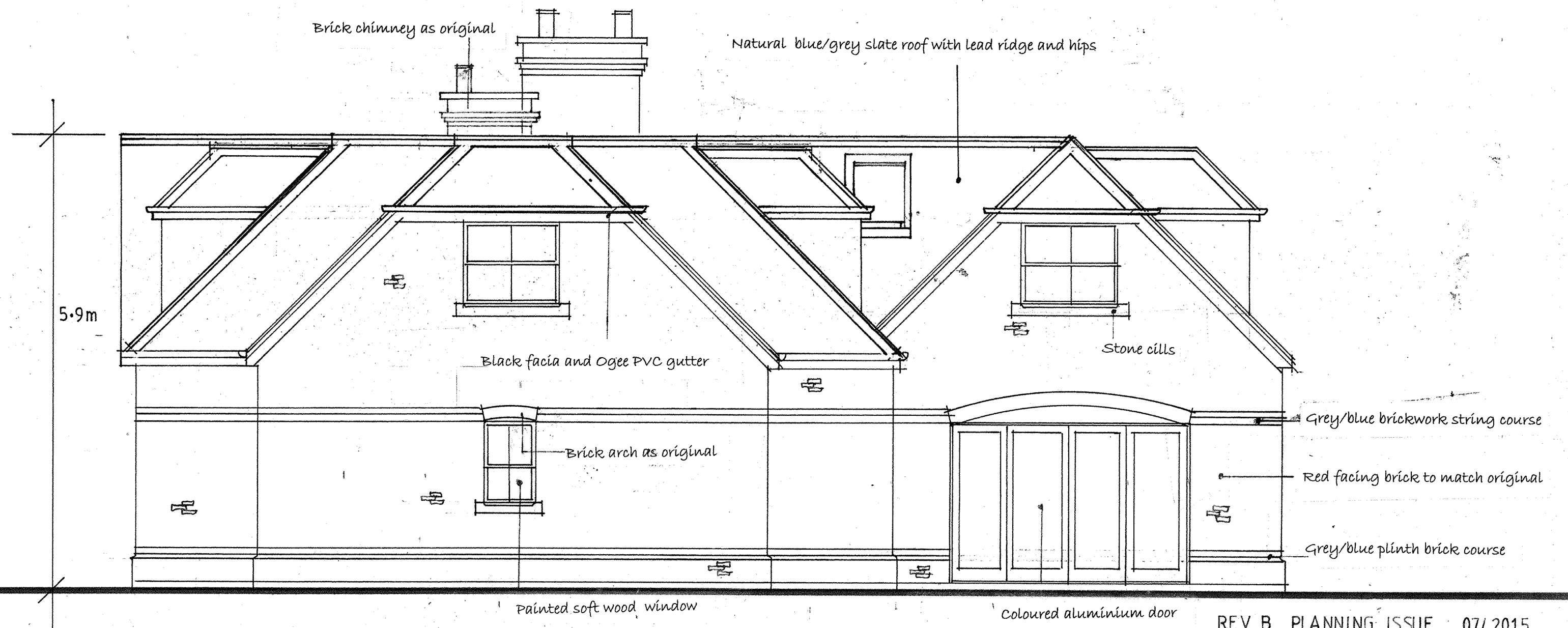
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Notes

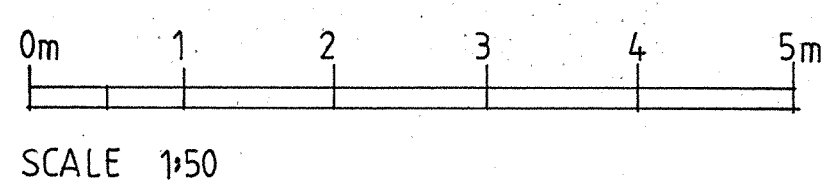
All dimensions and levels on site are to be checked prior to commencement of work.
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NB: All materials and details as original dwelling



SIDE ELEVATION



REAR ELEVATION



REV B PLANNING ISSUE 07/2015

Project
THE LODGE
NORTH COURT
THE RIDGES
FINCHAMPSTEAD

Client
REBECCA STEAD

Drawing
PROPOSED ELEVATIONS / 2

Scale
1:50 at A2 size

Date
07/2015

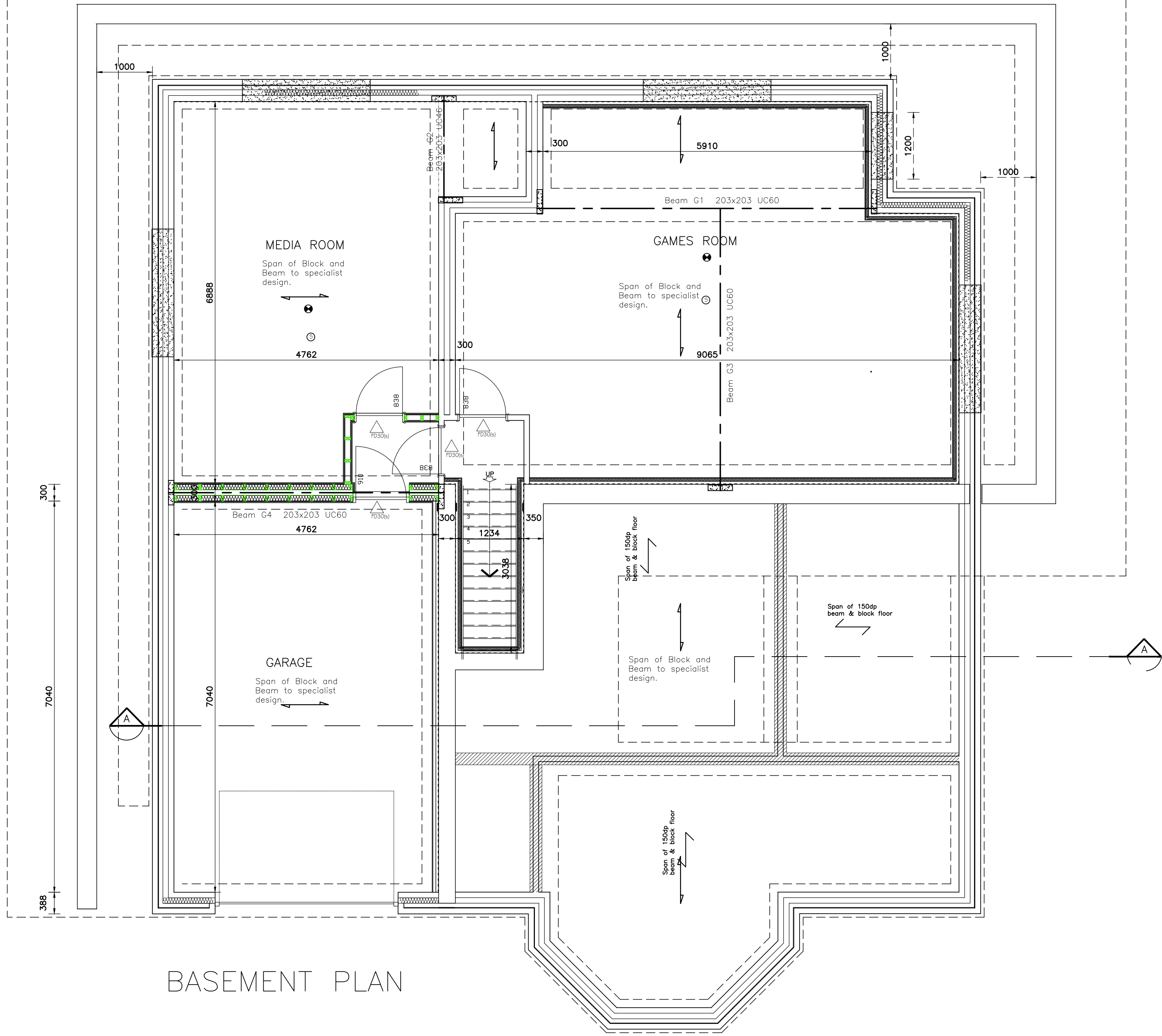


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REV E DOOR CHANGED TO WINDOW 30/10/17
REV D Dormer added 13.02.17
REV C Ridge tiles dormers and french windows 8.02.17

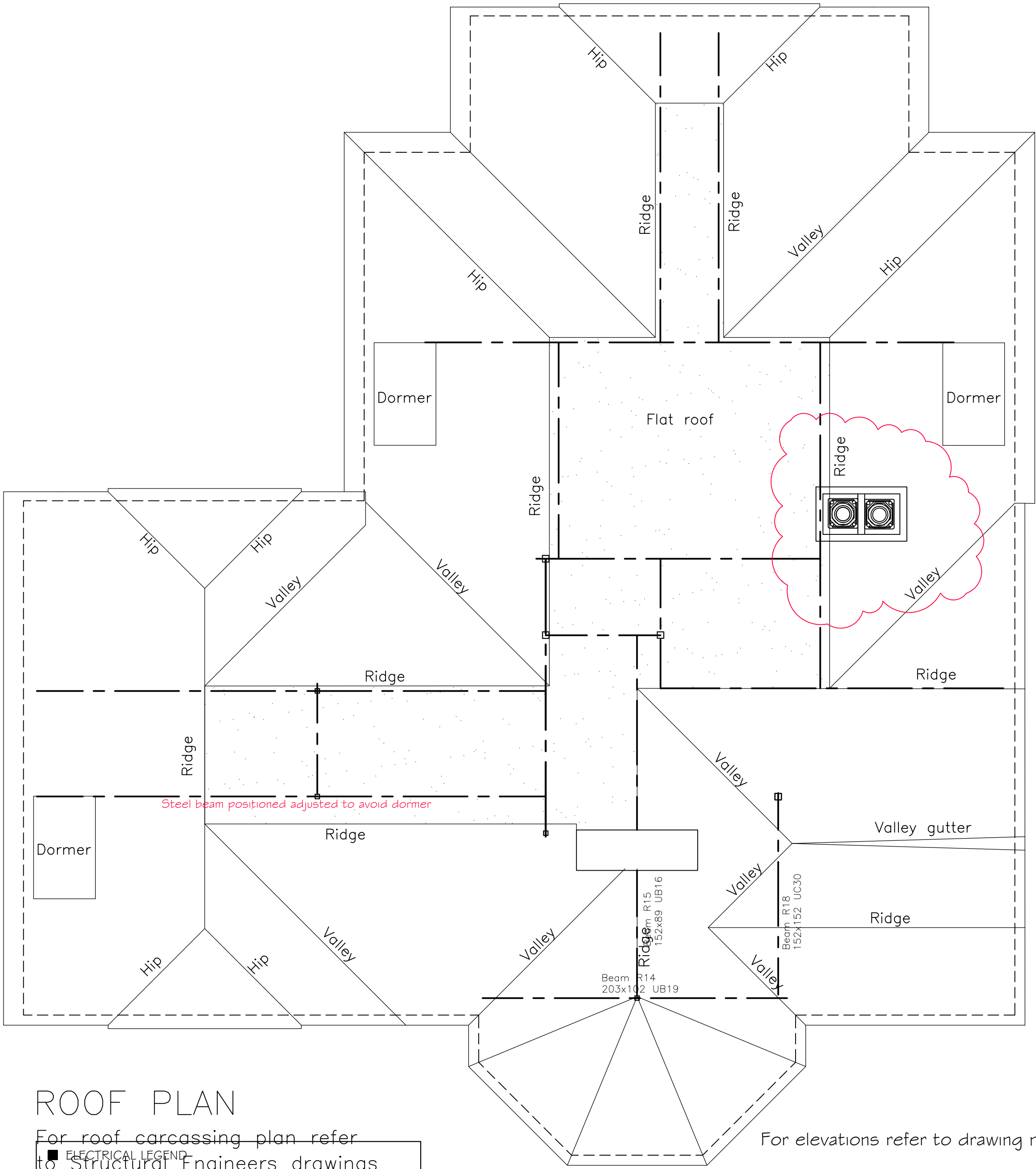
Job RSE Dwg. 08 E

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BASEMENT PLAN

Notes.
All dimensions and levels on site are to be checked prior to commencement of work.
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ROOF PLAN

