



WOKINGHAM BOROUGH COUNCIL

An **Extraordinary** Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **WEDNESDAY 25 MARCH 2015 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Andy Couldrick', written in a cursive style.

Andy Couldrick
Chief Executive
Published on 17 March 2015

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

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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

Simon Weeks (Chairman)	Tim Holton (Vice-Chairman)	Chris Bowring
Lindsay Ferris	John Kaiser	Bob Pitts
Malcolm Richards	Rachelle Shepherd-DuBey	Chris Singleton

ITEM NO.	WARD	SUBJECT	PAGE NO.
111.		APOLOGIES To receive any apologies for absence.	
112.		DECLARATION OF INTEREST To receive any declaration of interest.	
113.	Arborfield; Barkham; Finchampstead South; Swallowfield	APPLICATION NO: O/2014/2280 - ARBORFIELD GARRISON AND ADJOINING LAND Recommendation: Conditional Approval, subject to Legal Agreement.	5 - 146
114.	Barkham	APPLICATION NO: F/2015/0001 - LAND AT ARBORFIELD GARRISON, BIGGS LANE, ARBORFIELD (SECONDARY SCHOOL) Recommendation: Conditional Approval	147 - 202
115.		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)
CAC	Conservation Area Consent
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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Agenda Item 113.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
O/2014/2280	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead South, Swallowfield, Arborfield	N/A Major Development

Applicant Secretary of State for Defence and Crest Nicholson Operations Limited (Arborfield Garrison Landowners' Consortium)

Location Arborfield Garrison and adjoining land **Postcode** RG2 9LN

Proposal

OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.

PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.

Type Major
PS Category 1
Officer Matthew Melville

FOR CONSIDERATION BY Extraordinary Planning Committee on 25/03/2014
REPORT PREPARED BY Head of Development Management

SUMMARY

- i. The application is a hybrid application seeking outline consent for residential development on the Arborfield Garrison and surrounding land. The application seeks outline planning permission for up to 2000 residential units (including 80 Extra Care units), a district centre (with supermarket, and other retail and community uses), a secondary school, swimming pool, primary school and a neighbourhood centre. For these elements the means of access is to be determined at this stage with layout, scale, appearance and landscaping being reserved for later consideration. Full permission is sought for the points of access, the Suitable Alternative Natural Greenspaces (SANGs), and the conversion of the existing MoD gym.
- ii. The application site comprises the soon-to-be vacated Arborfield Garrison and an area of agricultural land to the west of the site that connects the Garrison to the A327. A further area of land, proposed for the second phase of SANG, is located approximately 700m to the south of the site. The Garrison site adjoins existing residential development and the site contains a number of facilities used by the wider community including children's nurseries, a community centre and sports fields.
- iii. The principle of development in this location has been established through its allocation by Policy CP18 of the Core Strategy. The application was submitted almost concurrently with an application for 1,500 dwellings on Hogwood Farm in the south of the SDL. Together, the two applications comprise the total allocation of development for the SDL. Although the Hogwood Farm application is not currently in a position to be determined, the application is supported by an Infrastructure Delivery Plan (IDP) showing how the on and off-site infrastructure necessary for the whole SDL would be provided.
- iv. The new community will be provided with primary and secondary schools, community facilities, good quality open space (including SANGs) and a package of transport measures. The highways mitigation includes the funding of the Arborfield Cross Relief Road, delivery of the Nine Mile Ride Extension to the A327, widening of Barkham Bridge and improvements to Commonfield Lane and to California Cross Roads. Traffic management measures will also be introduced in Farley Hill and White Horse Lane, and environmental improvements on the A327 in Eversley. Development will also fund a network of offsite greenways (pedestrian and cycling routes), public transport enhancements, and contribute to the Council's 'My Journey' Travel Plan to encourage the use of these modes of travel.
- v. In accordance with the Council's policy, 35% affordable housing would be provided, with 20% to be delivered on site and 15% via a commuted sum.
- vi. Within the site, the application seeks to deliver a masterplan based upon Garden City Principles, which are founded upon the idea of bringing together the best of town and country living. There are ten principles derived from this concept relating to issues such as the delivery of generous, interlinked green space, homes with gardens, and an integrated and accessible transport system (principles listed in full in Appendix 4).

- vii. The submission sets out a vision for a large village with a predominance of family housing with gardens. The village centre is located in the south of the site (and the centre of the SDL) and would front onto a village green and provide amenities for the local community. It would also accommodate a 1500 place secondary school with associated sporting facilities and a 4000sqm food store, as required by the Core Strategy. The masterplan has been developed with consideration to the development proposed on the Hogwood Farm site, and the need for the SDL to be a single holistic place that would take account of the opportunities and constraints offered by the site, including landscape and heritage.
- viii. The applicant has identified that the new homes will meet the Council's privacy, amenity and parking standards, and these, combined with the proposed masterplan, will ensure that the development will not have a harmful impact upon the amenities of existing and new residents.
- ix. The proposals are based upon an Environment Statement that has been independently reviewed by environmental consultants and found to be sound. It includes a Flood Risk Assessment that has been agreed with the Environment Agency, and ecological surveys and an arboricultural assessment that have been agreed with the relevant internal consultees. The SANG strategy has been agreed by Natural England.
- x. The site includes two Scheduled Monuments and a Grade II Listed Building. Notable among these is the Scheduled infirmary stables that the developer has made a commitment to make secure and weathertight in the first instance, and later restore to enable reuse. The timescales for this work is tightly tied down through the Section 106 agreement.
- xi. The Transport Assessment provided with the application takes into account the cumulative impact of developments across the whole SDL, and other development in Wokingham and the surrounding boroughs. It has been agreed by the Council's Highways Officer and developed collaboratively with the transport consultants working on the Hogwood Farm site (in the south of the SDL). The work has also included liaison with Hampshire County Council and Bracknell Forest Council.
- xii. A previous planning application for 2000 dwellings (and supporting infrastructure) on this site was withdrawn in November 2013 in response to the Council's concerns about the proposals, and in particular the soundness of the transport assessment and the environmental statement. Since this time, the applicants have undertaken further studies, including producing a completely new transport assessment, modelling the watercourses within the site, and undertaking a new, comprehensive tree survey. It is considered that the new masterplan is based upon a more thorough understanding of the opportunities and constraints of the site. The applicant has also involved the local community in the development of the proposals, through their attendance at Community Forums, Community Steering Group meetings, and their own pre-submission consultation events.
- xiii. It is therefore recommended that the Committee resolve to approve the application subject to conditions and a requirement to complete the S106 agreement prior to 6th April 2015.

PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Two Scheduled Monuments and one Grade II Listed building within the site
- Thames Basin Heaths Special Protection Area 5km Zone
- Green Corridor
- Adjacent to Hogwood Shaw Local Wildlife Site
- Allocation for Suitable Alternative Natural Greenspace (around West Court SANG)
- Area of High Archaeological Potential (around West Court SANG and adjacent to Garrison site)

RECOMMENDATION

A. That the committee authorise the Head of Development Management to GRANT PLANNING PERMISSION subject to conditions and completion of the legal agreement prior to 6 April 2015, which includes:

Affordable housing:

- Delivery of 20% on site and 15% as a commuted sum
- Extra Care Housing units (for the elderly)

Access and Movement:

- Contributions towards off-site mitigation including Arborfield Cross Relief Road, Barkham Bridge and California Crossroads, and environmental and safety improvements on the A327 corridor in Hampshire
- Contributions towards a network of greenways and new/enhanced pedestrian and cycle links.
- Contribution towards My Journey (Travel Plan)
- Public transport subsidy
- Provision of a public transport interchange and new bus stops

Education:

- Delivery of a new primary school.
- Land and contributions towards secondary and sixth form education.
- Re-provision of existing early years providers and land safeguarded for new provision

Community Infrastructure:

- Delivery of community facility
- Sports pavilion
- Contributions towards burial grounds
- Land safeguarded for health facility
- Sports hall contribution
- Swimming pool contribution

Green Infrastructure:

- Strategic Alternative Natural Greenspace (SANG) to be delivered on site
- Payment of Strategic Access Management and Monitoring (SAMM) contributions

- Formal and informal public open space to be delivered on site/secured through the S106 agreement
- Sports provision to be delivered on site
- Children’s play including skate park
- Allotments
- Contribution towards maintenance of public open space

Other:

- Restoration of infirmary stables
- Legal and monitoring fees

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

Approved details

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

Drawing Number	Drawing Title
PL05 Rev D	Site Boundary Plan
PL06 Rev J	Land Use Parameter Plan
PL08 Rev H	Density Parameter Plan
PL09 Rev L	Height Parameter Plan
PL10 Rev J	Access and Movement Parameter Plan
PL11 Rev J	Open Space Parameter Plan
PL15 Rev E	Demolition Plan
GA-003-C	Biggs Lane Site Access (Opposite Venning Road)
GA-004-C	Biggs Lane/Princess Marina Drive junction
GA-007-B	A327 Access
GA-016-C	Biggs Lane/Langley Common Road junction
SK-001-A	Biggs Lane Site Access (Area O1)
SK-006	Biggs Lane Site Access (Area U2)
1371/022/Rev G	SANG Layout Plan – Northern Area
1371/023/Rev E	SANG Layout Plan – West Court

Details submitted in accordance with reserved matters applications and any other condition of this planning permission shall accord with the principles outlined in the Design and Access Statement (AGLC/HPA/DOC/02 (Revision A)) and the Design and Access Statement Addendum (AGLC/HPA/DOC/02 Addendum), with the exception of those matters covered by other conditions.

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

Reserved matters and timescale for implementation

2. a) Approval of details of the appearance, landscaping, layout and scale of development (hereafter called ‘the reserved matters’) for each phase shall

be submitted to and approved in writing by the Local Planning Authority before any development in that phase begins and the development shall be carried out as approved.

Reason: In pursuance of s.92 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compensation Act 2004).

- b) Applications for the approval of all the reserved matters for the first phase of development shall be made within of three years from the date of this permission and all remaining reserved matters applications shall be made within a period of ten years from the date of this permission, unless otherwise agreed in writing by the Local Planning Authority.
- c) The first phase of the development hereby approved shall be begun not later than five years from the date of this permission or two years from the approval of the final reserved matters application for the phase, whichever is the later.
- d) The development within any phase of the development hereby permitted shall be begin no later than two years from the date of the approval of the last reserved matter for that phase or before the expiration of fifteen years from the date of this permission, whichever is the later.

Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Building Heights

- 3. Notwithstanding the details on the Building Storey Heights Parameter Plan (Plan PL09 Rev L), no new building shall exceed three storeys in height (maximum height of 15 metres) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the acceptable character and appearance of the development, in accordance with Policies CP1, CP3 and Appendix 7 of the Core Strategy.

Phasing

- 4. Before the submission of reserved matters pursuant to Condition 2, a strategy for phasing based on the Plans PL12-Rev I (Illustrative Phasing Parameter Plan) and PL19-Rev I (Illustrative Green Infrastructure Phasing Plan) shall be submitted to and approved in writing by the Local Planning Authority.

The Phasing Strategy will define:

- i) a programme for demolition;
- ii) the development to be delivered within each phase of the development;
- iii) a programme of works including timescales for implementation and completion;
- iv) details of housing and infrastructure delivery, including triggers and arrangements to prevent interruption of delivery across phase boundaries; and
- v) whether any part of the phase contains wetland features (e.g. ponds,

swales and balancing features).

The information to be provided under part ii) above shall include the following on-site infrastructure:

- a. The delivery of the Nine Mile Ride Extension and other primary and secondary roads;
- b. Improvements to existing highways including new/improved access junctions and upgraded pedestrian and cycling infrastructure;
- c. Footpath, bridleway and cycle links within the site and connecting to the external network;
- d. Secondary school;
- e. Primary school;
- f. Infrastructure proposed in the District Centre and Village Green area including:
 - i. Community facility
 - ii. Food store
 - iii. Retail/commercial floorspace
 - iv. Healthcare facility
 - v. Early years
 - vi. Transport interchange
 - vii. Extra Care housing
 - viii. Any other use (as agreed)
- g. Neighbourhood Centre incorporating retail and community uses;
- h. Affordable housing (including details of size, type and tenure mix for each phase);
- i. Works (including interpretation) to the infirmary stables, medieval moat and Moat House;
- j. Green infrastructure including Suitable Alternative Natural Greenspaces (SANGs); sports pitches and ancillary facilities (including dual use of school facilities), children's play (including LAPs), and allotments; and
- k. Detention basins, balancing ponds and other drainage features.

Development shall be carried out in accordance with the approved phasing strategy.

Reason: To ensure comprehensive planning of the site within the wider Arborfield Strategic Development Location, to ensure the timely delivery of facilities and services and to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17 and CP18 and the Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

Development Briefs

5. Before the submission of reserved matters for the phases containing the following areas, or within a period of two years from the date of commencement of development (whichever the sooner), a Development Brief for each of the following parts of the site (as defined on Drawing No: DevBrief1) shall be submitted together to and approved in writing by the Local Planning Authority:
 - 1) The District Centre, Village Green, Secondary School and Parcels N, M and R ("The District Centre area") or
 - 2) The Neighbourhood Centre;

Details pursuant to reserved matters shall be in accordance with the approved Development Brief.

In bringing forward the Development Briefs, details shall be provided to the Local Planning Authority of the means of public engagement in formulating the design of each Brief.

(1) The District Centre Area Development Brief shall respect the vision and principles of the garden village taking account scale and proportions of buildings and spaces; and shall contain:

General

- a. Existing landscape features to be retained;
- b. The proposed landscape framework, including structural planting;
- c. General layout, arrangement of land uses, boundaries, built form, housing densities, site coverage and plot ratios, and design principles having regard to the need to facilitate dual use of the secondary school facilities;
- d. Details of the proposed housing mix based on size, type and tenure;
- e. Details, location and timing of areas of open space and allotments;
- f. A parking and servicing strategy for the commercial, community and residential uses within the district centre, the secondary school, and the community use of the school facilities, taking into consideration the potential for facilities to share parking;
- g. Measures to demonstrate how the development would achieve Secured by Design principles;
- h. Measures to ensure sustainable design and construction in accordance with the Sustainable Design and Construction SPD (2010) or successor document, and consideration of the suitability and feasibility of energy supply from renewable and low carbon technologies, including district heating.
- i. Details, location and timing for the provision of public art;

Specific Uses

- j. Details, location and timing of the mixed uses in the district centre, with a programme for at least 25% of the commercial floorspace to be complete by the occupation of the 1000th residential unit;
- k. Retail strategy to promote the viability of the centre, including limiting the amount of floorspace within Use Class A5 (of the Town and Country Planning (Use Classes) Order 1987 (as amended)) (Hot food takeaways).
- l. Details, location and timing for the provision of a community building;
- m. Details, location and timing of 80 units of Extra Care Housing including details of how the use would be integrated into the wider area;
- n. Details, location and timing of public transport facilities including the public transport interchange and bus turning facilities; and
- o. Details, location and timing of the recycling facilities including parking/dropping off areas;

Infirmiry Stables

- p. A detailed assessment of the curtilage, setting and key views to the infirmiry stables to inform the detailed design and layout for Parcels M and N (as shown on the Land Use Parameter Plan PL06) and the uses and

- greenspace around the stables;
- q. Details of the re-use of the Infirmary Stables and a scheme for their historic interpretation;

Green/School

- r. A lighting strategy designed to provide a safe environment whilst preventing light spill having an adverse impact on ecology, the SANG, the character of the adjoining countryside, or the amenities of neighbouring properties;
- s. Details and timing of the pedestrian and cycle links to the secondary school and the wider network;
- t. A strategy for achieving noise levels in in the school in accordance with Building Bulletin 93 – *Acoustic Design of Schools – a Design Guide* or any document that supersedes it including an external noise level not exceeding 55 dB LAeq,30min for unoccupied outdoor areas and an external teaching area where the noise level is below 50 dB LAeq,30min.

(2) The Neighbourhood Centre Development Brief, which shall be submitted at the same time as the District Centre Area Development Brief, shall contain:

- a. General layout, arrangement of land uses, boundaries, built form and design principles;
- b. Existing landscape features to be retained;
- c. Proposed landscape framework, including structural planting;
- d. Details of the proposed housing mix based on size, type and tenure;
- e. Details and location of areas of open space;
- f. Details including timing of the provision of a mixed use development;
- g. Retail strategy to promote viability of centre, including limiting the proportion of floorspace within Use Class A5 (of the Town and Country Planning (Use Classes) Order 1987 (as amended)) (Hot food takeaway).
- h. A parking and servicing strategy for the commercial, community and residential uses within the neighbourhood centre, taking into consideration the potential for facilities to share parking;
- i. Recycling facilities
- j. Details and timing of the pedestrian and cycle links to the primary school and the wider network;
- k. Measures to demonstrate how the development would achieve Secured by Design principles; and
- l. Details, location and timing for the provision of public art.

Reason: To secure comprehensive planning and design of the site, to be in accordance with the NPPF, Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP5, CP6, CP7, CP17 and CP18, Policies CC06 of the Managing Development Delivery Local Plan and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

- 6. Before submission of the reserved matters for the sub-phases containing:
 - 1. The Moat, Moat House, Parcels S and AA (“The Moat area”);
 - 2. The Primary School;
 - 3. The Linear Park.

as defined on Drawing No: DevBrief2, a Development Brief for each of these parts of the site shall be submitted to and approved in writing by the Local

Planning Authority and the details pursuant to reserved matters shall be in accordance with the approved Development Brief.

In bringing forward the Development Briefs, details shall be provided to the Local Planning Authority of the means of public engagement in formulating the design of each Brief.

(1) The Moat and Moat House Development Brief shall contain:

- a. General layout, arrangement of land uses, boundaries, built form and design principles (including how development would achieve Secured by Design principles);
- b. Existing landscape features to be retained;
- c. Proposed landscape framework, including structural planting;
- d. A comprehensive assessment of the curtilage, setting and key views to the moat and Moat House to inform the acceptability of development in Parcel S and the detailed design and layout of development in Parcel AA;
- e. A long-term management plan for the moat;
- f. Details and timing of the re-use of Moat House; and
- g. A scheme of interpretation for the heritage assets.

(2) The Primary School Development Brief shall contain:

- a. General layout, arrangement of land uses, boundaries, built form and design principles (including how development would achieve Secured by Design principles) having regard to the need to facilitate the dual use of the school;
- b. Existing landscape features to be retained;
- c. Proposed landscape framework, including structural planting
- d. Details of how the school could be expanded with a third form of entry in the future;
- e. Details including timing of the pedestrian and cycle links to the neighbourhood centre and the wider pedestrian and cycle network;
- f. A parking and servicing strategy for the school and community use of the school facilities taking into consideration the potential for facilities to share parking;
- g. A lighting strategy designed to provide a safe environment whilst preventing light spill having an adverse impact on the amenities of neighbouring properties;
- h. Measures to demonstrate how the development would achieve Secured by Design principles; and
- i. A strategy for achieving noise levels in accordance with Building Bulletin 93 – *Acoustic Design of Schools – a Design Guide* or any document that supersedes it including an external noise level not exceeding 55 dB LAeq,30min for unoccupied outdoor areas and an external teaching area where the noise level is below 50 dB LAeq,30min.

(3) The Linear Park Development Brief shall contain:

- a. Existing landscape features to be retained;
- b. The proposed landscape framework, including structural planting;
- c. Details and location of areas of open space and land use;
- d. Details and timing of the pedestrian and cycle links within and beyond the linear park demonstrating how these integrate into the wider access strategy for the site;

- e. A lighting strategy designed to provide a safe environment whilst preventing light spill having an adverse impact on the ecology of the proposed linear park and SANG, and the character of the adjoining countryside;
- f. Drainage Strategy, identifying the design and location of any SUDS features;
- g. Details of the proposed bridleway, with an interim temporary alignment if necessary;
- h. Details of any ground re-contouring required within the site;
- i. Details of the edge treatment;
- j. Measures to show how development would achieve Secured by Design principles; and
- k. Details, location and timing for the provision of public art.

Development shall thereafter be carried out in accordance with the approved Development Area Design Briefs.

Reason: To secure comprehensive planning and design of the site and to be in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP5, CP6, CP7, CP17 and CP18, Policies CC06 of the Managing Development Delivery Local Plan and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Design Codes

- 7. Save for the areas covered by Development Briefs, prior to the submission of reserved matters applications for any phase of the development, a Design Code shall be submitted to and approved in writing by the Local Planning Authority for that phase of the development. Each Design Code will clearly identify and define the boundary and extent of the development to be implemented and which consent is to be implemented. The development hereby permitted shall be carried out in accordance with the approved design code. The Design Code shall include the following:
 - a. Principles for determining quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using locally sourced and recycled construction materials;
 - b. Built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas;
 - c. Principles for hard and soft landscaping including the inclusion of important trees and hedgerows;
 - d. Principles for boundary treatments;
 - e. Structures (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);
 - f. Design of the public realm, including layout and design of squares, areas of public open space, areas for play and allotments;
 - g. Open space needs including sustainable urban drainage;
 - h. Conservation of flora and fauna interests;
 - i. Provision to be made for art where appropriate to that phase;
 - j. A strategy for a hierarchy of streets and spaces;
 - k. Alignment, width, and surface materials (quality, colour and texture)

proposed for all footways, (including proposed Public Rights of Way), cycleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;

- l. On-street and off-street residential and commercial vehicular parking and/or loading areas;
- m. Cycle parking and storage;
- n. Means to discourage casual parking and to encourage parking only in designated spaces;
- o. Measures to demonstrate how the development would achieve Secured by Design principles;
- p. Integration of strategic utility requirements, landscaping and highway design;
- q. Details of public art; and
- r. Measures to ensure sustainable design and construction in accordance with the Sustainable Design and Construction SPD (2010) or successor document;

All applications for Reserved Matters applications shall be accompanied by a Design Statement which shall explain how the proposals conform to the requirements of the detailed design code.

Reason: To secure the comprehensive planning and design of the development and to be in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1, CP2, CP3, CP6, CP7, and CP18, Managing Development Delivery Local Plan Policies CC03, CC04 and CC10, and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Materials

8. Before development commences in any phase, samples and details of the materials to be used in the construction of the external surfaces of the buildings, footways, highways and other hard surfaces, consistent with the approved development Brief and/or Design Code for the phase shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a high quality development in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP3 and CP18 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Permitted Development

9. 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), no buildings, extensions or alterations permitted by Classes A, B, C, D and E, of Part 1 of the Second Schedule of the 1995 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, in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3

Trees, Landscape and Ecology

Landscape Strategy

9. Prior to the submission of a reserved matters application for any sub phase of the development, an overarching landscape strategy for the whole site shall be submitted and approved in writing by the Local Authority. The landscape strategy shall be based on the Open Space Parameters Plan and provide more detailed information on the types of structural planting proposed throughout the site and how this relates to the existing landscape features to be retained. It should also define the location of footpaths and bridleways and other linkages to the SANG and public rights of way off site as well as SUDs proposals and all formal recreational locations. Development shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the reserved matters applications are linked together by a consistent landscaping approach in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP18 and Managing Development Delivery Local Plan Policies CC03 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Levels

10. The reserved matters for each phase of the development shall include a measured survey of that site and a plan prepared to a scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) including highways and finished floor levels. This shall be submitted to and approved in writing by the Local Planning Authority, and development shall be carried out in accordance with the approved details.

Reason: To ensure a high quality of development that relates well to surrounding buildings and the landscape in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP3 and CP18 and Managing Development Delivery Local Plan Policies CC03 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Arboricultural Implications Assessment

11. The reserved matters for each phase of the development shall include an updated Arboricultural Implications Assessment for that area. The Assessment will inform the Arboricultural Method Statement for Works and the landscaping scheme for that area.

Reason: To ensure retention and appropriate protection of trees and other vegetation that are important to the character of the proposed development and wider area in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan Policies CC03 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Hard and Soft Landscaping Scheme

12. No phase of the development hereby permitted shall commence until full details of a hard and soft landscaping scheme consistent with the Design Brief or Design Code for that phase have been submitted to and approved in writing by the Local

Planning Authority. These details shall include, as appropriate:

- a. existing trees, hedgerows and other landscape features to be retained (it is expected that through detail design additional existing trees should be retained where possible);
- b. soft landscaping details including a 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;
- c. new strategic tree planting to compensate for the loss of existing trees to be removed;
- d. details of construction methods in the vicinity of retained trees;
- e. details of pit design for tree planting within streets or areas of hard landscaping;
- f. existing and proposed levels comprising spot heights, gradients and contours, grading, ground modelling, and earth works;
- g. hard landscaping materials;
- h. locations and specifications for street furniture and minor artefacts including signs, seats, bollards, cycle racks, bus shelters, lighting columns; planters, refuse bins, play areas and equipment;
- i. existing and proposed services above and below ground;
- j. boundary treatments and means of enclosure including particulars of height, materials, brick bonds and fencing styles; and
- k. a timetable for works in relation to the development of the site.

Hard and soft landscaping shall be implemented in accordance with the approved scheme.

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 phase of development shall be replaced with a specimen of the same species and of a similar size (in which case the five year period shall recommence for that particular plant) 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: In the interests of visual amenity in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1 and CP3 Managing Development Delivery Local Plan Policies CC03 and TB21 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Arboricultural Method Statement for Works

13.

- i. No development or other operation shall commence within each phase until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent that phase 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 of that phase 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.

- ii. No development in any phase (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.
- iii. No excavations for services, storage of material 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.
- iv. 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 in the phase have been completed and all equipment, machinery and surplus materials removed from the phase, 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 hedgerows growing within or adjacent to the site which are of amenity value in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan Policies CC03 and TB21 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Veteran and Near-Veteran Tree Strategy

14. The reserved matters applications for each phase of the development shall include a detailed veteran and near-future veteran tree mitigation strategy (covering all trees with a trunk diameter in excess of 100cm). Each detailed veteran and near-future veteran tree mitigation strategy shall include the following:
 - a. Veteran and near-future veteran tree buffer zone of sufficient size to allow for the long-term retention of the trees. These buffer zones should have a radius of not less than 15 x the DBH and should not include formal POS or areas of private garden other than in exceptional circumstances.
 - b. Individual veteran and near-future veteran tree management plans including details of all the tree works that are required to maintain the trees ecological value.

The management plans should cover a period of 10 years from the commencement of development of that phase. The mitigation strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: In the interests of visual amenity and to ensure appropriate mitigation for the biodiversity impact of the development in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP7.

Landscape and Ecological Management Plan (LEMP)

15. The reserved matters for any phase of the development shall include a detailed Landscape and Ecological Management Plan. Each detailed Landscape and Ecological Management Plan shall be in accordance with the mitigation, contingency and enhancement measures contained within table 13.23 of the submitted Environmental Statement Reference AGLC/HPA/DOC/5 (AECOM, October 2014) and the submitted Arborfield Garrison - BAP(AECOM, October 2014). The detailed Landscape and Ecological Management Plans shall include all the mitigation, compensation and enhancement measures contained within table 13.23 of the submitted Environmental Statement Reference AGLC/HPA/DOC/5 (AECOM, October 2014) and shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: In order to ensure that the approved landscaping is satisfactorily maintained in accordance with NPPF, Wokingham Borough Core Strategy policies CP1, CP3 and CP7 and Managing Development Delivery Local Plan Policies CC03 and TB21 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Hedgerows

16. The reserved matters for any sub phase of the development shall include a detailed hedgerow mitigation and compensation strategy. Each detailed hedgerow mitigation and compensation strategy shall be in accordance with the submitted Arborfield Garrison – Hedgerow Survey Report and Strategy (AECOM Environment, Sept 2014) and shall include.
- a. Details of any buffer zones required to protect the retained important and/or species rich hedgerows, such buffer zones to be a minimum of 10m unless there are exceptional circumstances.
 - b. The buffer zones required to protect the retained hedgerows should be free from any development including residential gardens.
 - c. Details of measures to ensure that removal of any hedgerow does not adversely affect the ecological permeability of the site.
 - d. A detailed method statement for the translocation of any important and/or species rich hedgerows to be removed as a result of the sub phase of the development, unless mitigation could be better achieved in ecological terms through new hedgerow creation.
 - e. A detailed hedgerow compensation strategy to address all other significant negative impacts on the local hedgerow network as a result of the sub phase of the development.
 - f. 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

Bats

17. The reserved matters for any sub phase of the development shall include a detailed bat mitigation strategy. Each detailed bat mitigation strategy shall include an appropriate detailed lighting scheme that maintains the dark corridors as set out in Figure B: Key Bat Mitigation Areas (Replacement Roosts and Retained/Enhanced Foraging and Commuting Corridors) of the suitable bat foraging and commuting, of the submitted Arborfield Garrison – Bat Mitigation Strategy (AECOM Environment, Sept 2014) and should be in accordance with the submitted Arborfield Garrison – Bat Mitigation Strategy (AECOM Environment, Sept 2014). The mitigation, contingency and enhancement measures contained within the submitted Arborfield Garrison – Bat Mitigation Strategy (AECOM Environment, Sept 2014) 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.

18. No development shall take place until a Natural England Development licence has been obtained by the applicant.

Reason: To ensure there would be no harm to bats in accordance with Wokingham Borough Core Strategy Policy CP7.

Reptiles

19. The reserved matters for any sub phase of the development shall include a detailed reptile mitigation strategy. Each detailed reptile mitigation strategy shall be in accordance with the reptile mitigation and contingency measures contained within the submitted Arborfield Garrison – Reptile Mitigation Strategy (AECOM Environment, Oct 2014). 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

UK BAP Species

20. The reserved matters for any sub phase of the development shall include a detailed scheme to maintain or enhance the ecological permeability of the site (especially with regard to reptiles, amphibians and hedgehogs). The mitigation and contingency measures contained within the plan 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

Non-native Invasive Species

21. The reserved matters for any sub phase of the development shall include a detailed non-native invasive species management plan. The detailed non-native invasive species management plan shall be in accordance with the mitigation, contingency and enhancement measures contained within the submitted

Arborfield Garrison – Non-Native Invasive Species Strategy (AECOM Environment, Sept 2014). The detailed non-native invasive species management plan 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

Transport and highways

Size of Primary School

22. If the primary school is to exceed two forms of entry, the reserved matters application for that phase of the development shall include an assessment of the potential additional traffic effects.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6.