For roof carcassing plan refer to Structural Engineers drawings

For elevations refer to drawing no.08B and 09

ELECTRICAL LEGEND	
1.3 AMP SWITCHED SOCKET OUTLET	TELEPHONE POINT 500mm ABOVE PFL
1.3 AMP DOUBLE SWITCHED SOCKET OUTLET	TV AERIAL SOCKET 500mm ABOVE PFL
2 AMP TABLE LAMP CIRCUIT POINTS	DATA POINT
500 ABOVE WORKTOP LEVEL	SATELLITE POINT
UNSWITCHED SINGLE SOCKET CONTROLLED BY ACP BELOW WORKTOP, EXCEPT FAN SOCKETS TO BE AT HIGH LEVEL	CONSUMER UNIT WITH max 24w SPARE FUSEWAYS
FUSED SWITCHED SPUR	SMOKE DETECTOR - SELF CONTAINED, MAINS FEED INTERCONNECTED
HIGH LEVEL SWITCHED FUSED SPUR WITH NEON INDICATOR	HEAT DETECTOR
FUSED SPUR	CARBON MONOXIDE DETECTOR/ALARM
1.3 A BLANKED OUTLET FOR SHOWER POINT	BOILER PROGRAMMER
FUSED SWITCHED SPUR WITH PILOT (11W 24w)	THERMOSTAT
CENTRAL FUSED MCB 8000 GRID SWITCH	BELL PUSH
CCU - TO CONTROL AGA	DOOR CHIME
LIGHT SWITCH	ENTRY PHONE
220 WATT LIGHT SWITCH	ALARM CONTROL PANEL - wiring only
FULL COLORED LIGHT SWITCH	ALARM BELL SOUNDER
PUSH BUTTON LIGHT SWITCH 1.100 ABOVE PFL	EXTERNAL ALARM BELL BOX
SWITCH WITH INDICATOR FOR LOFT LIGHT	ALARM DOOR CONTACT
RECESSED LED DOWNLIGHTS (IP4 waterproof rated in BATHROOMS, EN-SUITE & SHOWER ROOMS)	ALARM KEYPAD
LOW ENERGY PENDANT FITTING	ELECTRICITY METERS AT HIGH LEVEL ON BOARD
LOW ENERGY BATTERY LIGHT FITTING	ELECTRICITY METERS EXTERNAL BOX
LOW ENERGY BATTERY LIGHT FITTING FIRED OVER DOOR	GAS METERS EXTERNAL BOX
LOW ENERGY VAPOR PROOF EXTERNAL LIGHT WITH FIRE AND DRINK WASH OUT LIFT	GAS POINT
LOW ENERGY FLUSH WALL MOUNTED LIGHT FITTING	EXTERNAL COLD WATER TAP
FLUORESCENT STRIPLIGHT	BOILER
PEDESTAL LIGHT	MECHANICAL VENT
WIRING ONLY i.e. OUTSIDE REAR LIGHT FITTING	3kw IMMERSION HEATER
COOKER CONTROL UNIT WITH SBO (20watt)	ENERGY DISPLAY DEVICE
1.3 A BLANKED OUTLET FOR SHOWER POINT FITTED AS CUSTOMER EXTRA	ROTARY SINGLE PHASE ISOLATOR LOCATED AT HIGH LEVEL
	EXIT SIGN WITH EMERGENCY BACK UP PACK
	FIRE ALARM BREAK GLASS CALL POINT
	SMOKE DETECTOR AND SOUNDER

Switches and socket outlet positions to comply with Part M of the Building Regulations.
(To be set between 450mm and 1200mm above finished floor level) Socket outlets TV and BT points.
Radiator controls to be set at a common height of between 450 and 600mm above finished floor level.
Door handles, switches, thermostats, door bells to be set at a common height of between 900 and 1200 above finished floor level (not window roomingery).
Consumer units to be set between 1350 and 1450 above PFL.

Rev B:Chimney positioned adjusted.
Rev A:Structural Engineers information added, dormers repositioned

Project	The Lodge North Court The Ridge Finchampstead
Client	Rebecca Stead

Drawing
General Arrangement
Basement & Roof Plans

Scale 1: 50@A1 Date June 2016



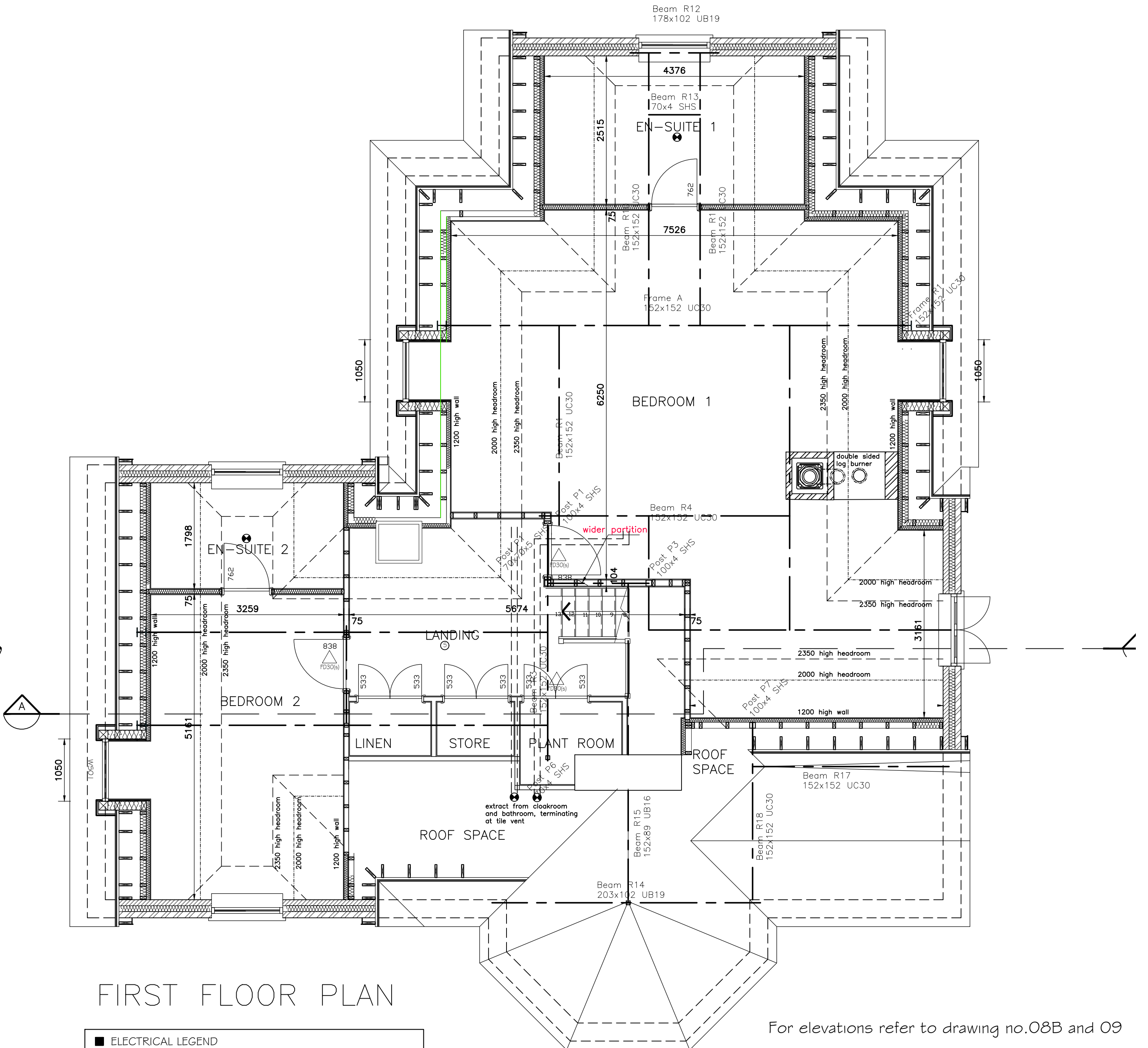
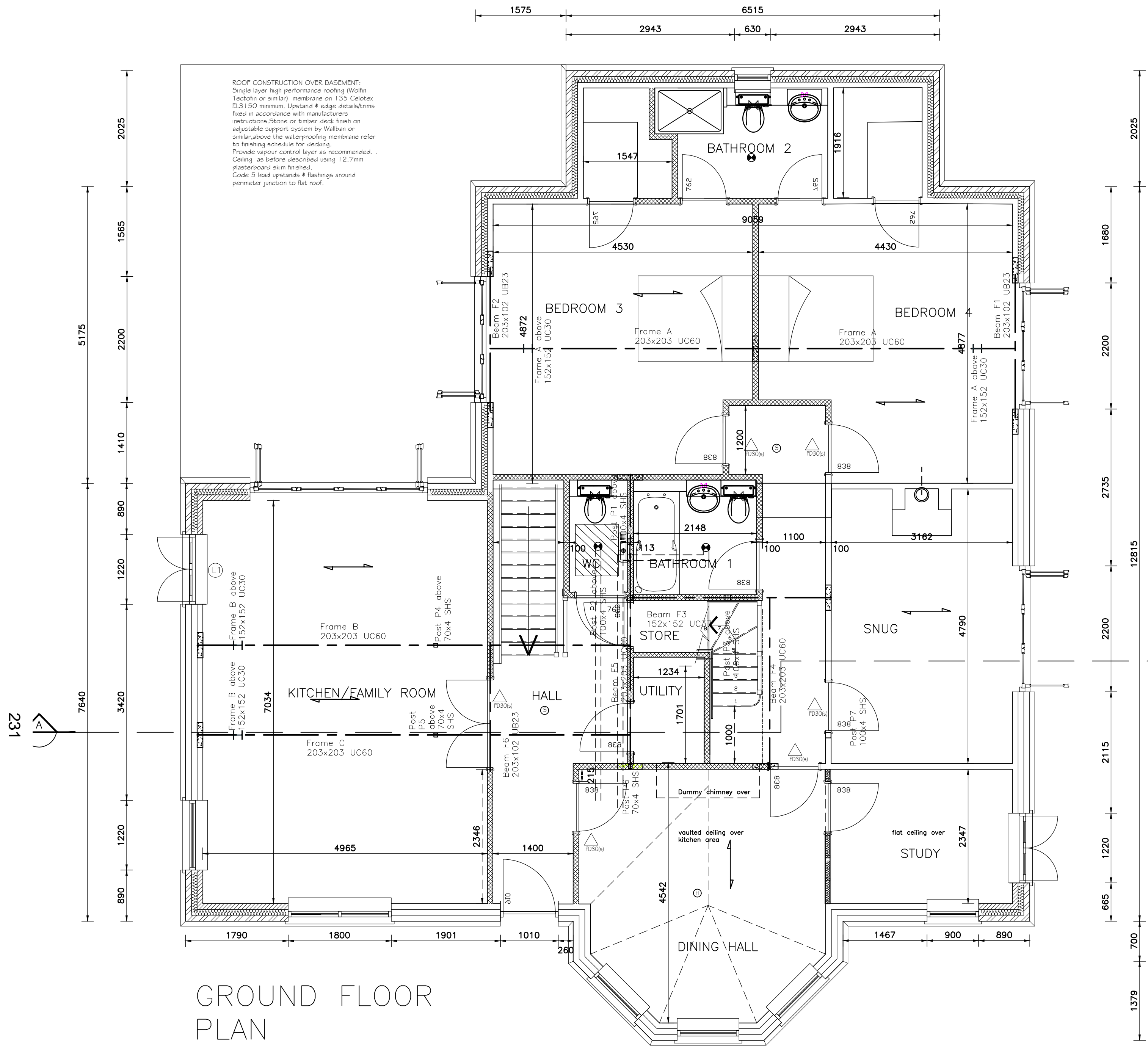
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PRELIMINARY

Job 2323 Dwg. 21B

CAD REF:PROJECTS CAD-REF

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For elevations refer to drawing no.08B and 09

Rev D:Amendments to ground floor
Rev C:Family room open fire, and Bedroom 1 fire relocated
Rev B:General updates added
Rev A:Structural Engineers information added, staircase/dormers repositioned

Project

The Lodge
North Court
The Ridge
Finchampstead

Client

Rebecca Stead

Drawing

General Arrangement
Ground & First Floor Plans

Scale 1: 50@A1 Date June 2016

The Edwards Irish Partnership LLP
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Job 2323 Dwg. 20D

CAD REF:PROJECTS CAD-REF

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From: [Katie Herrington](#)
To: [Planning Enquiries](#)
Subject: FW: The Lodge, North Court -173177 -[UNCLASSIFIED]-
Date: 04 December 2017 09:06:36
Attachments: [image003.png](#)

Kindest regards

Katie Herrington
Senior Planning Officer (Development Management and Regulatory Services)
Council offices, Shute End, Wokingham, RG40 1WR

From: Clerk [mailto:clerk@finchampstead-pc.gov.uk]
Sent: 30 November 2017 11:03
To: Katie Herrington <Katie.Herrington@wokingham.gov.uk>
Subject: The Lodge, North Court -173177


Dear Katie

Our comments below.

The Ridges, The Lodge North Court	173177 Katie Herrington	Stead	Comments by 18 December, 1 letter objecting. Application to vary condition 2 of planning consent F/2014/0168 for the demolition of existing rear extension and erection of rear and side extension, conversion of lofts space to habitable room and creation of underground garage and store room with associated parking . Condition 2 relates to plan numbers and new plans propose the erection of dormer windows.	Objection to variation of condition 2. Finchampstead PC supports comments made by Wishing Well Cottage.
--------------------------------------	--------------------------------	-------	---	---

Regards Anna

Assistant to the Clerk: Mrs A. Kent
Finchampstead Parish Council
FBC Centre, Gorse Ride North
Finchampstead
Berkshire RG40 4ES

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Application Number	Expiry Date	Parish	Ward
173515	30/01/2018	Wargrave	Remenham, Wargrave and Ruscombe;

Applicant	Mrs Erin Barber
Site Address	Merchiston, Blakes Lane, Wargrave, RG10 9TA
Proposal	Householder application for the proposed erection of single storey sides and rear extension following the demolition of existing annex plus part two storey side extension to dwelling
Type	Householder
PS Category	633
Officer	Dariusz Kusyk
Reason for determination by committee	Listed by Councillor Halsall

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director - Place

SUMMARY
<p>Merchiston is a large Edwardian detached house, with a detached garage positioned in front of the principal elevation line. The distinctive main dwelling includes spacious garden with numerous young and mature trees and it is surrounded by open countryside to the south and north. The rear garden also has a detached summerhouse. The property is site within the Metropolitan Green Belt.</p> <p>The main dwelling is sited in a significant distance from neighbouring properties and within a close distance to the road. The host dwelling's front and side elevations are partially exposed and visible from public views along this part of Blakes Lane.</p> <p>Strict policies are in place to prevent inappropriate development in the Green Belt, restricting extensions to dwellings to a limited scale (35% increase in volume). The proposed development would represent an increase in volume of 47% and by definition is inappropriate development, which would be harmful for the open character of the Green Belt and surrounding countryside.</p> <p>Furthermore, there will also be an unacceptable adverse impact on the dwelling as the proposal is not of a subservient scale and in keeping design when compared to the original dwelling. This will also adversely impact on the attributes of the Green Belt and the attractive appearance of the host dwelling.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Green Belt • Countryside • Groundwater protection zone

RECOMMENDATION
<p>That planning permission be REFUSED for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed development would result in significant harm to the rural character of the Countryside and the intrinsic beauty and openness of the Green Belt. It

would result in an excessive and inappropriate increase in volume of the original dwelling, therefore it is contrary to the National Planning Policy Framework and policies CP1, CP3, CP11, CP12 of the Core Strategy and MDD Local Plan Policy TB01.

2. The design of the proposed extension to the rear represents an unsympathetic extension that is inappropriate in scale and form when compared to the main dwelling. By virtue of a significant projection beyond the side elevation, flat roof form and due to out of keeping fenestration details, the proposed single storey rear extension would be considered as an out of keeping and excessively wide enlargement of the original building, which would visually overwhelm the appearance of the existing dwelling. Objection is therefore raised to the proposal.

PLANNING HISTORY		
Application Number	Proposal	Decision
18079	Proposed erection of single storey addition.	Approval.
28593	Proposed erection of a stable.	Approval.
29683	Proposed erection of a detached double garage	Approval.
F/1996/63284	Proposed erection of 2.75m high fence around tennis court.	Approval.
CLP/2010/2752	Application for a certificate of lawfulness for the proposed erection of a new front pitched roof dormer extension plus enlargement of existing rear dormer window.	Refusal.
F/2011/0352	Proposed erection of a new front pitched roof dormer extension, plus enlargement of existing rear dormer window.	Approval.
F/2011/0457	Proposed erection of brick wall and vehicular entrance gates to front of dwelling.	Approval.
171373	Application for a certificate of lawfulness for the proposed erection of a two storey rear extension and a single storey side extension, erection of two single storey outbuildings within residential curtilage, comprising an indoor swimming pool and a games room.	Approval.
172329	Householder application for proposed erection of single storey sides extensions to dwelling, proposed demolition of existing annex and new vehicular access.	Withdrawal.

SUMMARY INFORMATION
For Residential Site Area – 0.34ha Existing parking spaces 4-5 Proposed parking spaces 4-5 Original building's volume – 866.0 m ³ Existing building's volume – 1274.0 m ³ Proposed dwelling's volume – 1320.0 m ³

CONSULTATION RESPONSES	
WBC Highways	No objections, subject to conditions.
WBC Tree & Landscape	Objections raised on the following grounds: <ul style="list-style-type: none">• Excessive scale;• Excessive footprint increase.
WBC Conservation Officer	Objections raised on the following grounds: <ul style="list-style-type: none">• Unsympathetic design.

REPRESENTATIONS
Town/Parish Council: No objections. Local Members: Ward Councillor commented that: <ul style="list-style-type: none"> • This new application redistributes less volume in a far superior layout and would have less impact or perhaps no more - on the green belt than the approved permitted development scheme. • Whether the proposed development would have a greater or lesser impact upon the openness of the Green Belt relative to the approved 'fallback' PD extensions subject of CLOPUD application 171373. • Refusal would be on the grounds of a strict percentage of volume increase but the criteria is protecting the openness of the green belt and WBC has no policy for volume increase only guidelines. Neighbours: No comments received.

APPLICANTS POINTS
The massing and positioning of the proposed extensions have been thoroughly considered to minimise impact on views onto and from the site. The proposed scale and architectural design are in keeping with the existing building and improve the setting by removing a previous unsympathetic extension. It is therefore our view that the proposals put forward do not have an adverse effect on the area's character or on the amenity of nearby properties and would in fact enhance this part of Blakes Lane by means of sensitive and contextual alterations.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development

	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP11	Proposals outside development limits (including countryside)
	CP12	Green Belt
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC07	Parking
	TB01	Development within the Green Belt
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

PLANNING ISSUES

Description of the site:

1. Merchiston is a large Edwardian detached house. It has a large detached garage which is positioned in front of the principal elevation line. The main dwelling includes about 0.34ha of garden with numerous young and mature trees and it is surrounded by open countryside to the south and north. The rear garden also has a detached bothy with thatched roof, used as a summerhouse.
2. The application property is settled in significant distances from Denecroft to the west, of approximately 35.0m, and from Geble House to the east, of approximately 115.0m, within a close distance of Merchiston to the road. The host dwelling's front and side elevations are partially exposed and visible from public views along this part of Blakes Lane.
3. Merchiston displays fine detailing from the Edwardian era. It has distinctive tiled gables on each of the three storeys on the front elevation, sympathetically blended with the principal elevation. It also includes an open porch with tiled gable roof with attractive white wooden detailing, including decorative fascia, railings and narrow timber columns. The two-storey bay windows have stone lintels and tile-hung roofs at ground floor level and these and other windows have multi-paned glazing on their upper sections. The roof and dormers have ornamental terracotta ridge tiles with decorative finials and the chimneys have string course detailing. Overall, the design and form of Merchiston results in a visually attractive and distinctive property which is prominently sited along Blakes Lane.
4. The house has benefited from numerous extensions, some of them pre-dating the planning system. A double-height bay window is on the front and side north-east elevation, with tiled roof and with tile-hanging between upper and lower floor

windows. This is likely to be an early extension. Whilst it interrupted the original symmetry of the dwelling, the quality of design and detailing was maintained.

5. To the western side of the house and attached to it is a long single storey range with a pitched tiled roof. This was built as a later addition, also sympathetic to the original design and materials. This range is clearly visible from Blakes Lane.
6. The rear elevation includes several later additions. The most prominent is a five-sided two-storey extension. Whilst more recent, it has a turret roof, finial to the ridge, stone lintels and similar multi-paned windows and, as such, is sympathetic to the original design. A second extension to the rear is more simple, of two-storeys under a dual-pitched roof, similarly sympathetic, with a later single-storey flat-roofed extension. The rear elevation also has a flat-roofed dormer in the roof and a small link building at first floor level between the two two-storey extensions.
7. The rear elevation and the rear garden are screened from the road by a brick wall attached to the eastern side of the house.

The Description of Development

8. The application proposes to demolish the single storey range to the western side and replace it with a single storey extension containing design details which reflect the details in the original house. The existing 15.0m wide element would be replaced with an extension which would be approximately 6.4m wide, 5.1m high and it would retain the existing depth of 6.6m. The proposal would be covered with a dual pitched roof with a chimney and would include a gable to the rear roofslope with double glazed doors and two longitudinal windows in its rear elevation.
9. In addition, two and single storey enlargements are proposed to the rear and eastern side of the application property. The single storey extension to the rear and south-east side of the dwelling would extend the dwelling by 2.2m to the rear, 12.1m in length and 3.4m in height, with an open terrace provided above on the flat roof. The single-storey extension would project beyond the side elevation of the proposed two storey element by circa 2.5m and about 4.7m from the main house's side flank. This rear element of the proposal features a contemporary design with clean geometric lines and large glazed panels, to maximise views to the garden. The agent states that the proposal aims to open up the ground floor layout, providing a clear structure of spaces and that large sliding doors towards the garden have the potential to open up the internal space and provide a modern internal/external living.
10. The two storey extension would be approximately 3.15m wide, it would comprise a hipped roof, which would be set down by about 0.9m below the main dwelling's ridge and retain the existing eaves level. The proposal would not include any fenestration details on the first floor level, only a ground floor window facing the front driveway.
11. The materials proposed for the proposals differs in comparison to the main dwellinghouse, which is in brick throughout. According to the application form and the submitted Design & Access Statement, the proposed extensions would present a contemporary and modern design, including white render of the single storey element and aluminium window/door frames, which would evidently contrast with the original building and the proposed extension to the western side elevation.
12. The existing front driveway arrangement includes two separate accesses with approximately 2.0m high metal, black gates located in the north-western and north-

eastern corner in the front of application property. It is proposed to retain only the north-western gate and replace the north-eastern access with soft landscaping with approximately ten diverse sized trees which, given the semi-rural and green character of the surrounding area would be considered acceptable.

Principle of Development:

The NPPF

13. Paragraph 79 of the NPPF explains that the government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraph 89 continues by explaining that local authorities should regard the construction of new buildings as inappropriate in the Green Belt. The limited exceptions that follow include:

- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building,
- the replacement of a building provided that the new building is in the same use and not materially larger than the one it replaces.

The Core Strategy

14. Core Strategy policy CP12 resists inappropriate development in the Green Belt as defined by PPG2, now superseded by the NPPF. MDD Local Plan policy TB01 refers to paragraphs 89 & 90 of the NPPF and explains that development for those limited purposes will only be permitted where they maintain the openness of, and do not conflict with the purposes of including land in, the Green Belt. Point 3 is of particular relevance to this application as it states that:

“The alteration and/or extension of a dwelling and the construction, alteration or extension of buildings ancillary to a dwelling in the Green Belt over and above the size of the original buildings shall be limited in scale”.

The MDD Local Plan

15. The MDD Local Plan clarifies in Paragraph 3.4 that, with regard to the construction, alteration or extension of buildings ancillary to a dwelling, proposals will be assessed against the original building(s) as defined by the NPPF: a building as it existed on the 1 July 1948 or if constructed after 1 July 1948, as it was originally built.

16. Due to the restrictive policies that apply to the Green Belt, only limited extensions to a dwelling will generally be permitted. *“Limited”* is defined by para 3.4 of the MDD Local Plan as a cumulative increase of generally no more than a 35% increase in volume over and above the original dwelling. Paragraph 3.5 also clarifies that, with regards to buildings ancillary to a dwelling, changes should not result in disproportionate additions to the original building(s) or cause detrimental alteration to the scale of the dwelling or to the scale of development on the site.

17. Policy TB01 states that *“For the purposes of clarity, any assessment of increase in volume of a dwelling will not include any other buildings on the site”.*

The Borough Design Guide

18. The Borough Design Guide section 8 emphasizes that the Countryside and Green Belt designations aim to protect the environment and that in the Green Belt the aim is to retain openness.

Development in the countryside

The Core Strategy and MDD Local Plan

19. As the application also falls within the designated countryside, the restrictions of Core Strategy policy CP11 also apply. It states that an assessment will need to be made as to whether the proposals would result in an inappropriate increase in the scale, form and footprint of the original buildings. Any excessive encroachment or expansion of development away from the original buildings will not be acceptable in this location.
20. Policy TB01 of the MDD Local Plan and Policies CP11 & CP12 of the Core Strategy emphasise that proposals outside the development limits would be permitted by way of exception where the scale, form or the footprint of the original building would not be inappropriately increased or excessively encroached and extended away from the main dwelling.

The Borough Design Guide

21. Section 8 within the Borough Design Guide states that new development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area. Also in terms of the built form, new development in the rural area should respond to the typical forms of buildings in the village or locality and with regards to new extensions, these may be permissible provided that the scale, form and footprint does not have an unacceptable impact upon the countryside.

Proposed increase in volume:

22. In order to help to determine the impact of the proposal in the Green Belt, it is necessary to establish the volume of the original dwelling and the cumulative increase in volume that has arisen from its extension and alteration. This can then be compared with the increase in volume associated with the current proposal. The applicant's agent has provided calculations showing the total volume of original and proposed extensions and he has also shown the increase which could occur under approved Certificate of Lawfulness reference 171373. The Design and Access statement includes that *"The proposed house will have exactly the same footprint than that of the existing house today as described on the images on the left. In addition, the proposed footprint is significantly smaller (21% less) than the permitted development proposal"*. Notwithstanding that the permitted development fallback is a material consideration, it is not the scheme which has been put forward for consideration.
23. The proposal comprises a combination of extensions, which would cause a number of highly detrimental elements in comparison to the approved Certificate reference 171373. The proposed two storey extension would project beyond the side elevation, therefore it is considered to be in a more exposed and visible position which would result in more significant harm in terms of openness of the Green Belt. Furthermore, in connection with its unsympathetic fenestration it would result in significant adverse impact upon the main dwelling. The view upon the frontage of the dwelling would include a bare rendered front elevation wall of the single storey element, with a total lack of any fenestration details but with a terrace surrounded by a glazed balustrade on top. Finally, the current application includes a removal of part of the original walls of the dwelling, while the approved Certificate proposes to retain them, in accordance with the Conservation Officer

recommendation. The more detailed assessment of these aspects is included in the 'Proposed design' paragraph of this report.

24. The volume enlargement is not the only determining factor, therefore a significant weight should be given to the scale, design, form, materials and visual appearance and their cumulative impact on the application property and surrounding area. The planning application reference 173515 should be considered in its own merits, accordingly with Core Strategy and MDD Local Plan Policies and the Borough Design Guide, adopted by the Wokingham Borough Council.

Previous extensions

25. According to the planning history for the site, the original dwelling constitutes a two storey detached dwellinghouse of around 866 cubic metres which has been extended several times since 1982. Applications approved in 1982 (18079), 1988 (29683) and 2011 include a single storey extension granny annexe, detached garage and dormer extension. These previous extensions have resulted in a 47% increase in the overall volume of the dwelling from its original form.