Detailed design of roads

23. No development within any phase of the development hereby approved shall commence until the Local Planning Authority have approved in writing details of:
- a. The width, alignment, gradient and surface materials for any propose roads/ footways/ footpaths/ cycleways within and serving that development phase including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, designed to a standard capable of adoption under Section 278 or 38 of the Highways Act 1980;
 - b. Bus access, egress and turning.

The development shall be carried out in accordance with these approved details.

Reason: To ensure that the road, footway, footpath, cycleway, street lighting and surface water drainage are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Construction Accesses

24. Details of any construction access(es) to be provided for each phase shall be submitted to, and approved by the Local Planning Authority, prior to commencement of development in that phase and implemented in accordance with the approved details.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6.

Car Parking

25. The reserved matters for any phase of the development shall include details of car and motorcycle parking in accordance with the Council's policies at the time of the reserved matters application and the relevant approved Design Code and/or Development Brief for that phase. No building shall be occupied and the use of public open space shall not commence until the vehicular accesses,

driveways, parking and turning areas to serve it have been provided in accordance with the approved details unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of highway safety and convenience in accordance with NPPF Wokingham Borough Core Strategy Policies CP1 and CP6 and Managing Development Delivery Local Plan Policy CC07 and parking standards outlined in Appendix 2 of the Managing Development Delivery Local Plan and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Cycle parking

26. The reserved matters for any phase of the development shall include details of cycle parking in accordance with the Council's policies at the time of the reserved matters application and the relevant approved Design Code and/or Development Brief for that phase. No building shall be occupied and the use of public open space shall not commence until the cycle parking to serve it has been provided in accordance with the approved details and the cycle parking shall be retained thereafter for its intended purpose, unless otherwise agreed by the Local Planning Authority.

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 and the Managing Development Delivery Local Plan Policy CC07 and parking standards outlined in Appendix 2 of the Managing Development Delivery Local Plan.

Conversion of garages or car ports

27. 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 within or without modification), any garage, carport, or area of undercroft parking accommodation on the site shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. Carports shall be erected in accordance with the approved reserved matters and shall not be enclosed beyond any enclosure shown on the approved drawings without the prior written approval of the Local Planning Authority. Garages and carports shall not be used for any business use nor as habitable space.

Reason: To ensure provision of adequate parking and reduce the likelihood of unplanned roadside parking in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and Managing Development Delivery Local Plan Policy CC07 and parking standards outlined in Appendix 2 of the Managing Development Delivery Local Plan.

Parking Management and Servicing Strategy

28. The reserved matters for the phases containing the District Centre, Neighbourhood Centre, Primary School and Secondary School shall include a servicing and parking management strategy including service yards and parking and turning for commercial vehicles as necessary. The servicing shall be provided in accordance with the approved details before first use of each phase it is intended to serve and retained thereafter.

Reason: In the interests of highway safety and convenience in accordance with

Wokingham Borough Core Strategy Policies CP1 and CP6.

Walking, Cycling and Equine Strategy

29. Prior to the commencement of development, a Walking, Cycling and Equine Strategy for the whole development in conformity with the Proposed Linkages Strategy (as outlined in the Green Infrastructure Strategy Addendum Document, January 2015) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed strategy thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: to ensure satisfactory development in the interests of sustainable travel in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Phased Public Transport Strategy

30. The first reserved matters application shall include a phased public transport strategy identifying bus routes and the location of bus stops within the entire application site (covered by this outline application) in the context of the bus strategy for the entire Arborfield Strategic Development Location.

Reserved matters for each phase thereafter shall demonstrate satisfactory public transport accessibility consistent with the phased public transport strategy. The development shall be implemented in accordance with the agreed strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Bus Routes

31. All buses shall be routed on primary or secondary streets as defined in the Design and Access Statement, unless otherwise agreed in writing by the Local Planning Authority. If on a secondary route, the highway would need to be widened from 5.5m to 6.1m with a smooth geometry suitable for buses and to include a 3m shared pedestrian and cycle route unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Travel Plan (Commercial)

32. Prior to the occupation of each commercial unit, a travel plan or alternative 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, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of sustainable transport measures in

accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Travel Plan (Primary School)

33. Prior to the first occupation of the Primary School, a School Travel Plan or alternative shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed Travel Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Travel Plan (Secondary School)

34. Prior to the first occupation of the Secondary School, a School Travel Plan or alternative shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed Travel Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Car parking in Parcel K

35. Prior to the commencement of development in Parcel K (as shown on Land Use Plan PL06), details showing adequate alternative parking for the Garrison Church and sports pitches shall be submitted to and approved in writing by the Local Planning Authority. The alternative parking shall be implemented in accordance with the approved details, made available prior to the commencement of development in Parcel K, and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: in the interests of highway safety and convenience in accordance with NPPF Wokingham Borough Core Strategy Policies CP1 and CP6 and Managing Development Delivery Local Plan Policy CC07 and parking standards outlined in Appendix 2 of the Managing Development Delivery Local Plan and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Flooding and Drainage

Fluvial Flooding

36. The development permitted by this planning permission shall be carried in accordance with the Arborfield Garrison SDL Flood Risk Assessment Revision Number 4 Revised following updated hydraulic modelling dated 04/03/15 Job No 60312043 Reference FRA/Modelling Report/003 unless otherwise agreed in writing by the Local Planning Authority, and shall include the following mitigation measures detailed below:
- a) No built development within the agreed 1 in 100 year plus climate change extents.
 - b) A sequential approach must be undertaken on the site to locate built

development within areas at the lowest flood risk and where required mitigation provided to ensure no increase in flood risk.

- c) The finished floor levels of the buildings shall be set no lower than the height of the agreed 1 in 100 plus climate change level with an allowance of 300mm for freeboard.

Reason: To avoid an increase in flood risk; ensure that the sequential approach is adopted on site in line with the National Planning Policy Framework (NPPF) to avoid development within the agreed flood extent; and to reduce the risk of flooding to the proposed development and future occupants.

37. No part of the development within each phase shall commence until a detailed scheme of compensatory storage has been submitted to and approved in writing by the Local Planning authority. For any loss of floodplain storage within the 1 in 100 year (plus allowance for climate change) flood extent, the scheme shall provide for compensatory level for level, volume for volume flood plain storage within that phase of development. The scheme shall be fully implemented and subsequently maintained in accordance with the approved details.

Reason: To ensure that any reconfiguring of land within the agreed floodplain is mitigated for thereby preventing an increase in flood risk.

38. No part of the development within each phase shall commence until the design floodplain modelling has been updated to take account of the detailed layout and the results submitted to and approved in writing by the local planning authority. The modelling should be in the form of an addendum to the Flood Risk Assessment and include a model log with all model files documented and clearly referenced.

Reason: To ensure that the full extent of the flood risk is modelled accurately to ensure that proposals are based on the detailed layout. This is to ensure that development will not be built in areas of flood risk and that flood risk is not increased due to the development proposals, and to be in accordance with the NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 and the Managing Development Delivery Local Plan Policy CC10 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

39. The development hereby permitted shall not be commenced until such time as a scheme to ensure that a route of safe access and egress can be provided from each residential parcel to a suitable safe haven has been submitted to, and approved in writing by, the Local Planning Authority (LPA). The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the LPA.

Reason: To ensure safe access and egress from and to the site, in accordance with the NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 and the Managing Development Delivery Local Plan Policy CC09 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Surface Water

40. The development hereby permitted shall be carried out in accordance with the

approved Foul and Surface Water Drainage Strategy Revision 3 Updated drainage strategy plan and phasing plan included dated 03/03/15 Job No 60312043 Reference DS/001 including the mitigation measures detailed in this strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not increase flood risk in accordance with the NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 and the Managing Development Delivery Local Plan Policy CC10 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

41. No part of the development within a phase shall take place until a surface water drainage scheme for the phase, based on sustainable drainage principles outlined in the agreed FRA (Foul and Surface Water Drainage Strategy Revision 3 Updated drainage strategy plan and phasing plan included dated 03/03/15 Job No 60312043 Reference DS/001) and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
- a. Detailed surface water drainage calculations for all rainfall events (1 in 1, 1 in 30 and 1 in 100) up to and including the 1 in 100 plus climate change storm event.
 - b. Demonstration that there will be no flooding on the site up to the 1 in 30 storm event and that and flooding up to the 1 in 100 plus climate change storm event can be safely stored within the site without increasing flood risk to the surrounding area.
 - c. SuDS features shall be located outside of the 1 in 100 year plus 20% allowance for climate change flood level.
 - d. Limiting the discharge rate from the entire site to Greenfield rates
 - e. Details of the feasibility of the use of soakaways in line with BRE 365 to demonstrate whether they are technically feasible and confirmation that there will be a minimum of 1 metre between the base of the infiltration device and the water table.
 - f. Information on the hierarchy of options to explain the choice of any proposed SuDS technique.
 - g. Details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

42. No development shall take place within each phase until full details of the Drainage System(s) have been submitted to and approved in writing by the Local Planning Authority. These shall include:
- a. Wherever practical, measures to manage surface water at the surface through incorporation of SuDS that integrate with wider landscape proposals and provide a range of benefits in terms of amenity provision, ecological enhancements and water quality;
 - b. Demonstration of where and how surface water attenuation shall be provided across the site and that attenuation features are adequately sized to serve the

- development for all events up to and including the 1 in 100 year plus allowances for climate change taking into consideration detailed intrusive site investigations at the site;
- c. Details of the phased implementation of the drainage system(s) and demonstration that flood risk will not be exacerbated at any time during installation;
 - d. Details of the implementation of the drainage system(s) and demonstration that water quality will not be impacted at any time during installation;
 - e. Details of the implementation and final state of the drainage system(s) and demonstration that the structural integrity of receiving watercourses will not be impacted at any time;
 - f. Clear definition of where surface water outfalls will discharge and demonstration that discharges and attenuation volumes have accounted for the effect of flood levels on receiving water bodies;
 - g. Demonstration that any seasonal variation in groundwater levels has been considered in the sizing and location of SuDS features;
 - h. Details of the freeboard allowance for any structures required to cross ditches and/or watercourses requiring demonstration that structures do not increase flood risk in all areas upstream and downstream of the proposed development;
 - i. Detailed hydraulic modelling of the drainage system(s) incorporating the watercourses, SuDS features both online and offline and demonstration that SuDS storage is not compromised by fluvial flood flows / levels;
 - j. Full details of the maintenance and/or adoption proposals /agreements for the development covering all aspects of the proposed drainage system(s), with provision for annual inspection reports to be submitted to the Local Authority for any SUDS that will be retained by private management companies.

Development should be implemented in accordance with the approved details and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 and the Managing Development Delivery Local Plan Policy CC10 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Wetland features

43. Where the approved Phasing Strategy identifies a phase as containing wetland features (e.g. ponds, swales and balancing features) no development within that phase shall be commenced until detailed designs for the wetland features have been approved in writing by the Local Planning Authority. Implementation shall be as approved and the wetland features shall be maintained and retained thereafter in accordance the approved details.

Reason: To ensure that any wetland features are designed to maximise their nature conservation benefits and to ensure they provide appropriate flood mitigation in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP3 and CP7 and the Managing Development Delivery Local Plan Policy TB23 and the Arborfield Strategic Development Location Supplementary

Retail

Comparison Floorspace in Food Store

44. The retail food store hereby permitted shall not exceed 4,000 sqm (gross internal floorspace). Comparison goods shall not exceed 25% of the net sales floorspace.

Reason: To ensure the food store principally provides convenience floorspace and is compatible with the retail character of the centre, and to prevent an adverse impact upon other retail centres in accordance with Core Strategy Policy CP18 and Appendix 7, and Policy TB15 of the Managing Development Delivery Document (Local Plan).

Unit Sizes in District Centre

45. With the exception of the retail food store, each unit within the A Class Uses hereby permitted in the District Centre shall not exceed a maximum floor area of 150 sqm (gross internal floorspace) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the units are compatible with the retail character of the centre, and maintain its vitality in accordance with Core Strategy Policy CP18 and Appendix 7 and Policy TB15 of the Managing Development Delivery Document (Local Plan).

Comparison Floorspace

46. With the exception of the floorspace in the retail food store, the total net sales floorspace selling comparison goods shall not exceed 600 sqm.

Reason: To ensure the District Centre principally provides convenience retail to deliver the Concept Rationale set out in Appendix 7 of the Core Strategy, to ensure the vitality of the District Centre, and to prevent an adverse impact other retail centres, in accordance with Core Strategy Policy CP18 and Appendix 7.

Utilities

Thames Water

47. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by the Local Planning Authority. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Relevant Policies: NPPF and Core Strategy Policy CP1, and CC09 and CC10 of the Managing Development Delivery Local Plan.

Broadband

48. All new dwellings, schools, commercial and non-commercial buildings shall be

provided with ducting that shall enable the connection of broadband or similar technologies.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Core Strategy Policy CP1 and CC04 of the Managing Development Delivery Local Plan (Feb 2014).

Sustainable Design and Construction

Code for Sustainable Homes

49. The reserved matters for each phase shall demonstrate how:
- a) Dwellings will be designed to achieve at least Code for Sustainable Homes Level Four; and
 - b) Non-residential buildings will be designed to achieve at least BREEAM 'very good' certification, other than the secondary school which will be designed to achieve at least BREEAM 'good' certification;

or such equivalent scheme or standard that is in operation at the time that reserved matters are submitted for that phase.

Development shall be carried out in accordance with the approved details and so retained thereafter unless otherwise agreed in writing by the Local Planning Authority. No buildings shall be occupied until a Final Certificate has been issued for it by an accredited assessor certifying that the level or certification stated above has been achieved.

Reason: To ensure developments contribute to sustainable development in accordance with the NPPF, Wokingham Borough Core Strategy Policy CP1 and CP3, and the Managing Development Delivery Local Plan Policy CC04 and CC05, the Sustainable Design and Construction Supplementary Planning Document (2010) and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Low and Zero Carbon Technologies

50. The reserved matters for each phase of the development shall include either:
- a. Details to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirements of Part L: Building Regulations; or
 - b. An alternative strategy which can demonstrate a greater carbon saving than would be achieved by a. (above).

The approved measures shall be installed and functional before first occupation of the buildings they are intended to serve.

Reason: In the interests of promoting sustainable forms of development in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1 and the Managing Development Delivery Local Plan Policy CC04 and CC05, the Sustainable Design and Construction Supplementary Planning Document (2010) and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Lifetime Homes

51. The reserved matters for each phase of the development shall provide details to demonstrate that at least 10% of the affordable dwellings and at least 10% of the market dwellings in that phase will be designed and constructed to Lifetime Homes standards (or such equivalent scheme or standard that is in operation at the time that reserved matters are submitted for that phase). Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To meet the changing needs of future occupiers in accordance with Policy TB05 of the Managing Development Delivery Local Plan.