Proposed extensions

26. The proposed extensions subject of this application would represent an increase of the host building's volume by another 46.0m³ resulting in a total volume of circa 1320.0³ and 52.4% increase when compared to the original building.

Combined impact of previous and proposed extensions

27. Policy TB01 of the MDD Local Plan states that the existing detached garage and other outbuildings are exempted from the calculations of additional volume.
28. The proposed dwelling's volume enlargement combined with volume of implemented extensions would constitute approximately 52.4% increase when compared to the original building.
29. According to the restrictive Core Strategy and Local Plan Policies related to Green Belt, such an increase in volume of the original dwelling above 35% would be considered to be inappropriate development harmful to the appearance of the dwelling and to the visually attractive and open character of the Green Belt.

Very Special Circumstances

30. Whilst 'openness' is not defined in the Framework, it has been held by the Courts (Gallagher Homes Limited v Solihull Metropolitan Borough Council [2014] EWHC 1283) that it is not necessary for development to be entirely visible to harm openness, but the degree of visual impact is nevertheless a criterion along with the Permitted Development fallback compared to the volume of built development proposed in this application. In accordance with the policy, development should not be approved except in very special circumstances and these circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
31. With openness as a criterion for whether development is inappropriate, and with the need to balance 'very special circumstances' against harm, it is considered that given that the original dwelling is measured to be in the region of 1320.0 m³, and the extensions to be about 52.4% increase in volume, it would be inappropriate development. Therefore in this instance creating larger accommodation for residents is not considered to represent very special

circumstances which would outweigh the harm to the openness of the Greenbelt.

32. The applicant has argued that the approved Certificate of Lawfulness reference 171373 represents higher volume increase in comparison with the current application and that this should be considered as a crucial determining factor in the determination of the proposal which would create 'very special circumstances'. Whilst there may be certain works that could be undertaken as permitted development (including some extensions to the dwelling and outbuildings) the proposed development requires the express consent of the Local planning Authority, and must be considered against the development plan. Therefore the other types of development which the applicant may carry out are material, but carry limited weight and do not amount to very special circumstances. The proposal represents a cumulative increase in volume which would have a detrimental impact to the openness of the Green Belt and therefore other development that the applicant may carry out is not considered as a 'very special circumstance' to outweigh the harm identified.

Proposed design

33. The proposed replacement of the range on the western side of the dwelling would meet the criteria included within Paragraph 4.11 of the Borough Design Guide, which requires a single storey side extension to be subservient to the form and scale of the original building and be well designed and respond positively to the original building.
34. The agent states that the area currently occupied by the annex will be reconfigured around the original dwelling, concentrating all the spaces around it, but the submitted 'Proposed Ground Floor Plan' clearly shows removal of external walls in the eastern rear corner of the original building, which contradicts with the agent's statement.
35. Although the application property is not a Listed Building, due to its distinctive character and attractive Edwardian design, the Borough Council's Conservation Officer has raised concerns about the way that the contemporary addition to the rear and side is uncompromising in the way it wraps around the existing building. The Conservation Officer states that the proposed design doesn't reflect the architecture behind and that there is no recognition of the rhythm or articulation of the projecting two storey bays or recesses. Its design could be modified to deal with this concern. This arguably over-confident approach is evident in the ground floor plan, where the existing Edwardian building is visually and, in parts, physically cleared away to create the larger open space, leaving little evidence of the original plan. Applying the principles of a listed building, the Borough Council would insist that the conservation principle of 'new work built around old' is applied, rather than the other way around, as in this case. The Conservation Officer considers that the contemporary addition is uncompromising and does not respond sympathetically to the original building.
36. Notwithstanding the above assessment with regards to the impact on the Listed Building, the proposal would be considered detrimental and the adverse impact would occur in a broader context in terms of the Green Belt's openness and attractiveness. When looking at this issue, it is worth considering what is meant by the term 'openness'. In this context, openness is considered to be the absence of built structures. Hence, any new built structure would have the potential to detract from openness. The degree to which the development would detract from openness depends not only on its size, scale and mass but its relationship to

existing built form. The design, form and scale of the proposed development would visually overwhelm the existing appearance of the main dwelling, resulting in an out of keeping and inappropriate extension of the host house. The wrap-around nature of the rear extension would result in it being visible from the front elevation, above the garden wall, with a first floor external terrace which would include contemporary design and materials and the provision of outdoor seating and similar domestic paraphernalia at first floor level, resulting in detriment to the green belt and open countryside.

37. The proposed development would therefore not comply with advice contained within the Borough Design Guide which states that “*Alterations and extensions to buildings should: be well designed; respond positively to the original building; contribute positively to the local character*” and that “*Alterations and extensions should respond positively to the context, maintaining or enhancing the street scene and local character*”. Furthermore, the proposed unacceptably unsympathetic flat roof form would not accord with the BDG, which emphasizes that “*the roof form of the extension should take its form from the main building*” and within the Core Strategy CP11 policy, which states that “*In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building*”.
38. Given the positioning of the main dwelling, scale and form of the proposals, they would result in an unacceptable detrimental and adverse impact on the character of the surrounding Countryside and the distinctive appearance of the host dwelling.
39. The extensions as proposed would therefore be considered as an inappropriate enlargement and detrimental design within the countryside and Green Belt location.

Residential Amenities:

40. Loss of Light and Overbearing

The proposed extensions would not lead to a loss of light to adjacent properties due to existing separation distances, positioning and the form of the development. Despite the two storey scale of the proposal, it would not prevent sunlight from reaching any neighbouring properties.

41. Privacy and Overlooking

The proposed alterations will not lead to any loss of privacy to neighbours, because the proposal would maintain the sufficient existing separation distances from adjacent properties, therefore no adverse impact is considered to occur.

Access and Movement:

42. There would be sufficient space for vehicles parking on the existing driveway area and the proposal can therefore be accommodated without unacceptable harm to highway safety. The Highways Officer recommended several conditions to maintain the existing garage for vehicles and provide parking spaces with turning area in accordance with the submitted plans.

Landscape and Trees:

43. The site is located in the countryside and the Green Belt and in Wokingham District Landscape Character Area (WDLCA) G1 ‘Hare Hatch Farmed Chalk Slopes’. There are no protected trees on the site. Scattered woodland is typical of the area and highly valued and giving an intimate feel to the landscape character. Species

typically found in the woodland are Oak, Ash and Hawthorn. The quality of the landscape is of a moderate condition and sensitivity, and the landscape strategy is to enhance the character by actively managing it.

44. The site is characterised by mature and sensitive landscaping with glimpses through access points from Blakes Lane to the dwelling itself. Removing the secondary access from Blakes Lane and just retaining the access to the NW, and filling the secondary access with planting, has not been objected to by the Tree and Landscape Officer.
45. The Tree and Landscape Officer considers that the proposals will result in a change of character of the plot, where the extended footprint gives way to a much more extensive two-storey building in place of the single storey extensions.
46. It is considered that the proposed development would be contrary to the TB01 MDD Local Plan and CP11 Core Strategy Policy. Consequently the openness of the Green Belt and the intrinsic character of the countryside would be unacceptably harmed.

CONCLUSION

47. The proposals to extend to the rear represent an unsympathetic extension that is inappropriate in scale and form when compared to the main dwelling. By virtue of a significant projection beyond the side elevation, flat roof form and due to out of keeping fenestration details, the proposed single storey rear extension would be considered as an out of keeping inappropriate and excessively wide enlargement of the original building. Furthermore, by virtue of a significant and excessive volume enlargement, the proposed extensions would fail to preserve the quality of the Green Belt. The proposals are therefore contrary to Core Strategy Policies CP1, CP3, CP11, CP12 and the advice contained within the Borough Design Guide. It is therefore recommended that this planning application is refused.

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Existing North Elevation
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0 1 2 3 4 5M



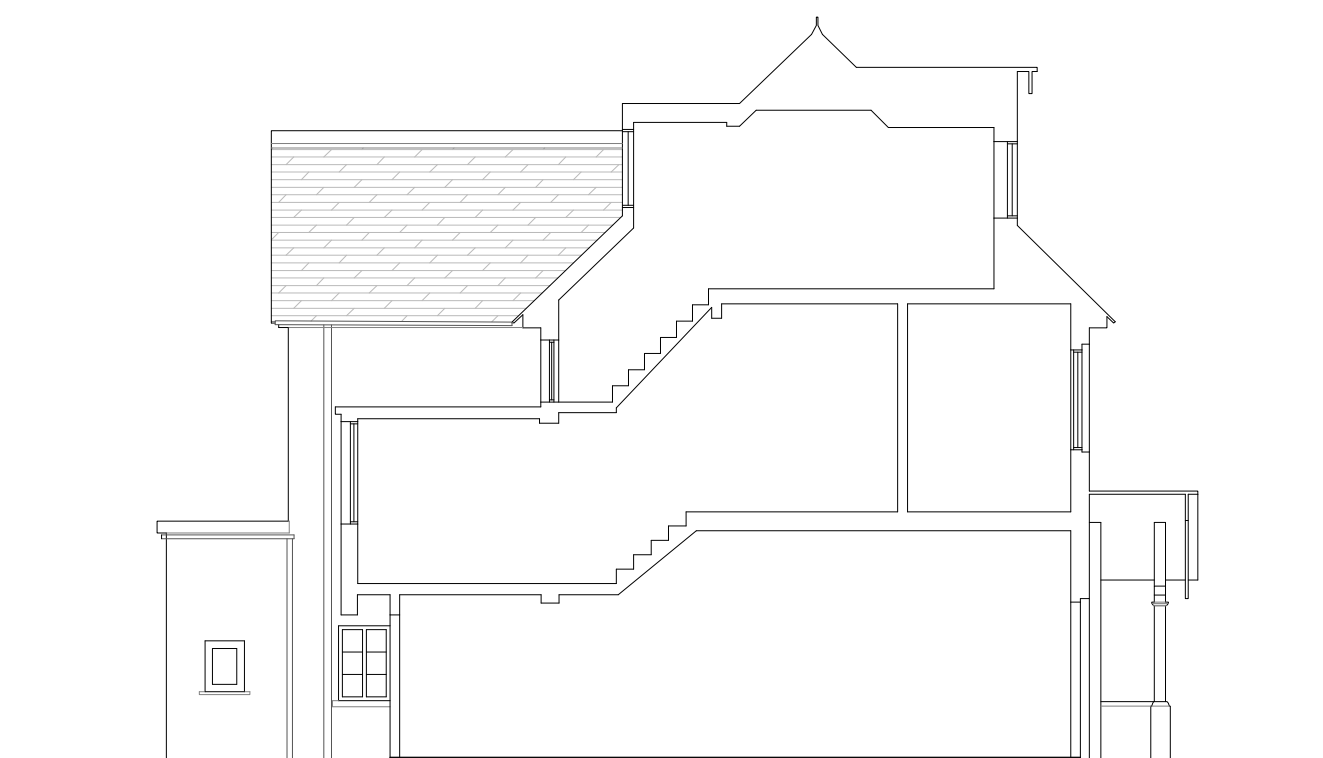
Existing West Elevation



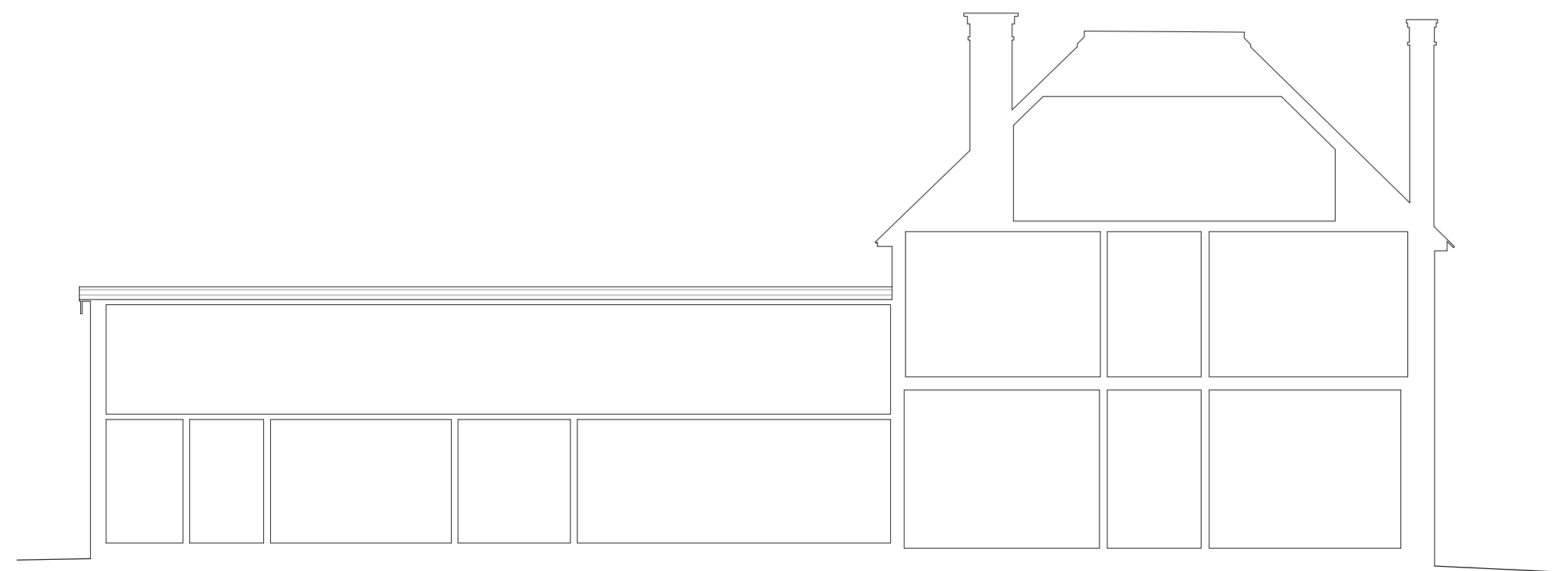
Existing South Elevation



Existing East Elevation

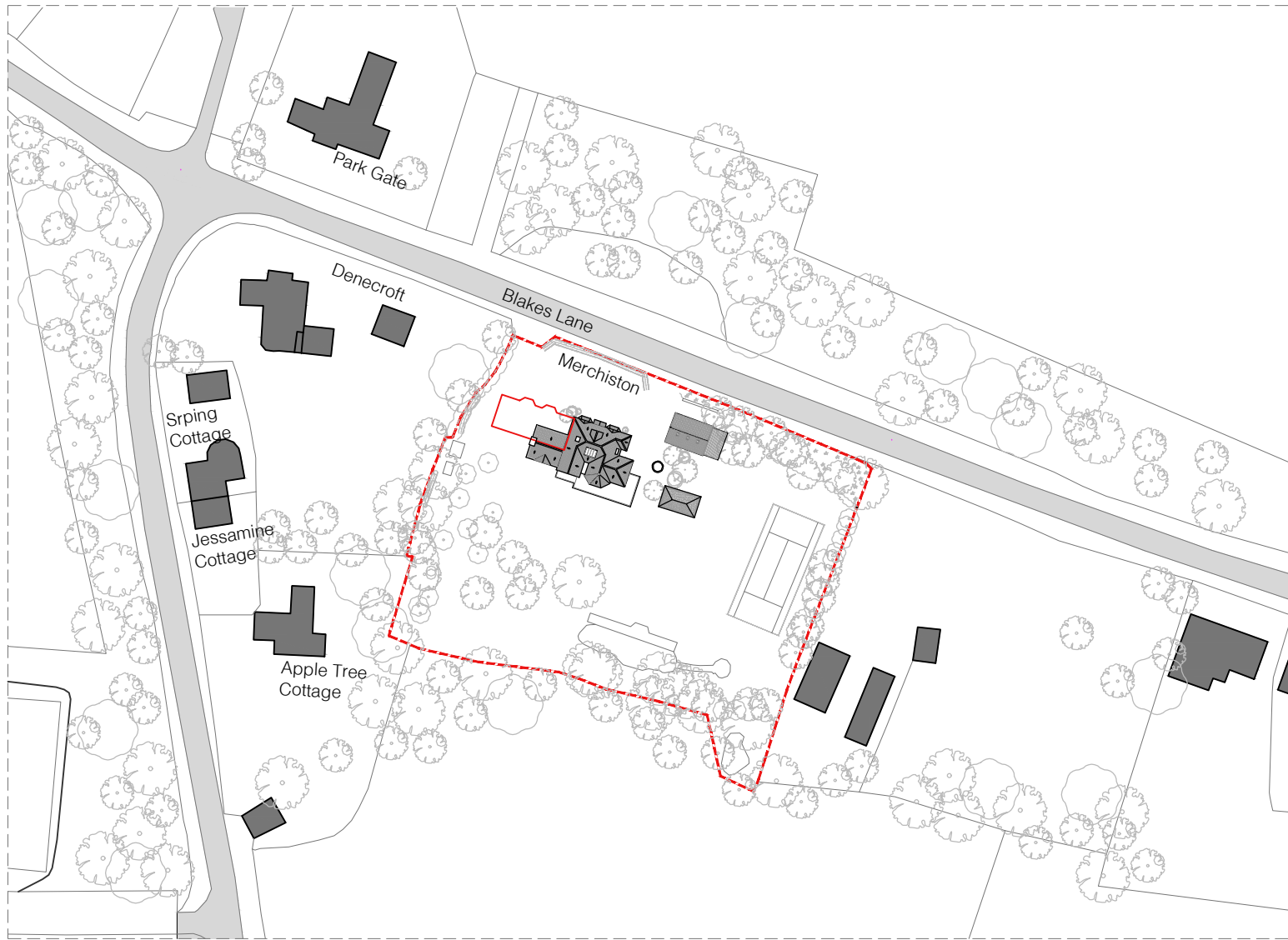


Section A



Section B

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1 Location Plan
1:1250

Entrance to be retained. Existing iron railing gate to be replaced with oak gate.

Existing landscape to be redesigned

Loose gravel to driveway

Existing annex to be demolished

Outdoor parking spaces for visitors

Principal access to dwelling to be retained

Single storey extension proposed to the West

Secondary access proposed to provide better connection with existing garage

Two-storey extension

Single storey extension to the rear covered with flat roof

Tree to be removed

Existing vehicular access to be blocked. Planting screen and large trees proposed to the North for privacy.

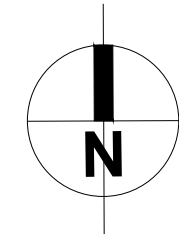
Existing room over garage to be refurbished

Existing 'well' to be retained and integrated into landscape design

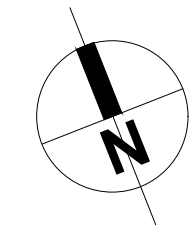
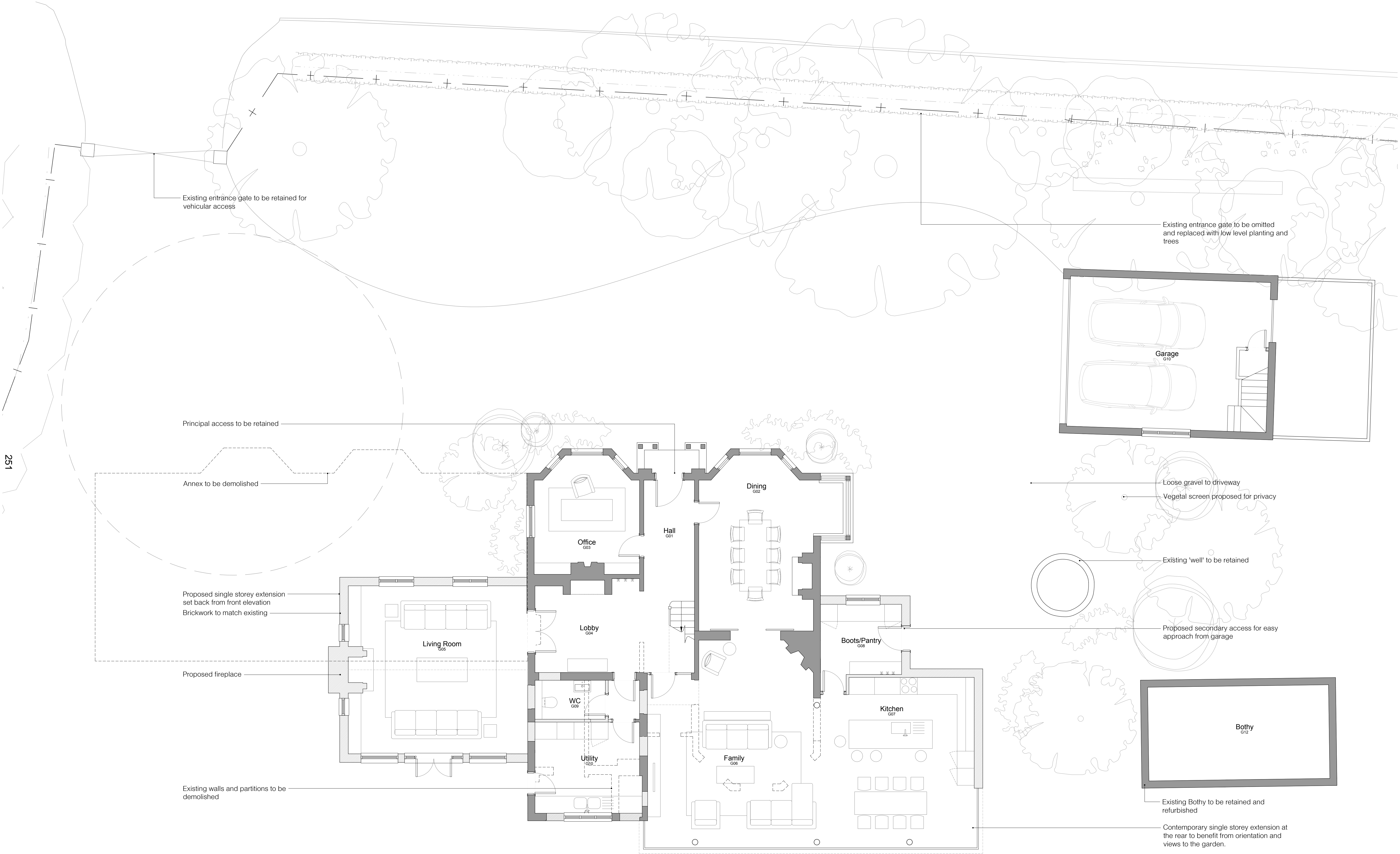
Bothy to be retained and refurbished

2 Block Plan
1:200

1:200
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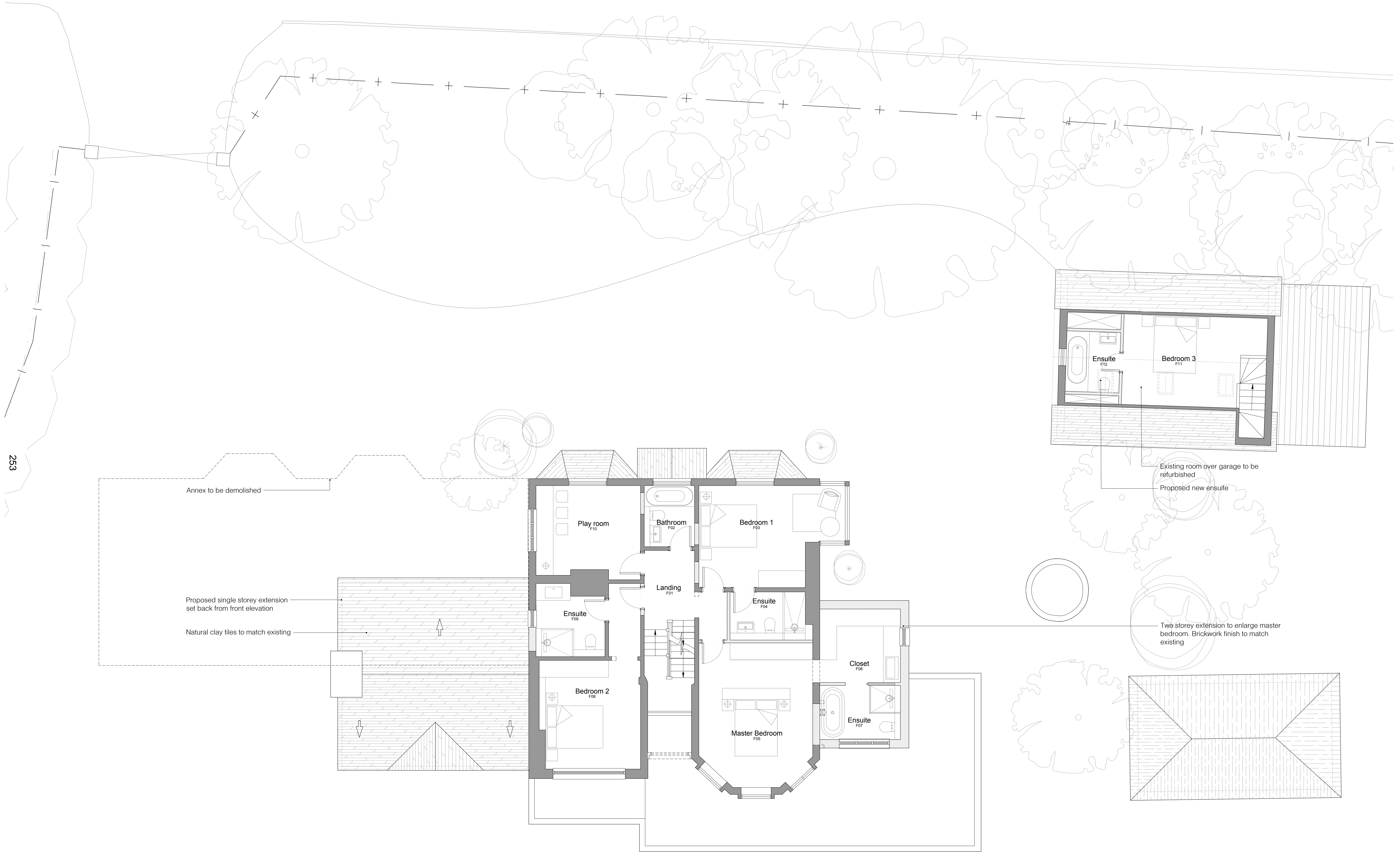
Spratley Studios Ltd. Unit 7, Centenary Business Park Station Road Hare Hatch, Hare Hatch Oxon RG9 1DS	Telephone 01491 411277 design@spratley.co.uk www.spratley.co.uk		Revision Notes:	Revision	Description	Date Issued	Drawn By	Checked By

spratley studios

Project: Merchiston Blakes Lane, Hare Hatch RG10 9TA		Description: Proposed Ground Floor Plan	
Drawn By: Erin Barber & Ben Waterhouse	Date: Jan 17	Scale: 1:60@A1	
Status: Planning	Drawn By: VG	Checked By: JS	Job No: 16.641
			Drawing No: PL.1310
			Rev: -

Issued only for purpose indicated. This drawing to be read in conjunction with all Consultants information. All dimensions to be checked on site. Do not scale. This drawing is copyright.