Other Sustainability Measures

52. The reserved matters for each phase of the development shall include provision for all dwellings within the phase with a garden, and the schools to be provided with:
- a. water butt of an appropriate size installed to maximise rainwater collection; and
 - b. space for composting

Unless it can be demonstrated to the satisfaction of the Local Planning Authority that it is not practicable to accommodate it within the curtilage of the building.

Reason: To reduce, reuse, and enable the efficient use of water and organic household waste in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010) and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

53. The reserved matters for each phase of the development shall include measures to reduce water consumption as far as possible. The measures shall be implemented in accordance with the approved details before first occupation of any building within the phase and shall be retained thereafter unless their replacement would result in improved water consumption.

Reason: To reduce water consumption in accordance with Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010) and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

54. The reserved matters for each phase of the development shall incorporate internal and external spaces for the storage of refuse and recyclable materials for all dwellings within the phase, the school and the commercial units, and provision in accordance with the approved details shall be made prior to occupation of any 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 the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Environmental Health

Lighting

55. No floodlighting or other form of external lighting in each phase 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 including details of lighting for all principal highways, cycleways, 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 an adverse impact upon wildlife and safeguard amenity and highway safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7.

Contaminated land

56. Unless otherwise agreed by the Local Planning Authority, within each phase, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions (i) to (iv) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 4 has been complied with in relation to that contamination.

(i). Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (a) a survey of the extent, scale and nature of contamination;
- (b) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (c) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

(ii). Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(iii). Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(iv). Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. A investigation and risk assessment must be undertaken in accordance with the requirements of condition (i), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (ii), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition (iii).

(v). Long Term Monitoring and Maintenance.

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed with LPA, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other

offsite receptors.

Noise Insulation for Dwellings

57. The dwellings hereby approved shall be designed and/or insulated so as to provide attenuation against externally generated noise in accordance with a mitigation scheme to be submitted to and approved in writing by the Local Planning Authority before commencement of development within any phase. The scheme shall ensure that all noise implications are mitigated so that internal ambient noise levels for dwellings shall not exceed 35 dB LAeq (16 hour) 07:00-23:00 during the daytime and 30 dB LAeq (8 hour) 23:00-07:00 during the night assuming full road traffic flows at the outset. The design and/or insulation measures identified in the scheme shall ensure that ambient internal noise levels and the noise levels within gardens for the dwellings meet the BS8233/1999 Sound insulation and noise reduction for buildings design range 'good' for living accommodation. The approved mitigation measures to serve each dwelling shall be implemented prior to occupation and retained thereafter.

Reason: to protect the amenity of the area and to ensure that premises are protected from noise nuisance and disturbance, in accordance with Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC06.

Noise Insulation for Schools

58. The schools hereby approved shall be designed and/or insulated so as to provide attenuation against externally generated noise in accordance with a mitigation scheme to be submitted to and approved in writing by the Local Planning Authority before its construction commences. The scheme shall ensure that all noise implications are mitigated so that internal and external ambient noise levels comply with Building Bulletin 93 – Acoustic Design of Schools – a Design Guide or any document that supersedes it.

No part of the school building or external space shall be occupied or brought into use until the noise mitigation measures to serve it have been implemented in accordance with the approved details and the measures shall be retained thereafter.

Reason: to ensure that premises are protected from noise nuisance and disturbance, in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3, the Managing Development Delivery Local Plan Policy CC06.

Noise from Externally Mounted Plant (Operational)

59. All plant machinery and equipment installed or operated in connection with this permission (including fans, ductings and external openings) shall be so enclosed and/or attenuated that noise emitted does not exceed at any time a level of 5dB(A) below the existing background level (LA90)(or10dB(A) if there is a particular tonal quality) when measured according to BS4142-2014, at a point one metre external to the nearest residential or noise sensitive property.

No such equipment shall be installed within any phase of the development until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details before the use of the building it is intended

to serve commences and retained thereafter.

Reason: In the interests of the amenities of neighbouring occupiers in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

Noise from Shops, Takeaways and other Non-Residential Uses

60. Before development commences for uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential institutions) (of the Town and Country Planning (Use Classes) Order 1987 (as amended)), a scheme specifying the provisions to be made for the control of noise emanating from those premises and from delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in accordance with the approved details before first occupation of the premises to which the details relate, and be retained thereafter.

Reason: To protect the amenities of occupiers of nearby premises from unreasonable noise levels in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Ventilation and Odour

61. Before development commences for uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential institutions) (of the Town and Country Planning (Use Classes) Order 1987 (as amended)), details of the kitchen extract ventilation systems or such other steps as may be necessary to minimise the effects of odour from the preparation of food associated with that development, including measures to control the discharge of smell and fumes shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to first use of the premises and retained thereafter.

Reason: In the interests of the amenities of neighbouring occupiers, in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014).

Hours of operation of non-residential development

62. Before occupation of each unit of non-residential development, details of the hours of operation of those premises, hours of outside use of the premises, and hours of deliveries, shall be submitted to and be approved in writing by the Local Planning Authority. The unit shall be occupied in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard residential amenities and to ensure that the development is not unneighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Construction Management

Construction Environmental Management Plan

63. Before each 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. The Plan will detail the measures to be implemented to protect site workers, site users, sensitive receptors and the environment arising from the development hereby permitted. Construction of each phase of the development shall not be carried out otherwise than in accordance with each approved CEMP. Each 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) A construction traffic management plan including a programme of works, measures for traffic management, details of the haul routes to be used to access the development, and potential vehicle numbers;
 - v) Piling techniques including types of piling rig and earth moving machinery;
 - 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 mitigation measures for noise, vibration and odour;
 - 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 (including temporary);
 - xii) Measures to ensure no on site fires during construction;
 - xiii) Details of demolition, including details of how to deal with asbestos. This shall include an Asbestos Management Report providing details of surveys, mitigation, and verification of asbestos management, and as appropriate, provision of contingency surveys, mitigation and verification to be adopted during the construction phase;
 - xiv) Details of the temporary surface water management measures to be provided during the construction phase;
 - xv) Details of the excavation of materials and the subsurface construction methodology and
 - xvi) Implementation of the CEMP through an environmental management system;
 - xvii) Appointment of a Construction Liaison Officer.
 - xviii) Monitoring and review mechanisms;

Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

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.

Demolition on secondary school site

64. Prior to the commencement of development, only the buildings identified in red on Plan N81-2240-SSA02 shall be demolished as part of the school site clearance works. Prior to the demolition of any building, a demolition protocol (including recording of the buildings) shall be submitted to and approved by the Local Planning Authority in writing. The demolition will be carried out in accordance with the agreed protocol unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate environmental safeguards are in place and to provide a suitable site for the effective delivery of Arborfield Secondary School, in accordance with Core Strategy CP18 and Communities and Local Government Policy Statement – Planning for Schools Development.

Demolition Plan

65. Prior to the commencement of development in each phase, a Material Management and Soil Resources Plan (MM&SRP) and Site Waste Management Plan for that phase of the development, shall be submitted to and approved in writing by the Local Planning Authority. The MM&SRP shall include details of soil stockpiling, local sourcing of materials/resources and the re-use and recycling of materials from demolition on site. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To minimise waste in accordance with Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010).

Working Hours

66. No works relating to the development hereby approved, including preparation prior to building operations, shall be undertaken:
- Outside the hours of 0800 - 1800 on Mondays to Fridays (inclusive);
 - Outside the hours of 0800 - 1300 on Saturdays; and
 - On Sundays and on public holidays.

Reason: To protect occupants of nearby dwellings from noise and disturbance outside the permitted hours during the construction period in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Heritage

Archaeology

67. Prior to the submission of the first reserved matters application for each phase of the development, a programme of archaeological work (which may comprise more than one phase) shall be carried out in accordance with a Written Scheme of Investigation which has first been submitted to and approved by the Local Planning Authority.

The results of that archaeological work shall be submitted with and used to inform the reserved matters application for that phase, and shall provide for the in-situ preservation of any archaeological remains of national or regional importance should they occur on the site, and the archaeological investigation,

recording and analysis of remains of lesser importance. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with the NPPF, Core Strategy Policy CP3, and Policy TB25 of the Managing Development Delivery Document.

Langley Common Farmhouse and Stables

68. Notwithstanding the details shown on Demolition Plan PL15-Rev E, prior to the commencement of development in Parcel Z, a detailed assessment of the heritage significance and the suitability for re-use of Langley Common Farmhouse and the U-shaped range of stables to its immediate south-east, including details of re-use, should be submitted to and approved in writing by the Local Planning Authority. Development should be carried out in accordance with the approved details.

Reason: To ensure that the significance of these locally significant buildings is respected in accordance with the NPPF, Core Strategy Policy TB3 and Policy TB26 of the Managing Development Delivery Document.

Protection of Retained Buildings

69. Prior to the commencement of development, details shall be submitted to and approved by the Local Planning Authority to show how all buildings to be retained on the site (including the Moat House, the Garrison Church and Langley Common Farmhouse and the adjacent stables, but not including the infirmary stables), will:

- a. Be used throughout the development; or
- b. Secured and protected prior to their redevelopment.

Development should be carried out in accordance with the approved details.

Reason: To ensure that the fabric of the buildings is not allowed to fall into disrepair, and the significance of the buildings are protected in accordance with the NPPF, Core Strategy Policy TB3 and Policy TB24 of the Managing Development Delivery Document.

Building Recording

70. Prior to the commencement of development, a recording brief setting out a programme of building recording appropriate to each building's heritage significance (based upon English Heritage best practice), shall be submitted to and approved by the Local Planning Authority in writing.

The buildings shall then be recorded in accordance with the agreed brief, and the results submitted to and approved by the Local Planning Authority in writing prior to any alterations, demolition or other development taking place, with the exception of those works that have been agreed in writing by the Local Planning Authority as necessary to make the buildings secure and waterproof.

Reason: To allow the significance of the buildings Garrison to be understood in

the future, in accordance with the NPPF, Core Strategy Policy TB3 and Policy TB24 of the Managing Development Delivery Document.

Other

Fire Hydrants

71. Before first occupation of any relevant phase of development, fire hydrants, or other suitable emergency water supplies, shall be provided in accordance with a scheme including details of their location, specification and a programme for their provision which has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Borough Core Strategy Policy CP4.

Sprinklers

72. Before the commencement of development of any phase containing the schools and any mixed use buildings within the District or Neighbourhood Centre, a risk assessment and strategy for controlling the spread of fire, which should include use of sprinkler systems and/or other measures shall be submitted to and approved in writing by the Local Planning Authority, and installed and maintained thereafter.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Borough Core Strategy Policy CP4.

Conversion of the Gym

Use Temporary and Restricted

73. 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 MoD Gymnasium hereby permitted for change of use, shall not be used for any purpose other than as a gymnasium and for no other use within Classes D1 or D2. The use shall only be permitted for a period of 60 months from the date of its first use as a public gymnasium, and should thereafter cease unless otherwise agreed in writing by the Local Planning Authority. Prior to the 56th month from the date of its first use, a written strategy setting out the long-term future of the building, including options for its potential re-use or demolition should be submitted to the Local Planning Authority for approval in writing. Development should be carried out in accordance with the approved details.

Reason: To prevent the building being used for purposes that would have a high requirement for parking spaces and that would be inappropriate in this location, and to allow the comprehensive masterplanning of the District Centre in accordance with Core Strategy Policies CP1, CP3 and Appendix 7.

Community Use of the MoD Gym

74. Prior to the gym being used by any user group other than in connection with the secondary school, a parking strategy shall be submitted to, and approved in writing by the Local Planning Authority, to demonstrate how the facility would be accessed by the public and where users would park cars, motorcycles or

bicycles. Access and parking should take place in accordance with the approved strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: Satisfactory parking provision has not been demonstrated. In the interests of highway safety and residential amenity, in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6.

75. Prior to the gym being used by any user group other than in connection with the secondary school, the operational times shall be submitted to, and approved in writing by the Local Planning Authority. Use should thereafter take place in accordance with the approved details.

Reason: In the interests of residential amenity, in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Detailed SANGs

Details of crossing point in Northern SANG

76. Prior to the commencement of development in the Northern SANG, or any works of laying out or planting in the Northern SANG, a scheme to show details of the pedestrian and cycle crossing points on Biggs Lane to serve the Northern SANG shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented prior to the first use of the Northern SANG and shall thereafter be retained and maintained.

Reason: In the interest of highway safety and convenience in accordance with Wokingham Borough Council Core Strategy Policies CP1 and CP6.

Parking at West Court SANG

77. Prior to the first use of the West Court SANG, a scheme providing the following details shall be submitted to and approved in writing by the Local Planning Authority:
- a. Construction/layout of car park including cycle parking spaces;
 - b. Existing and proposed levels in/around area proposed for car park;
 - c. Proposed surface water drainage scheme for car park;
 - d. Crossing points on West Court Drive at the car park and access corridor;

The approved details shall be implemented prior to the first use of the West Court SANG and thereafter retained and maintained as such.

Reason: In the interest of highway safety and convenience in accordance with Wokingham Borough Council Core Strategy Policies CP1 and CP6.

Archaeology in the SANGs

78. Prior to the commencement of development in each SANG, or any works of laying out or planting in that SANG, a programme of archaeological work (which may comprise more than one phase) shall be carried out in accordance with a Written Scheme of Investigation which has first been submitted to and approved by the Local Planning Authority.

Prior to the commencement of development in each SANG, or any works of laying out or planting in that SANG, the results of the archaeological evaluation

and an impact assessment document to explore the anticipated impact of the detailed SANG works on any archaeological features or deposits identified, and mitigation measures proposed, shall be submitted to, and approved in writing by the Local Planning Authority. The results should provide for the in-situ preservation of any archaeological remains of national or regional importance should they occur on the site and the archaeological investigation, recording and analysis of remains of lesser importance. Development shall be carried out in accordance with the approved details.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with the NPPF, Core Strategy Policy CP3, and Policy TB25 of the Managing Development Delivery Document.

SANG Landscape Schemes

79. Notwithstanding the details shown on the SANG Layout Plans (1371/022/RevG and 1371/023/RevE), prior to the commencement of development in each SANG, or any works of laying out or planting in that SANG, a detailed landscape scheme shall be submitted for that SANG with a SANG Management Plan, and information to demonstrate how the proposals respond to ecological, archaeology and heritage considerations of the site. In the case of West Court SANG, the document should explicitly assess and recognise the contribution that the parkland setting makes to the significance of the listed building; and expressly include the retention of important landscape features within the future management of the SANG.

Development shall be implemented in accordance with the approved details and thereafter be retained.

Reason: To ensure that the development would maximise opportunities for ecology, archaeology and heritage, in accordance with Policies CP7 and CP8 of the Core Strategy and Policies TB21, TB23, TB24, TB25 of the Managing Development Delivery Document (Local Plan).