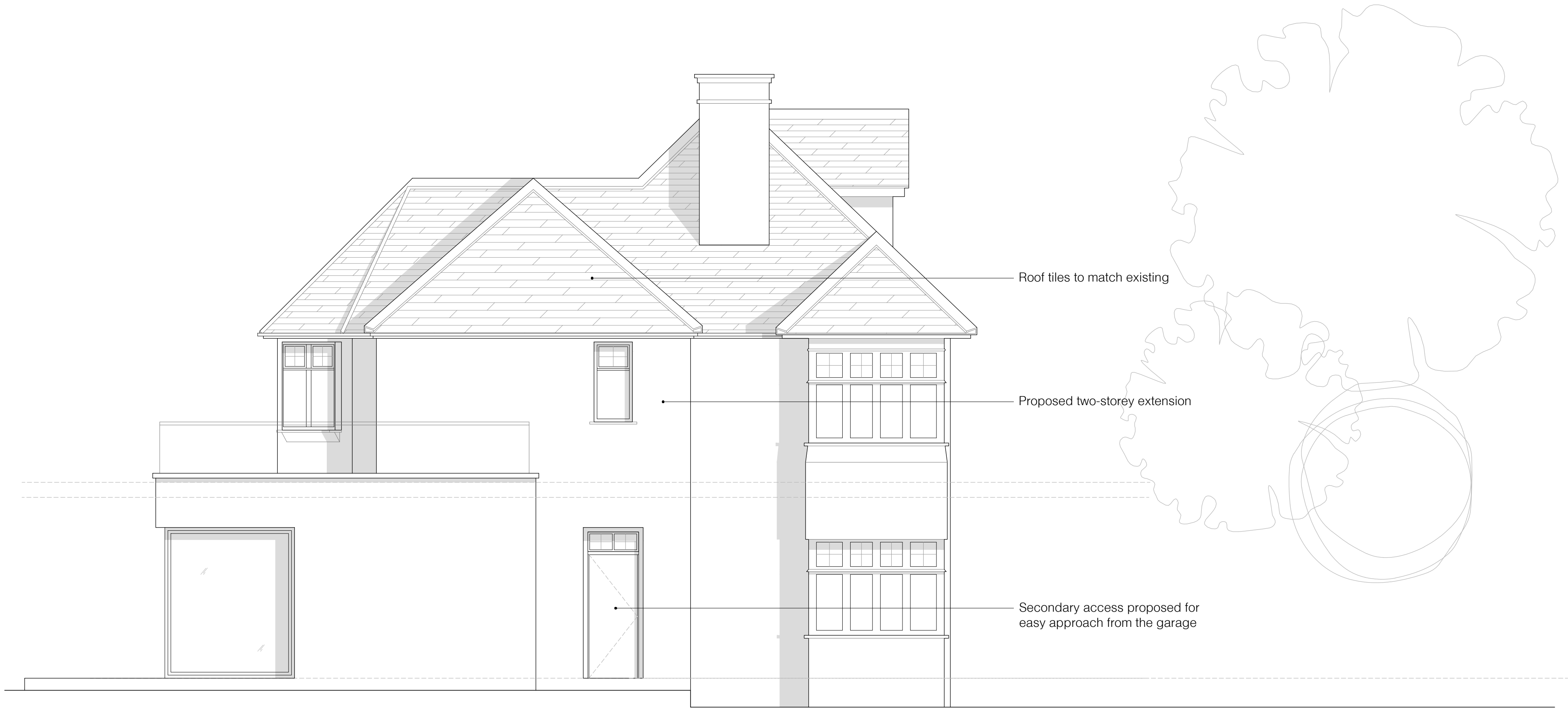
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Proposed North Elevation



Proposed East Elevation

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Proposed South Elevation

257



Proposed West Elevation

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From: Wargrave Parish Council
To: [Dariusz Marcin Kusyk](#); [Planning Enquiries](#)
Subject: Planning application 173515 - Merchiston, Blakes Lane Wargrave
Date: 09 January 2018 08:19:01

Thank you for the opportunity to comment on this application.
The Parish Council has NO OBJECTION to the application. The Parish Council requests that the following condition be imposed: Removal of all previous permitted development permissions.
Regards,

Marion Woods
Administrative Officer

Wargrave Parish Council
The Old Pavilion
Recreation Road
Wargrave
RG10 8BG
Telephone: 0118 940 6084 (phones open Monday-Friday from 10 am until 2pm)
Email: office@wargrave.org.uk

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Agenda Item 83.

Application Number	Expiry Date	Parish	Ward
172420	28/02/2018	St.Nicholas Hurst	Hurst;

Applicant	Mr and Mrs John and Lesley Jarvis
Site Address	Penfold, Lodge Road, Hurst
Proposal	Householder Application for the proposed erection of a 9.5m by 4.0m deep glass and aluminium canopy fixed to rear elevation, plus the installation of a fireplace with flue fixed to side elevation.
Type	Householder
PS Category	21
Officer	Stefan Fludger
Reason for determination by committee	The applicant is a Councillor.

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director – Place

<p>SUMMARY</p> <p>The application site is a moderately sized, detached property set within a deep plot along Lodge Road in Hurst. The application site is within the settlement boundary but adjoins the Countryside. The application site forms part of linear development along Lodge Road, which demonstrates buildings of mixed styles and forms.</p> <p>The application proposes the erection of an open sided glass and aluminium canopy to the rear of the dwelling, along with a flue on the side elevation. The application is not retrospective.</p> <p>The report concludes that no part of the development would have a harmful impact on the character of the area, amenity of neighbouring occupiers, highway safety, the amenity of future occupiers or protected species. It is recommended that this application is approved as it would accord with the NPPF and Wokingham Development Plan Policies.</p> <p>The application is before the committee as the applicant is a Borough Councillor and sits on the Planning Committee.</p>
--

<p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Limited development location • Wind turbine safeguarding zone • Landfill consultation zone • Minerals consultation zone • Contaminated land consultation zone

RECOMMENDATION		
That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following Conditions and Informatives:		
<i>Conditions:</i>		
<u>Time Limit</u>		
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.		
<i>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).</i>		
<u>Approved Plans</u>		
2. This permission is in respect of the submitted application plans and drawings 1763/01/11 and 12, received by the local planning authority on 11/08/2017 and plan numbered 1763/02 received by the local Planning Authority on 29/11/2017 and revised plans numbered 1763/03 REV A and 1763/13 REV B, received by the local Planning Authority on 03/01/2018. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.		
<i>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.</i>		
<u>Materials</u>		
3. Except where stated otherwise on the approved drawings or application form, the materials to be used in the construction of the external surfaces of the development hereby permitted shall be of similar appearance to those used in the existing building, unless otherwise agreed in writing by the local planning authority.		
<i>Reason: To ensure that the external appearance of the building is satisfactory.</i>		
<i>Relevant policy: Core Strategy policies CP1 and CP3.</i>		
<i>Informatives:</i>		
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 and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.		

PLANNING HISTORY		
Application Number	Proposal	Decision
O/12/58	Outline application to erect 2 houses and 4 bungalows or chalets at Whistley Green, Hurst	Approved – 11/02/1958
89/58	Four chalets at Lodge Road, Hurst	Approved – 10/06/1958
PD/333/69	Widening of dormers	Approved – 02/07/1969

1207/73	Addition of games room at Penfold.	Approved – 13/08/1973
F/2014/1863	Proposed erection of part two storey part single storey rear extension, two storey side extension and single storey front extension, following demolition of existing conservatory and garage.	Approved – 04/12/2014

SUMMARY INFORMATION

For Residential

Site Area: 0.0914ha

Existing parking spaces: <5

Proposed parking spaces: No change

CONSULTATION RESPONSES

WBC Environmental Health

No objection to this development.

REPRESENTATIONS

Town/Parish Council: Have no objection to the rear canopy, however object to the flue and express the view that it would appear industrial and incongruous in relation to the host dwelling and surrounding properties.

Local Members: No comments received

Neighbours: No comments received

APPLICANTS POINTS

- The application would have an acceptable impact on the character of the area and on neighbouring properties.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC07	Parking

	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4

PLANNING ISSUES

Description of Development:

1. The proposed development includes the installation of an open sided dark grey aluminium and glass canopy to the rear elevation of the existing dwelling. A matt black stainless steel flue would also be installed in the side elevation to serve a new fireplace in the living room. The canopy would be 3.8 metres deep and 9.4 metres wide and the flue would be 7.8 metres high, reaching approximately the same height as the existing roof.

Principle of Development:

2. 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.
3. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a limited development location, the proposal is acceptable in principle.

Character of the Area:

4. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that *'maintain or enhance the high quality of the environment'*. Policy CP3 of the Core Strategy states planning permission will be granted if development is *'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area, together with a high quality of design, without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life'*.
5. The proposed canopy would have a glazed roof and dark grey aluminium supports. It would be located at the rear of the dwelling and as a result of limited opportunities to view the canopy from a public vantage point, it would have a very limited impact on the character of the area. This is further supported by the fact that it is a lightly constructed, and open sided structure that is clearly subservient to the host dwelling. It should be noted that the Borough Design Guide SPD recommends that rear extensions should not extend more than 4 metres from a rear wall where close to a side boundary. This property has already been extended to a depth of 4 metres at both two storey and single storey level. Therefore the proposed extension would result in an 8 metre rear extension when compared to the original dwelling. This

being said, due to the above points it is not considered that the proposal would lead to a detrimental impact on the character of the area in this instance and is therefore acceptable.

- 6 The Parish Council have objected to the proposed chimney and have stated the view that it would be incongruous compared to both the host dwelling and the wider streetscene due to its industrial appearance. While this view has been taken into consideration, the flue is relatively inconsequential in terms of its appearance and is a common feature for which allowances are made in the residential permitted development regime. As such, it should be noted that this flue would constitute permitted development, were it not restricted by a condition which was imposed under a permission granted for a previous extension at the property (F/2014/1863).
- 7 The above being taken into consideration, the matt black colour of the flue would make it less prominent against the backdrop of the existing dwelling and this would appear as any other black service pipe against the elevation of the dwelling. It is also modest in size and scale. For these reasons it is not considered that the flue would be detrimental to the character of the area and would therefore not substantiate a reason to refuse this application.

Residential Amenities:

8. As has already been discussed, the proposal would result in an 8 metre extension from the rear of the original property, which is contrary to the advice contained within the Borough Design Guide SPD. However, the rear facing canopy would be separated from both adjacent boundaries by at least one metre, which is in accordance with the recommended separation distance in the Guide. It would also be single storey, separated from the rear boundary by approximately 34 metres and a light and open sided structure. Reference to BRE Loss of Light Guidelines suggests that there would not be a significant or detrimental loss of light to either adjacent neighbour. The canopy is an open sided structure and therefore would have similar overlooking impacts on neighbours to the existing patio area. For these reasons the proposal would not lead to a detrimental loss of light, overlooking or overbearing impacts to any neighbour when compared to the existing situation.
9. The proposed flue is minor in terms of bulk and would be situated alongside the neighbour to the north. For the above reasons neither aspect of the proposal would lead to a harmful loss of light, overbearing or overlooking impact to neighbouring properties.

Access and Movement:

10. The proposal would not lead to an increase in the number of habitable rooms and therefore there would be no impact in terms of parking or highway safety.

Environmental Health:

11. The application site lies within the potentially contaminated land and landfill gas consultation zones. The Environmental Health Officer has stated that they have no objection to this application and that no further information is required due to the nature of the development.

Amenity Space for future occupiers:

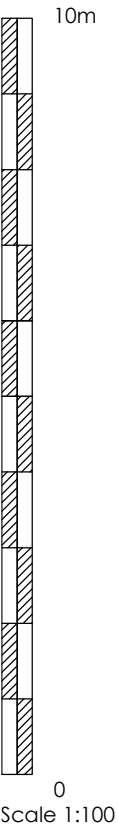
12. As the proposal is for an open sided structure, the space within it would form part of the amenity space at this property and therefore no amenity space would be lost. The flue would also not lead to any loss of amenity space.

Ecology:

13. The proposal is close to potential bat foraging habitat. However, there would be no works to the roof, save for the very minor works to the flat roof where the proposed canopy would be attached. For this reason the application is acceptable in terms of its impacts on bats as a protected species.

CONCLUSION

14. The proposed development is considered to be relatively minor in nature with the majority of the built form at the rear of the host dwelling. The flue would be more prominent from views within the streetscene, however, this is not an unusual form of development in a residential situation, and its matt black finish would reduce its prominence. No part of the development would have a harmful impact on the amenity of neighbouring occupiers, highway safety, the amenity of future occupiers or protected species. It is therefore recommended that this application is approved as it would accord with the NPPF and Wokingham Development Plan Policies.



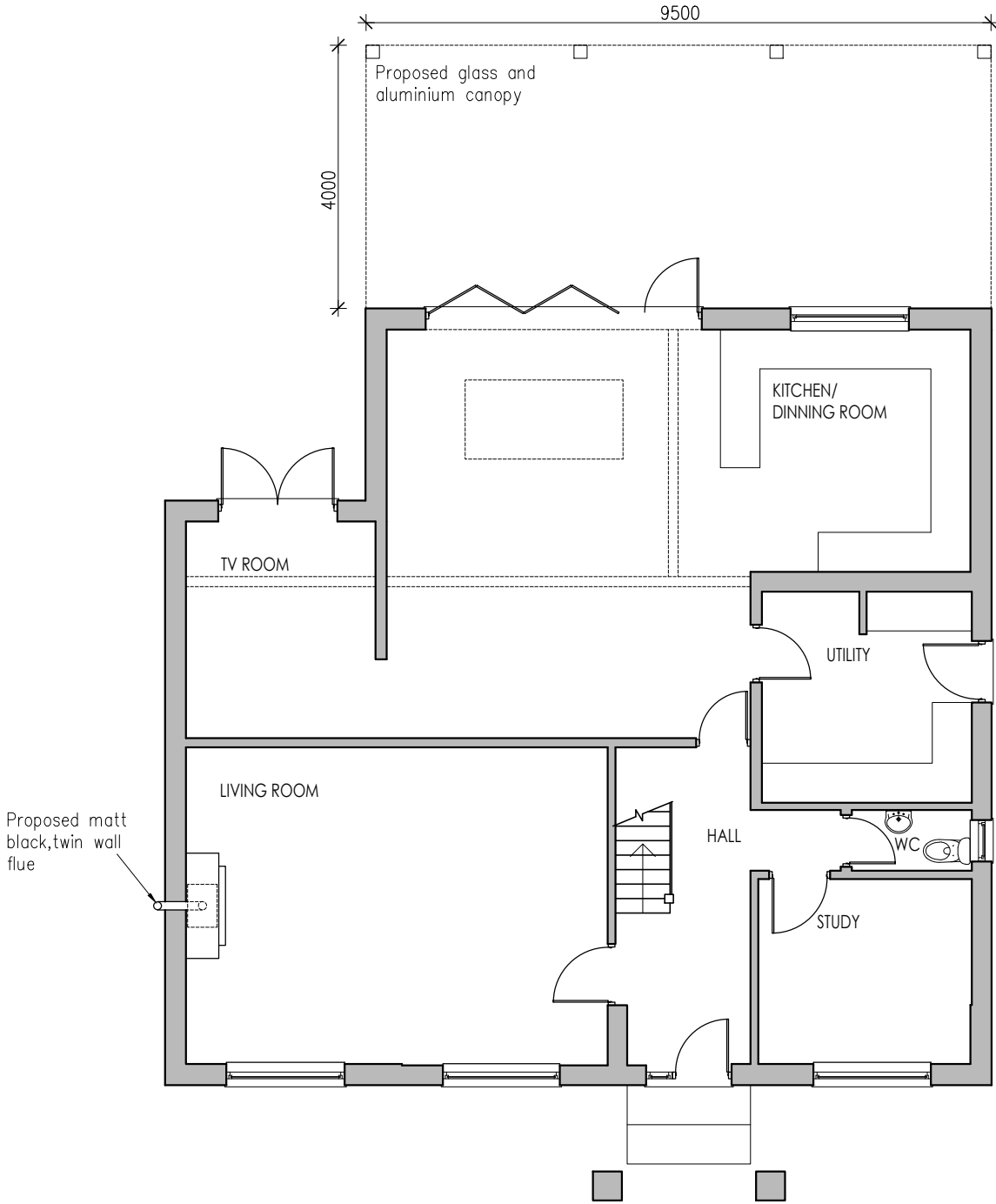
A3 Drawing

267

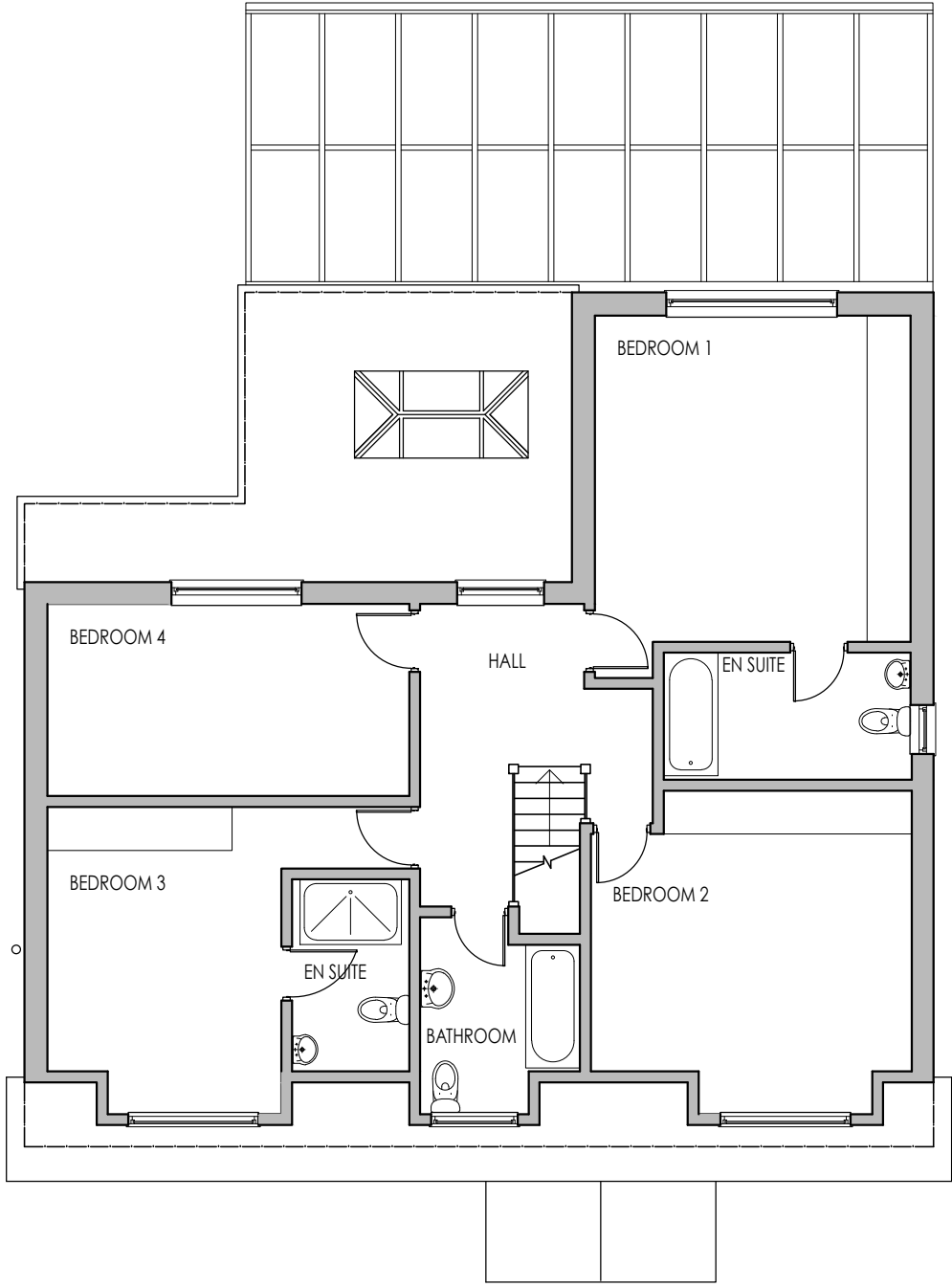
REVISION

DATE

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THE ARCHITECT
DO NOT SCALE
DRAWING STATUS : ☒ PRELIMINARY ☐ FOR APPROVAL ☐ CONSTRUCTION



GROUND FLOOR PLAN
1:100



FIRST FLOOR PLAN
1:100

CLIENT

Mr & Mrs Jarvis

-

DRG TITLE
Proposed Plans

JOB TITLE

Proposed Extension
Penfold, Lodge Road
Hurst

JOB No.
1763

DATE

Nov 17

SCALE

1:100

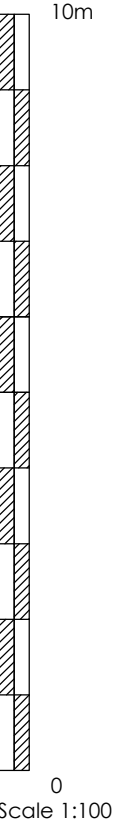
REV.

11



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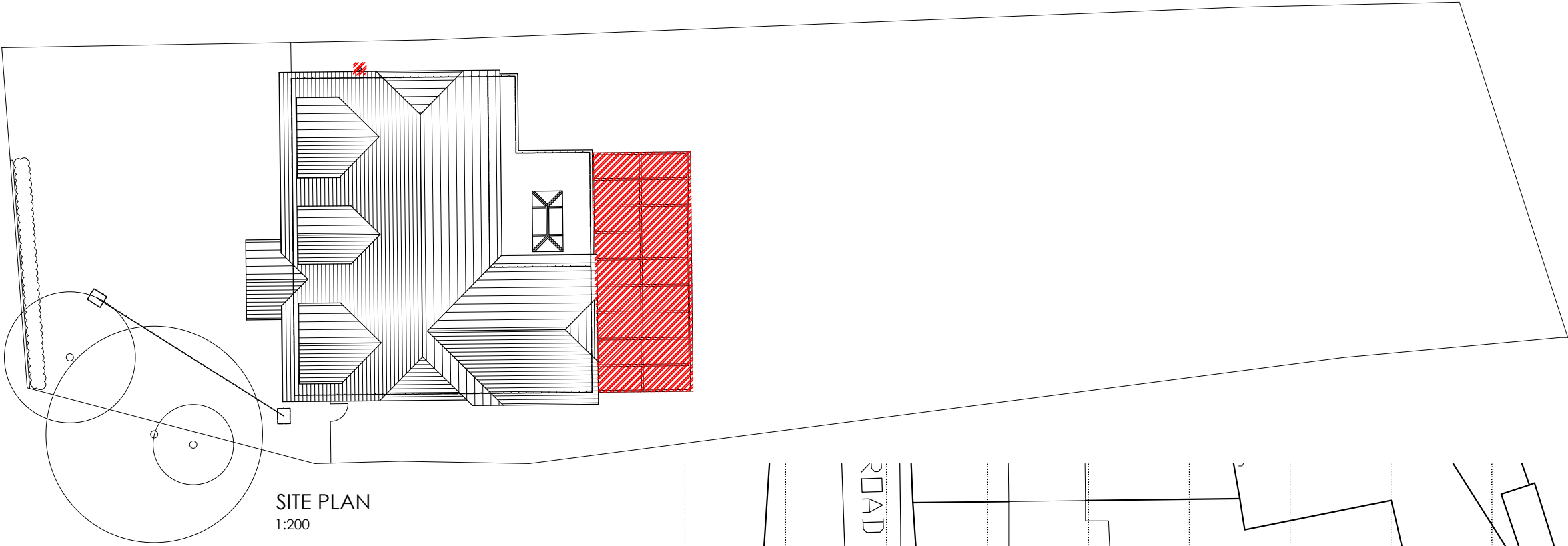


A3 Drawing
692

DATE
REVISION

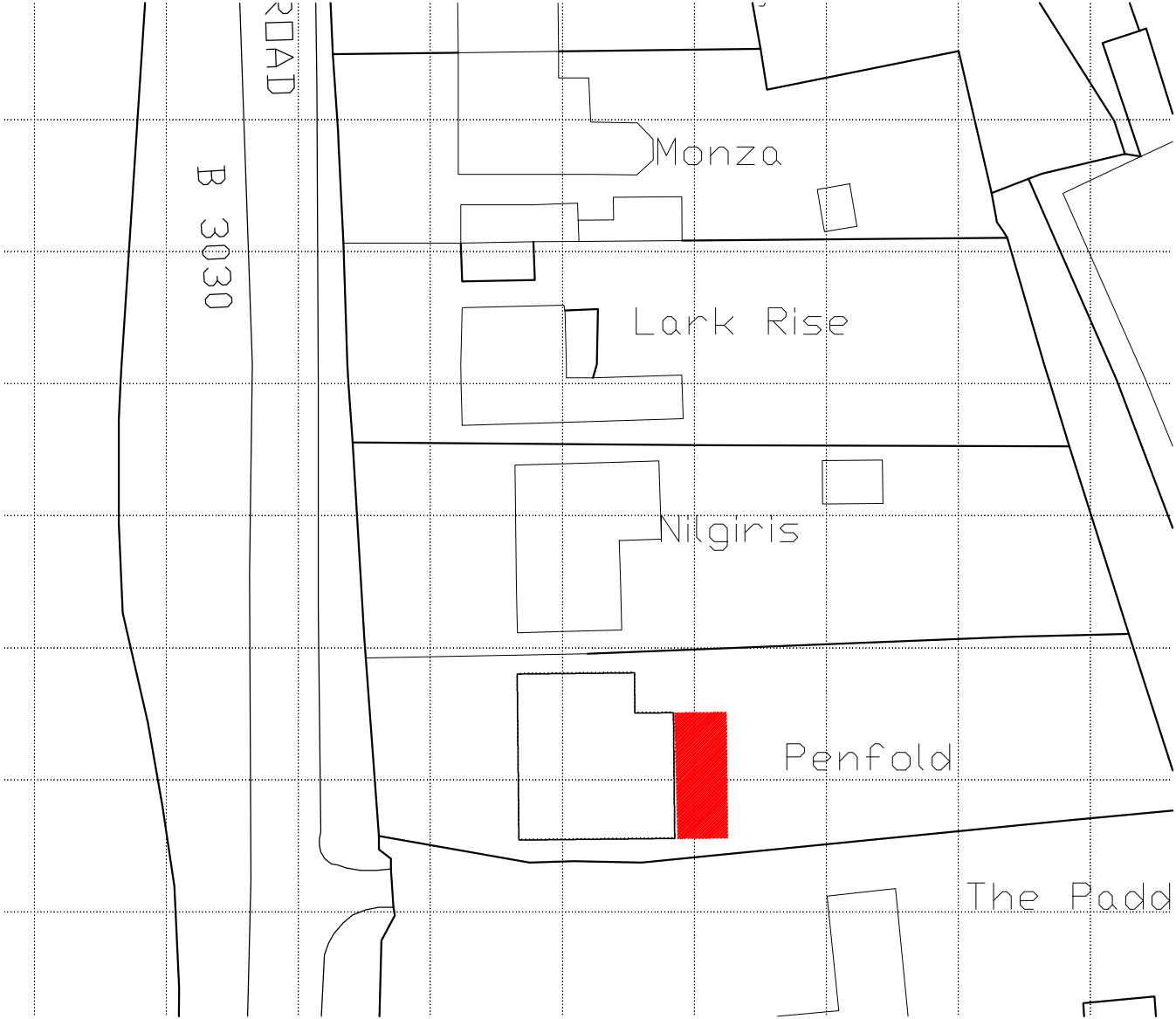
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SITE PLAN
1:200