INFORMATIVES

1. The development accords with the policies contained in the adopted / development plan and there are no material considerations which warrant a different decision being taken.
2. You are advised, in compliance with The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

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)
CP13 – Town Centres and Shopping
CP17 - Housing delivery
CP18 – Arborfield Garrison Strategic Development Location

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

Managing Development Delivery Document (Local Plan) (adopted February 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
TB07 – Internal Space Standards
TB08 - Open Space, sport and recreational facilities standards for residential development
TB09 – Residential accommodation for vulnerable groups
TB12 – Employment Skills Plan
TB15 – Major Town, and Small Town/District Centre development
TB16 – Development for Town Centre Uses
TB20 – Service Arrangements and Deliveries for Employment and Retail Use
TB21 - Landscape Character
TB23 - Biodiversity and Development
TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
TB25 - Archaeology
TB26 – Buildings of Traditional Local Character and Areas of Special Character
SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

Supplementary Planning Documents

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)
Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)
Wokingham Borough Design Supplementary Planning Document (2012)

Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)

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

Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)

Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)

3. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act (yet to be finalised) the contents of which relate to this development.
4. The Head of Technical Services at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
5. 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. 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. 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. 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.
9. 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. It is recommended that the contractor should apply to the Environmental Health and Licensing Manager for prior consent under s.61 of the Control of Pollution Act 1974 to ensure that Best Practicable means

(BPM) are used to minimise construction site noise.

10. The applicant is advised to contact Sport England prior to progressing the community use scheme for the shared use of sports facilities. Guidance on preparing community use schemes is available from Sport England www.sportengland.org.
11. The design and layout of the development parcels adjacent to the secondary school, the primary school, and the existing tennis courts should ensure that new housing is located at an appropriate distance from the proposed floodlighting. The applicant is advised that the scheme should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: Sport England's "Outdoor Sports Lighting" Briefing Note published in September 2010.
12. The reserved matters applications should take into account the detailed matters raised by the Crime Prevention Adviser's response (dated 18 February 2015).
13. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>
14. 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.
15. The applicant is advised that the Council will expect the reserved matters to adhere to the Council's adopted Design Standards (e.g. Internal Floor-Space, Garden Sizes and Parking Provision etc).

PLANNING HISTORY

The following recent applications are of relevance to this proposal.

Current applications in the SDL

O/2014/2179: Outline application for 1500 dwellings and supporting infrastructure (at Hogwood Farm, on adjoining land to the south) – To be determined.

F/2015/0001: Full application for erection of 1500 place Secondary School with associated sports facilities parking provision and access roads within SDL site – To be determined.

DEM/2015/0460: Demolition Prior Determination Notice for demolition of building A59 former Sergeants Mess and associated outbuildings (*Officer note: Located in Parcel O1*). To be determined.

Past applications (on the Garrison site)

O/2013/0600: Outline application for 2000 dwellings and supporting infrastructure – Withdrawn (November 2013)

SO/2010/0611: EIA scoping opinion (March 2010)

Past applications (elsewhere within the SDL)

SO/2014/1019: EIA scoping opinion for development of residential mixed use scheme including school, neighbourhood centre, employment land, open space, sport and recreation facilities (at Hogwood Farm, on adjoining land to the south) – EIA required and scope identified, June 2014.

SUMMARY INFORMATION

Site area:	167 ha (inc 24ha at West Court)
Site area - Residential land use	59.85ha (or up to 61.3 ha if part of allotment provision made off-site)
Site area - District centre	5.78 ha (which will also include residential uses)
Site area - Secondary school	9.25 ha
Site area - Primary school	2.88 ha

Residential

Proposed units	2000
Proposed net density	33.42 dwellings/hectare (or 32.66dw/ha if allotment provision made off-site)
Number of affordable units proposed	400 (on site)
Buildings to be retained	Moat House, Infirmary Stables, Garrison Church, Langley Common House and Stables

On-site public open space

Outdoor Sports	9.63 ha
Parks and public gardens	14.83 ha
Children's Play space – formal equipped	0.85 ha (skate park, 2 x NEAP, 5 x LEAP, MUGA, and LAPs within parcels)
Amenity greenspace	20.56 ha
Natural greenspace and semi-natural greenspace	38.41 ha
Allotments	2.5 ha
SANG	14.41 ha in Northern SANG, 24ha at West Court. Total of 38.41 ha

CONSULTATION RESPONSES

Statutory Consultees

Environment Agency	No objection subject to conditions.
Sport England	No objection subject to conditions.
English Heritage	Comment: - Do not fully agree with applicant's assessment of the

	<p>Infirmery Stables' original setting;</p> <ul style="list-style-type: none"> - Concern about impact of proposed community orchard and indicative landscaping around stables; and - Welcome to commitment to find a use for the building. <p><i>(Officer note: Concerns addressed through the requirement for a detailed development brief in the area around the stables)</i></p>
Natural England	No objection.
Wokingham Borough Council Consultees	
WBC Adult Social Care	No objection. Support provision of Extra Care Units.
WBC Archaeology	No objection subject to condition.
WBC Community Facilities	No objection subject to facilities being secured in S106.
WBC Conservation Officer	<p>Comment:</p> <ul style="list-style-type: none"> - Welcome commitment to secure and repair stables; - Object to development encroaching area to south of stables and the indicative planting proposals; <i>(Officer note: Addressed through the requirement for a detailed development brief in the area around the stables)</i> - Demolition of Langley Common Farmhouse is not justified; <i>(Officer note: Condition 68 requires further investigation of this building)</i> - Development in area around scheduled moat and Moat House will harm setting of both heritage assets; <i>(Officer note: Addressed through the requirement for a detailed development brief in this area)</i> and - Future management plans for West Court SANG should respect significance of Listed Building <i>(Officer note: Addressed by condition 79).</i>
WBC Ecology	No objection subject to conditions.
WBC EHO	No objection subject to conditions.
WBC Emergency Planning	No objection.
WBC Flood Risk	No objection subject to condition.
WBC Health and Wellbeing Board	<p>No objection.</p> <ul style="list-style-type: none"> - Support provision of a medical centre/GP surgery in District Centre; - Recommended limiting proportion of fast food outlets <i>(Officer note: Addressed through development briefs for District Centre and Neighbourhood Centre);</i> - Should ensure dwellings have large room sizes <i>(Officer note: Developer has committed to meeting WBC's internal space standards);</i> - Consider using car ports instead of garages to minimise on-road parking <i>(Officer note: Detailed parking</i>

	<i>strategies to be assessed at reserved matters stage).</i>
WBC Highways	No objection subject to conditions and infrastructure being secured through the S106.
WBC Housing	No objection subject to securing affordable housing, and at least 10% of the housing as Lifetime Homes.
WBC Landscape/Trees	No objection subject to conditions.
WBC Planning Policy	No objection subject to clarification about the timing of delivery of the neighbourhood centre (<i>Officer note: Details secured through Neighbourhood Centre development brief</i>).
WBC Public Open Space / Sports	No objection.
WBC Public Rights of Way	No objection.
WBC Recycling	No objection subject to glass recycling facilities being provided (<i>Officer note: Details secured through District Centre area and Neighbourhood Centre development briefs</i>).
WBC SANG	No objection.
Other External Consultees	
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	Object due to ecohydrological impacts upon Longmoor Bog SSSI (changes to surface and groundwater flow patterns impacting upon wetland features). (<i>Officer note: Natural England, who are responsible for the condition of the SSSI, have considered this matter and confirmed that they have no concerns</i>).
Highways Agency	No objection subject to WBC requiring a travel plan to reduce trips during peak hours (<i>Officer note: Addressed through My Journey and conditions. See para 91</i>)
TVP Crime Prevention Adviser	No objection subject to condition to require reserved matters applications to demonstrate how Secured by Design accreditation could be achieved. (<i>Officer note: Secured by Design Principles are required by the development briefs and design code (Conditions 5-7). The Crime Prevention Adviser's response includes a number of other detailed design comments so will also be referred to in an informative</i>)
Thames Valley Police	Contributions should be provided for policing.
Thames Water	No objection subject to suggested condition and informative. - Advise that capacity improvement at Arborfield Sewage Treatment Works (to provide for 3500 further dwellings) would be complete by 31 March 2015.
Southern Gas Networks	No objection.

Scottish and Southern Energy	No objection.
Binfield Badger Group	No comments received.
Fields in Trust	No comments received.
National Grid	No comments received.
National Planning Casework Unit	No comments received.
NHS Wokingham Clinical Commissioning Group	No comments received.
Royal Berkshire Fire and Rescue	No comments received.
RSPB	No comments received.
The Woodland Trust	No comments received.
Other Local Authorities	
Bracknell Forest Council	No objection.
Reading Borough Council	Response to original submission raised objections on the grounds that there was insufficient information to assess the transport implications, and that the proposal did not contribute to transport improvements in Reading Borough. WBC provided a response to RBC explaining that South of M4 SDL's financial contribution to RBC had taken into account the transport impact on Reading of all major developments in Wokingham Borough, and so the impact had already been mitigated. No further response was received.
Hampshire County Council	No objection subject to a contribution towards environmental and safety improvements along the A327 between the County boundary and the A30 including the A327/A30 junction (<i>Officer note: Included in the S106</i>).
Hart District Council	Object on grounds of impact of additional traffic upon heritage assets in Eversley area (<i>Officer note: See para 169</i>). No comments received in response to reconsultation.
West Berkshire Council	No objection.

REPRESENTATIONS FROM COUNCILLORS AND PARISH COUNCILS

Cllr Cowan (Arborfield Ward): Comment:

- Size of SDL was arbitrarily imposed by the South East Plan inquiry. Concerned whether site can accommodate so many dwellings (*Officer note: The parameter plans and Environment Statement demonstrate how the proposed number of dwellings can be accommodated within the site*).
- Garden Village Principles are welcomed. Must strive for highest quality design.
- Both Arborfield applications must be thought about together to ensure adequate infrastructure is provided (*Officer note: Application was submitted with a joint infrastructure delivery plan. Masterplanning has been co-ordinated, including a joint design review*).

- WBC must adopt roads and green infrastructure on a phased basis and not repeat problems that have occurred elsewhere. Phased adoption must be required by condition (*Officer note: Requirements relating to the provision and adoption of roads and open spaces are included in the S106*).
- Permission must reflect a maximum of 2000 units and if for any reason a parcel of land cannot accommodate the allocated housing numbers, then additional housing must not be placed into other areas. This must be conditioned (*Officer note: The parameter plans show the maximum permissible density in each parcel, which naturally limits the number of dwellings that can be built in that parcel*).
- Welcome % of site retained as open space.
- Concerns about impact upon amenities/human rights of local residents (noise, construction traffic, loss of countryside and existing public areas) (*Officer note: Addressed throughout report*).
- Must protect ecology and habitats, with appropriate buffer zones etc (*Officer note: The Council's ecologist is satisfied with the proposals subject to conditions*).
- WBC must ensure trees and hedges are protected. Replacement trees, where required, should be of an appropriate indigenous species and decent size (*Officer note: The Council's tree officer is satisfied with the proposals subject to conditions*).
- Flooding:
 - Concern that the Garrison has flooded in the recent past.
 - Flood interactions between Arborfield proposals should be clearly considered.
 - Impact of flood water upon Barkham Brook and the Loddon is unclear.
 - Risk of groundwater flooding. SUDs management and maintenance should be conditioned.
(*Officer note: Flood Risk Assessment and Drainage Strategy (with further clarifications) have been agreed with Environment Agency and the Council's Flood Risk officer. See paras 150-155*)
- TA does not adequately address problems at California Crossroads, Bearwood Road, Winnersh Crossroads and Winnersh Triangle (*Officer note: See paras 68-88*).
- I welcome plans for two way traffic at Barkham Bridge.
- TA underestimates external traffic generation and makes unrealistic assumptions about sustainable travel (*Officer note: The Council's Highways Officer is satisfied with the methodology used in the Transport Assessment*).
- The bus services should be improved to include peak hour fast services to local railway stations (*Officer note: See paras 85-88 explaining public transport strategy*).
- Loss of car park for church and sports fields (*Officer note: Controlled by condition 35*).
- Loss of employment not addressed by planning application (*Officer note: See paras 177-178*).
- Any changes to Arborfield Cross should not harm Conservation Area (*Officer note: No changes to Arborfield Cross are proposed as part of this application*).
- Affordable housing mix must take account of existing MoD family living accommodation. Need mix of tenure and unit sizes across development (*Officer note: Mix of units has been agreed with WBC's Housing Officer and Affordable Housing Sub-Group*).

- Welcome buffer in 'Area B' (current parcels F and G, adjacent to Tyler Drive), but badger run and local flooding need to be considered in this area.
- Welcome removal of some of the development parcels from around Sheerlands Road (as opposed to what was shown at pre-app).
- Welcome delivery of schools - subject to receiving more details.
- More details of community and sports facilities required. Sufficient medical facilities are required to meet the needs of the new community (*Officer note: Healthcare is identified in the District Centre*).

The planning application covers four Parish Councils. A consolidated summary of each of their comments (ordered alphabetically) is set out below:

Arborfield and Newland Parish Council: '...is generally in support of the proposal because of the additional infrastructure that it will bring to the area, and because of the quality of the design and character that is proposed in the plans. We are pleased to see that several areas of concern raised in our representation on the initial plans have been addressed by the developer. However there are still some outstanding areas that we feel need to be addressed at this early stage to ensure a high quality and comprehensive development is achieved for the current and future residents of Arborfield'.

Comment that:

- Welcome that revised DAS provides a strong framework of design principles to enable development to be cohesive within itself and the surrounding area.
- Support goal of delivering a Garden Village.
- District centre should have the character of a village – and its design is critical to the development. Support proposed location and request WBC to consult widely on details (*Officer note: Requirement for developer to consult when working up District Centre Area Development Brief*).
- Design approach to village centre generally supported. Should not be dominated by the food store.
- Support transition in density across the site with higher density in centre. Green edge to development is welcomed.
- Application does not provide clarity about when secondary school will be delivered.
- No information has been provided about employment opportunities, though recognise that this will be clarified through reserved matters applications in terms of the type of commercial units to be provided.
- Transport
 - Biggs Lane/Langley Common Road junction is a big improvement. Loss of 2 trees is justified by proposal. Object to leaving Baird Road open as this would bring traffic past existing houses.
 - Commonfield Lane. Should be upgraded to a 2-way road and the Barkham Street junction redesigned.
 - Barkham Bridge. Does not consider improvements would provide value for money.
 - California Crossroads. A&NPC wish to be included on the California Crossroads working group.
 - Arborfield Cross Relief Road. Concerned that if road is not delivered there would be unacceptable congestion in the village. Request understanding on mechanism to limit occupations in advance of ACRR completion.
 - Nine Mile Ride Extension. Timing of road is very important.

- A&NPC accept appropriateness of TA methodology.
- Parking arrangements for retained church not clear.
- Public Transport in submission proposals are inadequate.
- Greenways scheme should be extended to include recommendations of Neighbourhood Plan Group's Greenways Study.
(Officer note: See paras 54-95)
- Concerns about robustness of Flood Risk Assessment including issues of groundwater and interaction with flows from MFT site (Officer note: See paras 150-155)
- Request details of when Thames Water will undertake sewage improvements (Officer note: Thames Water has confirmed these works will be complete by 31 March 2015).
- Support enhanced green connection between site and Hogwood Farm.
- Question where visitors will park for Northern SANG (Officer Response: Natural England has agreed that the Northern SANG should not have a car park as its principal purpose is to meet the needs of the development site).
- Welcome amended tree report and stress importance of trees and hedgerows.
- Concerns about loss of key areas of open space used by existing residents (Officer note: See para 129. It is noted that a network of high quality inter-connected green space will be provided by this application).
- Welcome identification of allotments adjacent to tennis courts (in Parcel BB2).
- Question relationship between timing of new community centre and loss of existing (Officer note: Requirement in S106 to provide new facility before existing is removed).
- Welcome further heritage information and measures proposed.
- Developer should pay S106 contributions towards country parks and swimming pools.