BLOCK PLAN
1:500



CLIENT	Mr & Mrs Jarvis	JOB TITLE	Proposed Extension	DATE	Nov 17
-	-	Penfold, Lodge Road	Hurst	SCALE	1:200 / 1:1250
DRG TITLE	Site Location Plan	JOB No.	1763	REV.	-
		DWG No.	12		

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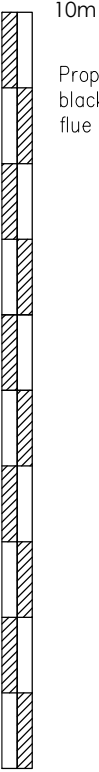
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DATE

REVISION

A3 Drawing

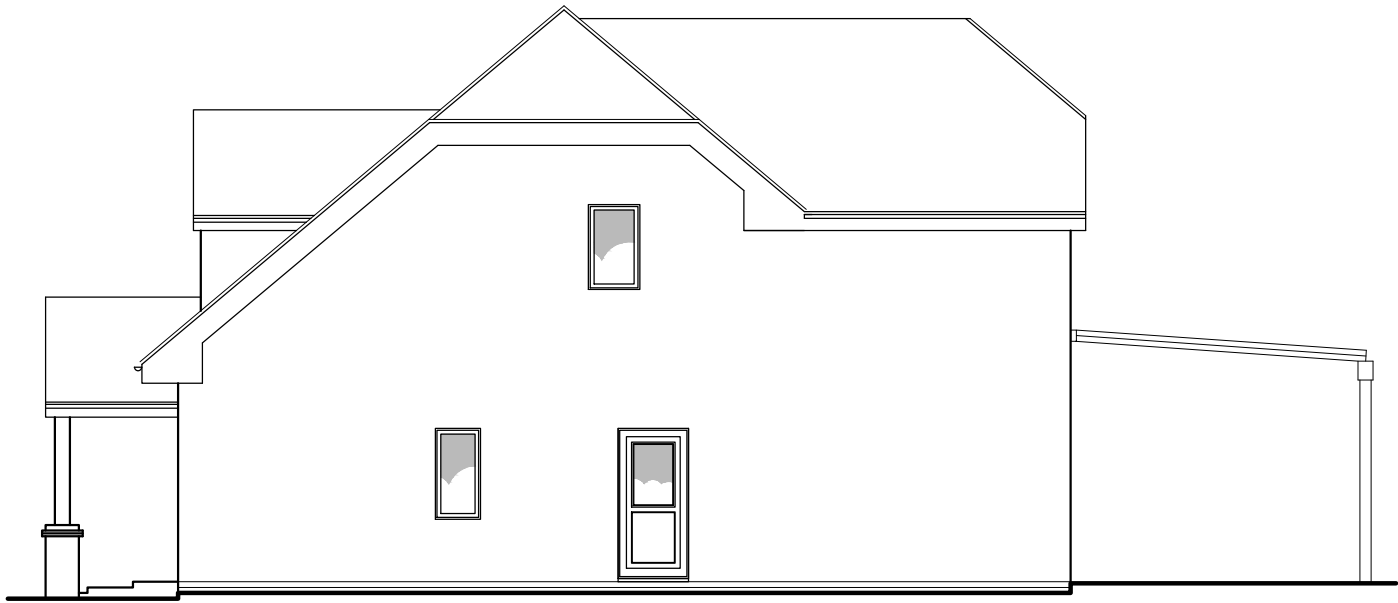
Scale 1:100



Proposed matt
black,twin wall
flue



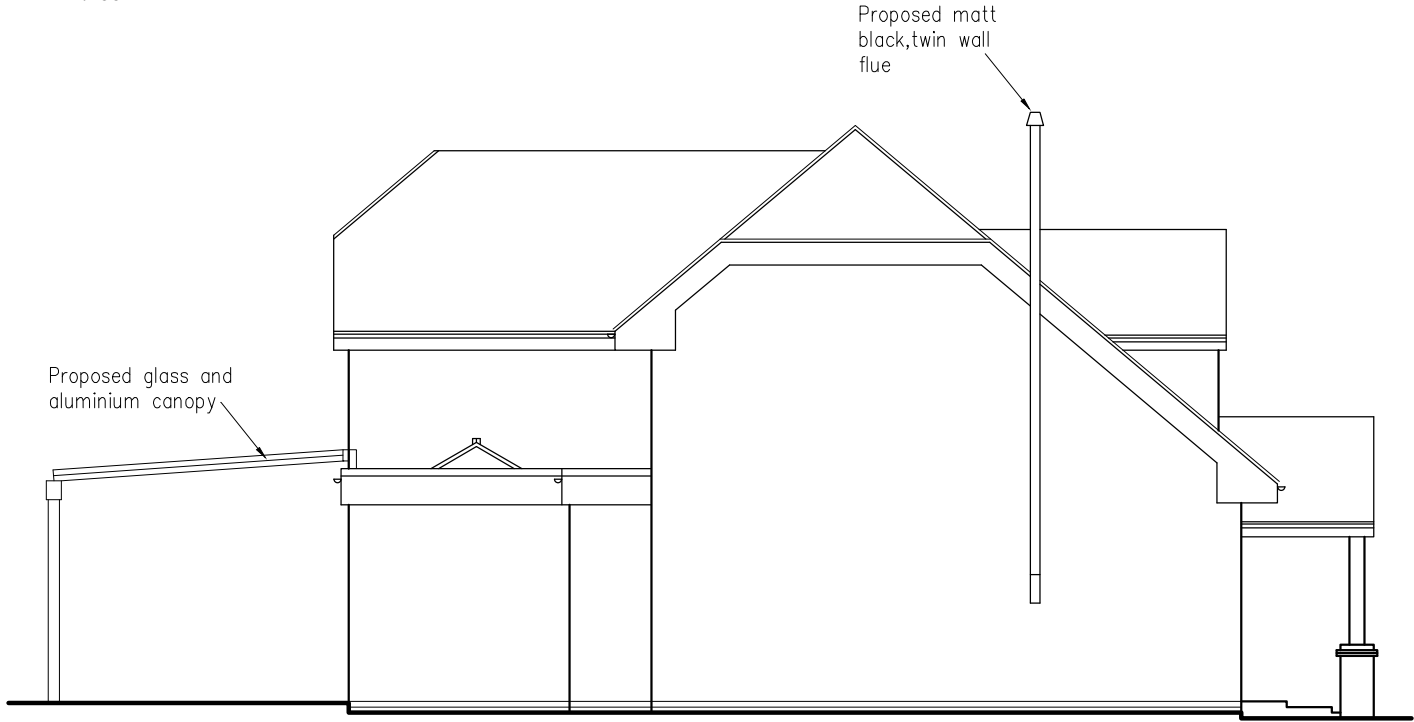
FRONT ELEVATION
1:100



SIDE ELEVATION
1:100



REAR ELEVATION
1:100



SIDE ELEVATION
1:100

CLIENT
Mr & Mrs Jarvis

JOB TITLE
Proposed Extension
Penfold, Lodge Road
Hurst

DATE
Nov 17



anne owen
architects

SCALE
1:100

REV.
B

DWG No.
13

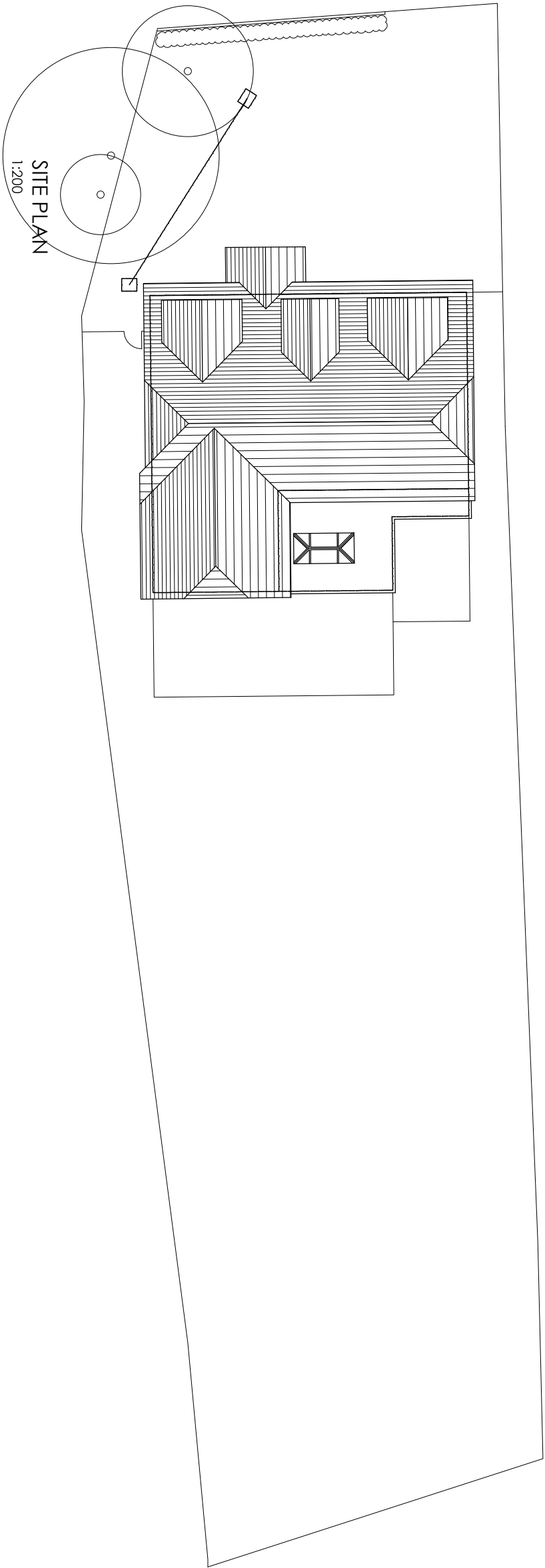
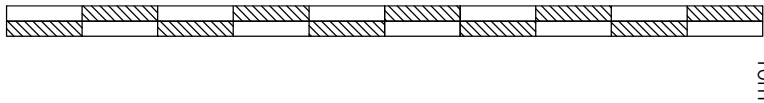
JOB No.
1763

DRG TITLE
Proposed Elevations

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LOCATION PLAN
1:1250



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CLIENT

Mr & Mrs Jarvis
-
-

JOB TITLE

Proposed Extension
Penfold, Lodge Road
Hurst

DATE

Nov 17

SCALE

1:200 / 1:1250

REV.

-

DRG TITLE

Existing Site Location Plan

JOB No.

1763

DWG No.

02



anne owen
architects

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ST. NICHOLAS HURST PARISH COUNCIL

Clerk to the Council: Mrs. Maria Bradshaw MIIA.
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Telephone: 0118 9798914
E-mail: Clerk@hurstpc.org.uk

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

13th January 2018

Dear Mr Fludger,

Planning Applications 172420 – revised/additional plans

The Parish Council has considered this application by Mr & Mrs John and Lesley Jarvis, Penfold, Lodge Road, RG10 0EG – householder application for the proposed erection of a 9.5m x 4.0m deep glass and aluminium canopy fixed to rear elevation plus the installation of a fireplace with fixed flue to side elevation and note the revised additional plans.

Our previously communicated comments of the 29th December 2017 remain. That is:

- on the part of the application relating to the proposed erection of a deep glass and aluminium canopy we do not have any adverse comment; and
- on the part of the application relating to the flue for the fireplace fixed to the side elevation, we object on the basis that this industrial sized black flue will look totally incongruous in relation to this property and its adjoining neighbours. Its appearance will also create a harmful visual effect on the local street scene.

Yours sincerely,



Maria Bradshaw,
Clerk.

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