Barkham Parish Council: (the majority of the application site is within the parish of Barkham): Provide the following observations:

- Transport
 - Several junctions in Barkham are already at capacity. WBC and developers should develop a long term strategy for routing traffic along the corridor between M4 J10 and J11.
 - Langley Common Road/Biggs Lane junction does not include measures to encourage eastbound vehicles leaving the site to travel via the Arborfield Cross Relief Road rather than Barkham Road and Bearwood Road. Suggest speed limit approaching new junction should be reduced to 30mph (Officer note: An all moves roundabout junction provides safe and improved connections to the local highway network. Connections to the A327 are encouraged by the new access with NMRE/A327, and the ACRR will reduce congestion therefore making it a more attractive route).
 - Support principle of widening Barkham Bridge to improve safety – but concerns it will just move congestion along to The Bull PH. Would prefer widening on southern side (rather than to north as proposed).
 - Commonfield Lane should be widened to 2-way with an adjacent greenway. Improvement to Barkham Ride/Commonfield Lane junction should be considered.
 - Greenway proposals reflect many of the Parish Council's own ideas. Specific suggestions included. Request WBC seek funding for greenways (Officer note: See paras 89-90).
- Welcome additional landscaping and design approach shown in DAS addendum

along Langley Common Road. Landscaping should also be shown on parameter plan (*Officer note: The DAS Addendum will be an approved document and so will provide a framework for future reserved matters applications*).

- Height of housing along northern boundary should be limited to 2 storeys (*Officer note: Approach has been informed by developer's Landscape and Visual Impact Assessment, which has been agreed by the Council's Landscape Officer. Although the parameter plans identify that development may be up to 3 storeys high in this location, the DAS addendum for this area identifies 'building close to the countryside edge generally reducing in height' and the 'building typology to generally be detached or semi-detached dwellings to achieve a more fragmented profile'. Additional tree planting is also proposed along this boundary. Overall, this is considered to provide the framework for an acceptable relationship with the adjoining countryside, that can be further considered at reserved matters stage*).
- Welcome applicant's work on infirmary stables. Parish Council would like to be involved in future work on proposals.
- Langley Common Farmhouse should not be demolished (*Officer note: Condition 68 requires the applicant to provide an assessment of the significance and suitability for re-use of Langley Common Farmhouse*).
- Two smaller supermarkets would be more appropriate than a single destination store (*Officer note: The size of the proposed supermarket is in accordance with Core Strategy Appendix 7*).
- New community needs its own name.

Finchampstead Parish Council: Comments

- Traffic and Transport:
 - o Pleased with changes shown in TA addendum.
 - o Roundabout required on Nine Mile Ride Extension (NMRE) to allow easy access to secondary school (*Officer note: Details of NMRE to be provided by reserved matters*).
 - o Inconsistencies between AGLC's peak hour and WSTM's peak hour
 - o Final route of NMRE not set (as in outline).
 - o Support changed priority at Barkham Ride/Barkham Street. Commonfield Lane should be made two way.
 - o Improving visibility at The Bull junction would improve traffic flow.
 - o Support shared space solution proposed at California Crossroads but further consultation required with local residents and highway authority to finalise design.
 - o WBC parking standard provides insufficient spaces, leading to on-street parking.
 - o Lack of public transport information with submission. (*Officer note: See paras 54-95*)
- Community Facilities:
 - o What will happen to Garrison church? (*Officer note: The Church will be retained and the developers are discussing its future management with the Church Council*)
 - o Community should decide if cricket pitch remains in this use (*Officer note: Cricket pitch to be retained*)
 - o Why no bowls club? (*Officer note: New development would not generate the need*)
 - o Who will manage green infrastructure? (*Officer note: S106 makes provision for green infrastructure to be passed over to the Council for*

- *adoption, or another body nominated by the Council, see para 135)*
- Will District Centre include a pub and doctors surgery? (*Officer note: S106 safeguards site for healthcare uses. A pub would fall within the uses permitted in the District Centre*).
- Artificial surfaces should be put on slopes in NEAPs and LEAPs (*Officer note: S106 requires design of play areas to be agreed by WBC*)
- Nursery should be provided (*Officer note: Existing nurseries to be reprovided, and site to be identified for additional provision to meet additional needs generated by the new community*)
- SANGs and Ecology:
 - A car park should be provided in the Northern SANG (*Officer note: Natural England has agreed that the Northern SANG should not have a car park as its principal purpose is to meet the needs of the development*).
 - Additional access points should be provided to the West Court SANG to allow non-SDL residents to enter.
 - Hedges should support native bird species (*Officer note: Detailed planting schedules will need to be agreed with WBC Ecologist*)
 - What plans for removal of Japanese Knotweed? (*Officer note: Methodology set out in Environment Statement and controlled by condition 21*)
- Heritage:
 - Heritage assessment is sympathetic and proposes retention of Stables, Moat House and Church.
 - Would like Garrison gates to remain.
 - Could Sergeants' Mess be retained for community use? (*Officer note: A new facility will be provided for the new community*)
- Flooding:
 - Reports are inaccessible (in terms of size and legibility).
 - Lack of coordination with flood work done on MFT site.
 - Unclear whether calculations take account of impermeability of clay
 - Must not cause off-site flooding.
(*Officer note: Flood Risk Assessment and Drainage Strategy (with further clarifications) have been agreed with Environment Agency and the Council's Flood Risk officer. See paras 150-155*)
- Other issues:
 - How will WBC ensure vision becomes reality? (*Officer note: Design and Access Statement and DAS Addendum will be approved documents and provide framework for reserved matters applications*).
 - Has Thames Valley Police had any input into plan? (*Officer note: Crime Prevention Adviser has been consulted and raised no objections*)
 - Would prefer all affordable housing to be on site. Will minimum room sizes be imposed? (*Officer note: Applicant has committed to meeting the Council's adopted internal space standards*)
 - Retail assessment glosses over impact upon surrounding overtrading supermarkets. Impact of supermarket upon regeneration of WTC (*Officer note: Retail assessment identifies no harmful impact*).

Swallowfield Parish Council: Comments

- Pleased applications have been submitted in tandem. SDL should be viewed as a single place.
- Concerns about traffic:
 - 20% increase in traffic identified along Church Road in Farley Hill,

- attracted by Mere oak Park and Ride, Green Park, M4 J11, and A33 to Basingstoke. Cumulative impact with primary school.
- Proposed traffic calming measures are helpful but will not resolve existing bottleneck.
- Risk of rat-running across other small lanes.
- Treatment required to discourage traffic using road to Swallowfield from Relief Road (formerly from Arborfield Cross Rbt)
- Concern about congestion at Tally Ho in Eversley, Bramshill Road junction and A30 junction (in Hampshire)
- Environmental impacts of traffic.
- Difficult for students to access secondary school from the west (Officer note: See paras 54-95)
- Concerns about flooding:
 - Concern that flows from Garrison site would limit River Loddon's capacity to handle greater flows from upstream.
 - Outline plans do not show where all flood attenuation will be.
 - Detailed flood designs need to be expertly reviewed.
 - WBC should secure funding for ongoing maintenance of flood alleviation assets.

(Officer note: Flood Risk Assessment and Drainage Strategy (with further clarifications) have been agreed with Environment Agency and the Council's Flood Risk officer. See paras 150-155)
- Concerns about biodiversity:
 - Impact of construction upon biodiversity. Temporary mitigation should be provided. Cumulative impact of Arborfield SDL and South of M4 SDL upon biodiversity *(Officer note: The biodiversity chapter in the Environment Statement considers cumulative impacts, both during construction and when the development is complete)*.
 - Future SANG management should be adequately funded *(Officer note: Secured through S106)*.
- Future governance of SDL is unclear *(Officer note: Future governance structure needs to be agreed in discussion with the new residents of the development. It would be premature to make any decisions now)*.

The following other Parish Councils were also consulted (or chose to respond):

Shinfield Parish Council: No comments received.

Eversley Parish Council: Objection (comments made in response to the information originally submitted with this application. Any further comments will be reported on the Committee Update).

- Application does not demonstrate 'nil detriment' upon Eversley
- Overarching infrastructure application should have been submitted so full effects of the whole SDL development could be assessed
- Arborfield Garrison SDL is fundamentally unsustainable. Large numbers of facilities and services therefore required.
- Development does not comply with WBC's policies or those in Hampshire/Hart.
- Traffic and Transport:
 - Additional traffic in Eversley would be significant. WSTM3 is simplistic and does not accurately model village
 - Extra traffic has an adverse social and environmental impact; pedestrian danger, severance, noise, smell, change to rural character, vibration,

defensive boundary treatments, rat-running down lanes, difficulties joining roads from private drives. Particular concern about HGVs

- Mitigation proposed by developers is not specific or guaranteed (suggested measures listed)
 - WBC had assured Eversley that there would be mitigation if it was required.
 - No justification for the arbitrary 10% traffic increase threshold. Figure comes close in some cases.
 - Accident rate should not be described as 'normal'. Site lines should be improved on A327 between Park Lane and Sheerlands Road
 - Where is the junction capacity data taken from?
 - Should justify 7% reduction in trips due to My Journey
 - TA does not include detailed analysis of Fleet Hill or Tally Ho junction
 - TA does not recognise that The Street is not a standard highway link. Particular problems at Tally Ho corner. Conflicting data and further analysis required.
 - Proposed S106 measures should be put in place early to instil appropriate driver behaviour.
 - Further mitigation required at Bramshill Road junction and A327/B3272 roundabout
 - Impact of construction traffic should be reassessed. Errors calculating cumulative impact of construction traffic – and impact upon Eversley
(Officer note: Hampshire County Council, the Highways Authority for the Eversley area have raised no objections to the application subject to a contribution towards environmental and safety improvements. See paras 83-84).
- Inadequacies with ES:
- Traffic noise levels should take account of proximity of houses to road
 - Air quality should be measured in The Street not at the entrance
 - Cumulative assessment of traffic in 9.3 shows increases in flows exceeding 10%
(Officer note: The Environment Statement has been independently reviewed and found to be technically sound)
- Inadequacies of Heritage Statement:
- No mention of Eversley and impacts upon Conservation Areas, Listed Buildings and a Registered Park and Garden.
(Officer note: Additional information has been provided. See para 169)

Crowthorne Parish Council (in Bracknell Forest): Comment. 'A major 'Crowthorne' concern is the traffic volumes along the Nine Mile Ride, and what S106 (or CIL?) will be applied by WBC to ensure adequate road/junction improvements (over and above those currently proposed for the L&G TRL development) including the impact of the 'Wokingham South' and Old Wokingham Road Charity WBC developments'.

Bramshill Parish Council (in Hart): No comments received.

Fleet Town Council (in Hart): No objection, but would support an Eversley bypass.

Wokefield Parish Council (in West Berkshire): No objection.

PUBLIC REPRESENTATIONS

223 letters of objection and/or comment, 5 letters of support and 4 mixed letters were received from the first round of consultation. The planning-related issues raised are

summarised below:

Design and character

- Development should be sympathetic to the rural character of the area and respond to key landscape features (established hedges / ancient trees/ ponds). Concern about loss of trees and green space (*Officer note: See paras 22-26*).
- Development area extends beyond MDD development limits and will result in the loss of green areas identified for retention in the Arborfield Garrison SPD (*Officer note: See Layout and Design section of report*)
- Development is too dense (*Officer note: Density is within parameters set out in Core Strategy Appendix 7 and Arborfield Garrison SDL SPD – See paras 27-28*)
- Development should be lower height/density in sensitive locations and on the edge of the development. (*Officer note: Addressed by amended parameter plan, as explained in paras 27-30*)
- Insufficient open space (*Officer note: WBC standards met. See para 126*).
- Large town would not fit with local character. New secondary school has been located too close to the district centre (and will bring additional traffic to the area) Development needs to create a sense of place. (*Officer note: See objectives for village centre set out in para 38-41*)
- Unclear whether the two developments will create a single 'place'. Inadequate green link between sites. (*Officer note: Amended masterplan provides enhanced green link. Sites masterplanned in cognisance of each other and considered together at Design Review*)
- Not enough information on how the Garden City Principles will be achieved. Development does not deliver all Garden City Principles. (*Officer note: Addressed in applicant's Design and Access Statement addendum and explained in report*)
- Object to development on playing fields (*Officer note: The existing playing fields outside the security wire would be retained*)
- Proposal is poorly designed. WBC should require a design code and vernacular styles of design (*Officer note: This is an outline application. Design and Access Statement Addendum sets out high level design codes and identifies reference points in existing built form*).
- Dwellings should front Langley Common Road (*Officer note: This is shown illustratively in the DAS Addendum*)
- No need for additional supermarket (*Officer note: Food store identified in Core Strategy Appendix 7. Further considered in paras 182-185*)
- Loss of car parking for church and sports facilities (*Officer note: See condition 35*)
- Loss of REME museum (*Officer note: The loss of the museum is unfortunate but a consequence of the MoD's decision to relocate (it will be moving to Lyneham with REME). A possible future use for the infirmary stables could include some kind of interpretation of the site's history*).
- Development does not respect local heritage. Langley Common House should not be demolished (*Officer note: Further consideration required by condition. See paras 165-166*)
- Infirmary Stables should be re-used (*Officer note: See paras 158-162*)
- Existing Garrison church not suitable for re-use.
- Elderly accommodation should be provided (*Officer note: Extra Care housing provided in village centre*)
- Insufficient new employment to support new population (*Officer note: See paras*

176-178)

- Risk of crime (*Officer note: Details to demonstrate how the development would deliver Secured by Design principles are sought by condition*)
- Masterplan should account for likely relocation of Reading FC. Location of secondary school deviates from SPD and isolates Hogwood Park so prejudicing its future release for development (*Officer note: Hogwood Park is outside the SDL*)
- Barkham Village Design Statement should be considered when designing the Garden Village (*Officer note: Agreed. This is recognised in the DAS Addendum submitted with the application*)
- Phasing should ensure brownfield land is developed first (*Officer note: Further details of the phasing of residential and infrastructure is required by condition. This should ensure that development is brought forward in a comprehensive and well planned manner*).
- Fast food outlets should be limited in District Centre. Small businesses and shops to create village character (*Officer note: Addressed through development brief*).
- Impact upon local residents including their human rights (*Officer note: Different aspects addressed in various sections of report*)
- SDL needs a new name and identity.

Traffic and Transport (general)

- Increase in traffic and congestion on surrounding (already congested) roads. Cumulative impact with other development in Wokingham Borough and other Local Authorities.
- Congestion on main roads will turn country lanes into rat runs.
- Highway safety impact of additional traffic (including upon drivers and other road/footway users).
- Noise, pollution, and impact upon communities from additional traffic.
- Difficulties entering/leaving properties and minor roads as a result of the extra traffic.
- Extra traffic will discourage horse riders, cyclists and pedestrians.
- Likely increase in serious accidents.
- Highway problems made worse when roads flood.
- Impact of construction traffic. Restrictions required.
- Development needs lots of parking.
(*Officer note: See paras 54-95*)

Impact upon Arborfield Village

- Arborfield Cross Relief Road (ACRR) is essential and should be delivered before any new development
- ACRR will not deal with the traffic issues
- Construction traffic should use ACRR when it is built rather than travelling through Arborfield village.
- Arborfield Cross will be congested and unsafe
- Loss of 'village' character to Arborfield
- A327 north of Arborfield would be congested. Exacerbated by flooding
(*Officer note: See paras 69-71*)

Impact upon B3030/Winnersh corridor

- Additional traffic on Mole Road (B3030) which is already busy and has

undulations and blind bends. Impact on Mill Lane, Sindlesham (*Officer note: Assessed in detail in Transport Assessment Addendum. See para 81*).

Impact upon Barkham Road corridor

- Bottleneck at Barkham Bridge. Should be upgraded/widened to reduce congestion/improve safety.
- Congestion at Barkham Rd junctions with Barkham Street and Bearwood Rd junction
- Excessive speed resulting in serious accidents. Difficulty turning onto/across road
- Safe crossing required on Barkham Road
- Commonfield Lane should be kept 2-way / be widened
- Junction of Commonfield Lane and Barkham Ride/St is unsafe and should be improved
- Impact upon Barkham Ride
- Increase congestion and parking problems around Wokingham Station, the level crossing and town centre
(*Officer note: See paras 72-75*)

Impact upon Park Lane

- Park Lane not suitable for additional traffic, particularly large vehicles
- Traffic calming measures/restrictions required
- No safe pedestrian route along Park Lane. Unsuitable for a bridleway.
- Park Lane should be closed to all construction traffic
- Park Lane is often flooded and drainage should be improved
- Extremely limited sight lines when pulling out from Park Lane /New Mill Lane on to Reading Road
(*Officer note: See paras 76-77*)

Impact upon Finchampstead corridor

- Additional traffic and congestion in Finchampstead, along Nine Mile Ride (NMR) and at California Crossroads
- Impact of additional traffic upon highway safety and character of area
- California Crossroads needs improvement
- Shared space proposal would not address the increased traffic volumes
- California Crossroads shared space proposal is welcome
- Would not support traffic lights
- Risk to children
- Would affect local shops, garage and takeaway
- Concerns about children from Finchampstead walking/cycling alongside NMR without safety improvements. Speed reduction measures and safety improvements required along NMR.
- NMR should not be used for construction traffic
- Increased traffic and danger in White Horse Lane likely as vehicles will try to avoid California Crossroads.
(*Officer note: See paras 78-80*)

Impact upon Eversley and A327 corridor (south)

- Increased traffic causing greater congestion and traffic problems south of the development on the A327, in/around Eversley (inc Eversley Street, Eversley Bridge, the Fleet Hill/Tally Ho jcn, New Mill Lane and Firgrove Road) and along

the B3272.

- Amenity of residents/community including: issues of noise, air pollution, vibration, damage to properties, safety of pedestrians (in particular children), horses and cyclists (from completed development and construction traffic), impact of HGVs, large vehicles mount pavement, houses are close to road.
- Impact upon village character of Eversley. Coalescence with Arborfield.
- Excessive speed of traffic.
- Eversley bypass is required. Non-specific mitigation measures proposed are inadequate. Highway/footway improvements (and speed reduction measures) are required.
- Impact upon Listed Buildings and character of the Eversley Conservation Area.
- Submission does not adequately consider impacts upon Hampshire.
- Accident information for A327 is incorrect.

(Officer note: Hampshire County Council, the Highways Authority for the Eversley area, has raised no objections to the application subject to a contribution towards environmental and road safety measures. See paras 83-84)

Development-specific highway issues

Access

- Northern site access should combine A327/Langley Common Road, and Langley Common Road/Biggs Lane junctions.
- Northern site access should be directly onto an A class road and/or straight onto Arborfield Cross Relief Road
(Officer note: See paras 57-58)

Public Transport

- Site (and local area) has poor public transport links. Insufficient information about public transport provided with application. Proposals should be integrated with the Hogwood site and South of M4 SDL. Suggest a fast bus route to Reading, Crowthorne, Wokingham, Bracknell and Twyford stations (particularly in peak hours), and to the south.
(Officer note: See paras 85-88)

Walking and cycling links

- Routes are currently fragmented. Network of bridleways, footpaths and cycle ways (greenways) should provide connectivity to/from the SDL and the school, and other key locations.
- Equestrian routes within the site and linking to the site should be improved.
(Officer note: See paras 89-90)

Transport Assessment

- TA contains errors and inaccuracies, does not realistically assess traffic and is inadequate *(Officer note: WBC Highways Officers are satisfied with the submitted Transport Assessment)*

Transport (other)

- Arborfield Garrison SDL should make a financial contribution to the Shinfield Eastern Relief Road *(Officer note: The scheme is fully funded and under construction).*

Environmental issues

- EIA is inadequate (*Officer note: EIA was independently reviews and found to be sound*)
- Harm to rural landscape (*Officer note: Proposals informed by a Landscape and Visual Impact Assessment that has been agreed with WBC*)
- Impact upon ecology and the BBOWT Reserve (Shepperlands Copse) (*Officer note: WBC's Ecologist has not objected to the proposals*).
- Protection required for existing badger run.
- Concerns about flooding. Will exacerbate flooding in wider area. Insufficient detail about groundwater and surface water, and how SUDS will be installed or maintained. Concern that flood modelling might not be correct (*Officer note: Revised Flood Risk Assessment has been reviewed and agreed by Environment Agency and the Council's Flood Risk officer*).
- Light pollution (*Officer note: See condition 55*)
- Coalescence of settlements and changes to characters of surrounding communities
- The application lacks adequate evidence of its sustainability (transport/construction/design) (*Officer note: Application has been submitted with a Sustainability Statement explaining how the development responds to the issues in the Council's Sustainable Design and Construction SPD*).
- New homes should be fitted with solar panels (*Officer note: See condition 50*)
- Carbon emissions from constructing development.

Infrastructure provision

- Impact on infrastructure (general), sewerage, water supply infrastructure, electricity supplies, school places, medical facilities (hospitals, doctors, dentists) and burial grounds (*Officer note: The impact upon utilities is assessed in para 190. Other necessary infrastructure improvements are secured through the S106*).
- Impact upon Wokingham railway station (*Officer note: Recent/ongoing improvements will improve capacity/efficiency of station and surrounding roads*)
- No overarching infrastructure delivery plan (both developments) (*Officer note: The infrastructure proposals consider the needs of both developments*)
- The area often has problems with power cuts, burst water mains, lack of fibre optic broadband - further investment is needed (*Officer note: New development cannot be required to resolve existing problems*)

Comments specific to the secondary school

- Secondary School needs a backup plan if the main planning application cannot be approved. The development is not sustainable without a secondary school.
- Further work required to demonstrate how pupils will get to secondary school (safe walking/cycling routes, buses etc.).
- It is unrealistic to think that children will walk/cycle to school.

Other

- Objections to principle/size of development (*Officer note: Allocated by Development Plan*).
- Development needs a name.
- West Court building should be put to a community use which will benefit all (*Officer note: Site outside application site but alternative uses considered, see para 120*)

- Single Environment Statement/Transport Assessment should have been provided for the planning applications on both sites (*Officer note: These documents considered the cumulative impact of development across the entire SDL*).
- Insufficient consultation with local community and ecclesiastical parishes
- Planning approval should not be granted just to bring forward the secondary school

The following comments were made in support of the application:

- Support principle of new settlement
- Good use of brownfield land
- Support the idea of a Garden Village
- Pleased to see the inclusion of bridleways in the current Garden Village design
- Support provision of allotments
- Opportunity to provide the whole community with a vision for the future - provide sustainable solutions, benefits and inspiration to the existing community

Following the receipt of revised plans and documents, an additional period of consultation was undertaken (3 weeks). 31 further letters of objection and/or comment were received. The additional planning related issues raised (other than those listed above are) are as follows:

- Welcome Barkham Bridge improvements, identification of character areas in DAS, proposed greenways, and further information about infirmary stables.
- Traffic and transport plans still won't work, and concerns about Transport Assessment.
- Widening Barkham Bridge will not reduce congestion. Bridge should be widened on the southern side (not the northern, as proposed) (*Officer note: See para 73*).
- Still want Commonfield Lane to be widened.
- Role and purpose of greenways is unclear (*Officer note: The greenways provide pleasant routes for walking and cycling, but also provide options for commuting. Their attractiveness for this purpose is enhanced by their design and surfacing which means that they will be reasonably fast and easy to ride along*)
- Greenway programme supported. Should prioritise safe routes to schools.
- Does not support California Crossroads stakeholder group. Specific scheme should be known before application is approved (*Officer note: Approach allows mitigation alternatives for this very sensitive junction to be carefully worked up in conjunction with the local community*).
- Signalised crossing required on Biggs Lane to enable children to walk safely from Arborfield Cross to secondary school (*Officer note: This has been included in a further amendment to the plan*)
- Public Transport Strategy and contribution to My Journey is inadequate.
- DAS is ambiguous, and additional information does not demonstrate that Arborfield would be a Garden Village.
- Public transport should be at the heart of a garden village (*Officer note: Public transport interchange proposed in District Centre*).
- Parcels in north-western corner/northern edge of site should also be reduced in height (*Officer note: Proposals are evidenced by the Landscape and Visual Impact Assessment, which has been reviewed by the Council's Landscape Officer*)
- DAS addendum highlights inappropriateness of development in green area near

Cricket Green.

- Plans do not show access to Gerring Road/Tyler Drive being retained (*Officer note: The applicant has clarified that these roads will remain unchanged*).
- Safety of children at secondary school; travelling, noise, air quality while adjacent village centre is constructed. Measures should be enforced and air quality monitoring should be required (*Officer note: A Construction Environmental Management Plan will be required for each phase of the development*).
- Developer should commit to renewing watermain from Barkham, which currently leaks (*Officer note: Required infrastructure improvements to be agreed with Thames Water*).
- Flood risk should be tightly controlled by condition.

PLANNING POLICY

National Policy

National Planning Policy Framework 2012
Technical Guidance to the National Planning Policy Framework 2012

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)
CP13 – Town Centres and Shopping
CP17 - Housing delivery
CP18 – Arborfield Garrison Strategic Development Location

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

Managing Development Delivery Document (Local Plan) (adopted February 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
 TB07 – Internal Space Standards
 TB08 - Open Space, sport and recreational facilities standards for residential development
 TB09 – Residential accommodation for vulnerable groups
 TB12 – Employment Skills Plan
 TB15 – Major Town, and Small Town/District Centre development
 TB16 – Development for Town Centre Uses
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use
 TB21 - Landscape Character
 TB23 - Biodiversity and Development
 TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
 TB25 - Archaeology
 TB26 – Buildings of Traditional Local Character and Areas of Special Character
 SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

Supplementary Planning Documents

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)
 Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)
 Wokingham Borough Design Supplementary Planning Document (2012)
 Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)
 Sustainable Design and Construction Supplementary Planning Document (28 May 2010)
 Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)
 Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)
 Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

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 and the development proposal

1. The application site covers an area of 167ha and lies to the south of Arborfield village. The site includes the main Arborfield Garrison complex, with Hazebrouck Barracks in the north and Rowcroft Barracks in the south, and an area of farmland (outside the Garrison) linking the site to the A327. There is a

separate area of land around West Court, 700m further to the south, that also forms part of the application.

2. Existing residential uses are located centrally and adjoining the site (including MoD family living accommodation which is to be retained), and other neighbouring land uses include agricultural land (including Hogwood Farm, immediately to the south) and the Reading Football Club training ground at Hogwood Park. Within the site there are a number of facilities used by the wider community including children's nurseries, a community centre and sports fields. The site itself is characterised by a strong landscape framework with mature trees that contributes to its landscape setting, and a number of heritage assets.
3. Much of the site is surrounded by roads including the A327 which forms the western boundary, and Park Lane which runs to the east. The site is predominantly flat with a slight rise to the west. There are a number of tributary streams and a man-made lake within the site.
4. The proposal is a hybrid application; with some elements to be considered in outline, and others in full. The outline application seeks permission for 2000 new homes (including Extra Care units for the elderly); a district centre including a supermarket and other retail and community facilities; a secondary school for up to 1500 pupils; swimming pool; and a neighbourhood centre with primary school (detailed description at start of report). For this part of the application, only the amount of development and means of access is to be determined at this stage, with layout, scale, appearance and landscaping subject to reserved matters. The application is supported by parameter plans identifying land uses, key movement routes, maximum building heights and maximum densities.
5. The full elements of the application relate to a number of the access points, including a new roundabout on the A327 Reading Road (that would form the start of the Nine Mile Ride Extension), a new roundabout on the access from Biggs Lane, and a number of minor junctions necessary to access development parcels. There are also two areas of SANG detailed in full.
6. The application also seeks permission for the re-use of the existing MoD gymnasium. Conditions ensure that this will be temporary in the first instance whilst the wider District Centre is being masterplanned in detail.
7. The Council has also received an application for 1500 dwellings on Hogwood Farm in the south of the SDL (O/2014/2179) that is currently in the process of being determined. The two applications together cover the whole of the Arborfield Garrison Strategic Development Location (SDL).
8. Outline consent for a 1500-place secondary school forms part of the Garrison application. This application therefore takes into account the principle of that use, as well as the wider transport and environmental issues. There is also a current planning application for the school (F/2015/0001), detailed in full and capable of standing alone.

Principle of development and infrastructure delivery

9. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL).
10. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
11. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address 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.
12. Section 6 of the Arborfield Garrison Strategic Development Location SPD is concerned with delivery: all planning applications will be considered in the context of the delivery of the whole Strategic Development Location. In the absence of an overarching infrastructure planning application, applications should be accompanied by an overarching masterplan and Infrastructure Delivery Plan (IDP) for the whole SDL, addressing the location, capacity and phasing of common infrastructure including primary routes, utilities, strategic flood prevention and protection measures, school site, strategic public open space, SANG, sports and community buildings, and neighbourhood centres.
13. The planning application has been submitted with an Infrastructure Delivery Plan (IDP) which has enabled site-wide issues to be considered. This identifies how this development contributes towards the overall infrastructure requirements of the SDL, and shows how the masterplan has evolved with an understanding of the proposals for the southern land. The timing of the application submissions has enabled site-wide issues to be thoroughly considered in both developers' plans, and for the SDL to be planned as a single place.

Housing Land Supply

14. This application accords with the outlined spatial strategy within the Core Strategy, the MDD and the SPD for the SDL and will make a significant contribution to delivery of housing and maintaining the 5 year housing supply. This should assist the Council in resisting more speculative ad hoc or windfall developments that do not accord with the comprehensive approach to the delivery of infrastructure and services.

Layout and Design

Policies and Vision

15. The Council's vision for the Arborfield Garrison SDL is set out in Core Strategy Policy CP18, and in particular the concept rationale in Appendix 7. Further detail is provided by the Arborfield Garrison Strategic Development Location SPD. These sets out that the development should be a 'large village' with an appropriate mix of uses; that is absorbed into the landscape; has sustainable transport promoted alongside road links; is integrated with existing residential development and heritage assets, and would enhance employment facilities.
16. The NPPF sets out overarching principles for design in section 7. Core Strategy policies CP1 and CP3 are consistent with this approach and these require high quality design that respects the context of the site and the surroundings. Managing Development Delivery policies CC03 and TB21 require that development proposals have due regard to the landscape context of the area and incorporate adequate landscaping to soften the development, and Policy TB24 seeks to ensure that development would not have a harmful impact upon the heritage assets.
17. The Design and Access Statement, and its subsequent addendum provide information about the design choices that informed the proposed masterplan and its parameters. It also provides a high level design code to inform the likely form and detailed design of the development that includes a commitment to meet the Council's parking, design and amenity standards.
18. The applicant's vision for their development (in their Design and Access Statement) is built upon the principles in these policies and the objective of delivering a 'Garden Village' founded on 'Garden City Principles' (as 'reinvented for the 21st Century by the Town and Country Planning Association, and as explicitly supported by para 52 of the NPPF – attached in full at Appendix 4). The Garden City concept is founded upon the idea of bringing together the best of town and country living, with ten key principles derived from this relating to issues such as the delivery of generous, interlinked green space, homes with gardens, and an integrated and accessible transport system.

Layout

19. The development would be entirely within the boundary of the Arborfield Garrison SDL, as defined by the Core Strategy. Policy CC02 of the Managing Development Delivery document identifies development limits, based upon the Preferred Spatial Framework Plan in the Arborfield Garrison SPD. The proposals extend beyond these boundaries in a number of areas, most notably the north of the A327 site entrance, and in the north-eastern corner of the site adjacent to Commonfield Lane.
20. However, Policy CC02 of the Managing Development Delivery Local Plan (part 3) states that

'Development proposals within the areas allocated as SDL in the adopted Core Strategy... will be permitted that are within the identified development limits unless an acceptable alternative has been agreed ... accompanied by a deliverable SDL-wide: a) Comprehensive masterplan; and b) Infrastructure Delivery Plan'.

The application includes information to demonstrate how the Garrison masterplan would integrate into the wider SDL, and how the SDL's infrastructure requirements would be met. Where development areas differ from those in the MDD, the applicant has supplied information to show that the development proposals are underpinned by evidence, which includes physical constraints and policy considerations.

21. Within the development limits, the locations of development differ from those areas identified on the Preferred Spatial Framework Plan, and proposes development in areas of open space that are proposed to be retained by the Landscape Framework Diagram. The areas for development have been informed by a detailed understanding of the opportunities and constraints of the site that would not have been available at the time of drafting the Framework Plan.

Landscape

22. Appendix 7 of the Core Strategy (A7.4c) sets a strategic objective for the site 'to absorb development into the landscape setting through the careful planning of the built form'. Design Principle 1a of the Arborfield Garrison SDL SPD requires that the design should draw on the existing landscape context and its unique and distinctive elements to deliver a strong character.
23. The masterplan has evolved with particular regard to the existing landscape features, and an understanding of how the site would be viewed from beyond its boundaries. The masterplan has been formed around a green grid with a linear park stretching from the west of the site to the manmade lake and the northern SANG in the east, with green connections on either side, connecting into development parcels and the Hogwood site. These green links allow easy movement as well as corridors for biodiversity, and in so doing help to deliver the Garden City vision.
24. Whilst there would be the loss of some of the existing landscape features, the applicant has sought where possible to retain these and as such, the losses of these have been kept to a minimum. In order to compensate for the losses, structural landscaping which includes native tree and hedgerow planting is proposed within the development areas and SANGs.
25. Where the Landscape and Visual Impact Assessment has identified more sensitive boundaries, additional landscaping is proposed to help integrate the development with the surrounding landscape.
26. The overall landscape approach has been assessed by the Landscape Officer and following some amendments and revisions to the masterplan, the proposals are now considered acceptable in principle. An overarching landscape strategy is sought to tie together the individual phases, and conditions are recommended to require the protection of trees and hedges (particularly during construction) and suitable replacement planting.

Density, scale and appearance

27. Appendix 7 of the Core Strategy identifies that the average density should be between 30-35 dwellings per hectare, but that variation should occur through the concentration of above average densities around the district and local

centres, and less than average densities towards the site edges. The SPD informs that a density of up to 50dph could be acceptable in central areas.

28. The overall density of the whole site is 32-33 dwellings per hectare (depending upon how the parcels on the Land Use Parameter Plan shown as for 'residential development or potential allotment sites' are counted). There is variation across the site with the highest density (up to 50dph) in and around the district centre, and in the area around Biggs Lane by the neighbourhood centre in the north of the site. The density of development has been reduced towards the edges of development where the Landscape and Visual Impact Assessment has identified it would be visible from the countryside and in some of the more sensitive parcels across the site.
29. A similar approach has been applied to inform the height of the buildings on the site. The applicant has shown maximum heights of up to four storeys, however a condition will be used to ensure that development does not exceed three storeys (with to a maximum ridge height of 15m) to be in keeping with the village character. This is a maximum and the DAS addendum identifies how this will be broken up to create a variety within the streetscenes and a mix of characters within the development. However in sensitive locations; on the edge of the site, amongst the trees in the area around Sheerlands Road, and where the development would adjoin existing existing properties, the maximum height has been reduced to lessen the visual impact and impact upon neighbouring properties.
30. Taken together, the approach in respect to height and density would provide a degree of transition between the built form and the countryside which is considered to be sensitive to the character of the area and landscape setting. This approach is considered acceptable and would not result in significant harm to the wider area or development itself.

Character Areas

31. The Design and Access Statement provides an evaluation of the site and applies principles to inform its layout and appearance. This has helped identify seven different Character Areas that provide an indication of how the development might evolve. The proposed layout, and design ethos for each part of the site is outlined below:

Hazebrouck Barracks

32. The area to the north of Biggs Lane includes three character areas; Northern Gateway, Northern Perimeter and part of Lakeside. At the western end, the Northern Gateway, closest to Biggs Lane, would have a strongly formal character with geometric streets and planting to respond to the existing formal rectilinear arrangement of the streets that has arisen from the military use. The area includes the primary school and neighbourhood centre and would have a strong frontage to Biggs Lane.
33. The Northern Perimeter character area (along the northern boundary of Hazebrouck) retains the same formal character to the layout and planting, but with a transition to a softer countryside edge. Development would front onto Langley Common Road.

34. To the east of Hazebrouck, where the barracks are currently less developed, the Lakeside area would be looser and less formal to provide a transition between the built up area and the countryside and the SANG. It would include buffer planting to protect sensitive views from the surrounding countryside. The part of this area to the south of Biggs Lane would provide frontage to both the SANG and the linear park.

Agricultural land connecting to A327

35. The Southern Gateway character area would have a strongly informal layout with winding streets and informal planting to create a rural, village character.

Parkland area to south of Biggs Lane

36. This area currently has a strong recreational parkland character with focal buildings set within wider landscaped spaces. This includes the existing sports pitches, and includes the Medieval Moat (a Scheduled Monument) and Moat House (Grade II Listed Building) (Cricket Green character area). In this area, development will seek to reinforce the way in which the buildings relate to their landscaped setting, and buildings would be grouped within this wider open space framework.
37. Four new homes are proposed in Parcel S to the east of the Scheduled Moat, and there are concerns about how this would domesticize the setting of the heritage assets and impact upon trees. It is also necessary to better understand the relationship with the focal building that will replace the Sergeant's Mess overlooking the cricket green, with the heritage assets. A condition will therefore require the submission of a development brief for this area to thoroughly consider these relationships, and an appropriate design solution.

District Centre and Village Green

38. Core Strategy Appendix 7 identifies that the development should be 'a large village', and that the District Centre should be at the centre of the new community and accommodate a mix of commercial and community uses. It is located at the southern end of the Garrison, roughly in the centre of the wider SDL.
39. The detail of the District Centre should be guided by the need to provide for the requirements of the wider community that will be attracted into the site by the busy large scale uses such as the supermarket and the secondary school, whilst still providing a more intimate space for the new community focused around a new village green and a community facility (most likely on the green space in front of the Infirmary Stables). Although physically connected to the main uses, this area would be more intimate in its design and scale to provide a more local space.
40. Whilst the uses and parameters for the District Centre form part of this application, its design and that of the surrounding area has not been fixed at this stage. A planning condition will be imposed to require a detailed development brief for the area so this can be considered in greater detail to ensure the best solution. This condition will require that the brief is informed by public engagement.

41. The requirement for a development brief for this area will also allow further consideration of the relationship between the Infirmary Stables, the proposed allotments, and the nearest residential parcels, to inform the detailed layout and design of the greenspace and the community building. English Heritage and the Council's Conservation Officer have raised concerns about the relationship as it is currently proposed, and reserving this matter by development brief would allow this to be explored in greater detail post-outline.

Residential amenity

42. The NPPF and Core Strategy policy CP3 require that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. These principles are reinforced and outlined in greater detail within the Council's Managing Development Delivery document and the Borough Design Guide. These documents outline standards for residential dwellings including garden sizes, separation standards, and parking standards. The provision of gardens is a key element of Garden City Principles, and the Design and Access Statement addendum commits to meeting the Council's standards. The exact level of private amenity space will be further established at the reserved matters stage and the standards outlined in the Borough Design Guide will be applied to inform these and separation distances between the dwellings.
43. The application is an outline scheme therefore the exact location of buildings is not to be considered as part of this application. There are, however, a number of locations within the site where new development would abut existing dwellings; in particular adjacent to Barker Close (where existing dwellings back onto Parcel G – development parcel references identified in Appendix 5), and adjacent to the retained MoD family living accommodation (in the Tope Crescent area) where existing dwellings back onto Parcels M, N and O3. The impact will be controlled by the applicant's commitment to meet the Borough Design Guide's separation standards at the reserved matters stage in order to ensure that an acceptable relationship will be achieved between the new houses and existing residential dwellings. This will help to prevent any significant overbearing, loss of light or overlooking issues to the existing neighbouring properties.
44. The DAS also pays specific consideration to the amenities of the occupants of Barker Close and commits to a minimum separation distance of 47.4metres (between the two storey elements of the dwellings). The Borough Design Guide seeks a minimum rear-to-rear separation distance of 22m, so this is considerably in excess of that standard. The trees along the boundary offer visual screening for the existing residents and are subject to a group Tree Preservation Order, offering them protection in the future. Although this approach does not exactly accord with the illustrative layout for 'Area B' in the Arborfield Garrison SDL SPD, it is considered that this would ensure that there would be no harm to the amenities of the residents of Barker Close.
45. In terms of height, the submitted parameters plan shows that where the proposed housing is situated towards the common boundary of existing development, it would not exceed 2.5 stories in height. This is considered an acceptable approach however the exact height of the buildings and the influence this has on the amenities of the neighbouring dwellings will be

assessed in more detail at the reserved matters stage.

46. In terms of the increase in noise and activity associated with the site post-development, whilst it is acknowledged that there would be a greater level of activity in the area arising from the development, this would not be to an extent that is unusual in a residential area.
47. Overall the character area information in the DAS addendum demonstrates that the development has taken into account the relationship with the neighbouring sites. This should ensure that the level of development can be accommodated on the site without having an adverse impact on the amenities of the surrounding residents, and their human rights will not be affected.

Relationship of masterplan with the Hogwood Site

48. The development has been designed to stand alone and be delivered in its own right, but it has also been designed to interlink and work together with the Hogwood site as a single 'garden village'. The proposals were considered jointly at Design Review, and in response to the Panel's feedback, the green link between the sites has been strengthened.

Masterplan conclusion

49. The revised masterplan and DAS addendum demonstrates that the quantum of development can be brought forward for the site without having a significant impact on the landscape character of the area or the significance of the heritage assets in accordance with the requirements of the Core Strategy and the Arborfield Garrison SPD. The proposal would also not have a harmful impact upon the amenities of existing residents, and would integrate well with the Hogwood Farm development (to the south) to help shape the SDL into a single, coherent place.
50. The conditions proposed, with requirements for detailed design codes, and design briefs in the most sensitive areas, can help establish diversity for the new settlement areas and deliver a high quality 'place'.

Infrastructure Provision

51. The Council's aim for the SDLs is to provide sustainable communities through a phased, co-ordinated approach, in which a range of services and infrastructure are provided to serve the development. The applicant has provided an infrastructure delivery plan (IDP) which apportions both the delivery of infrastructure across the SDL and the costs associated to each site.
52. The applicant has agreed, in accordance with the requirements set out in Policy CP18 and Appendix 7 of the Core Strategy and the Infrastructure Delivery and Contributions SPD to contribute towards or deliver directly appropriate infrastructure in order to mitigate the scheme's impacts. This includes:

Access and Movement:

- Contributions towards off-site mitigation including Arborfield Cross Relief Road, Barkham Bridge and California Crossroads, and environmental and safety improvements on the A327 corridor in Hampshire
- Contributions towards a network of greenways and new/enhanced pedestrian

and cycle links

- Contribution towards My Journey (Travel Plan)
- Contributions towards the public transport subsidy
- Provision of a public transport interchange and new bus stops

Education:

- Delivery of a new primary school.
- Land and contributions towards secondary and sixth form education.
- Re-provision of existing early years providers and land safeguarded for new.

Community Infrastructure:

- Delivery of community facility
- Sports pavilion
- Contributions towards burial grounds
- Land safeguarded for health facility

Green Infrastructure:

- SANG to be delivered on site
- Payment of SAMM contributions
- Formal and informal public open space to be delivered on site/secured through the S106 agreement
- Sports provision to be delivered on site
- Children's play including skate park
- Allotments
- Contribution towards maintenance of public open space

Affordable housing:

- Delivery of 20% on site and 15% as a commuted sum
- Extra Care housing (for the elderly)

53. Further detail about the infrastructure to be provided is set out in the following pages.

Access and Movement

Highways policy and background

54. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance on the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. The NPPF advises, however, that development 'should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
55. The application is accompanied by a Transport Assessment (TA), an Addendum TA and an assessment in the Environment Statement. The impact is considered for the development site on its own, and cumulatively with the Hogwood Farm site, the other SDLs and major development outside the borough.

Highways within/accessing the site

56. The development is principally structured around the existing roads within the site, which are Biggs Lane, Princess Marina Drive and Sheerlands Road. There is also the new Nine Mile Ride Extension that will provide a direct link between the A327, the District Centre and then continue through the Hogwood Farm site to connect into Nine Mile Ride towards Finchampstead. The delivery of this road is a requirement of Core Strategy Policy CP18.

Access Junctions

57. The Highways Officer has reviewed the proposed site access junctions and has confirmed that they would have sufficient capacity to accommodate the traffic and operate safely. The junction designs are supported by Stage 1 Road Safety Audits.
58. The principal accesses to the site would be the new roundabout junction from the A327 (leading on to the Nine Mile Ride Extension), and the junction of Langley Common Road and Biggs Lane where the existing priority junction is to be replaced by a small roundabout. The design of the new Langley Common Road junction pays particular regard to the need to minimise tree loss, and improves pedestrian and cycling connectivity to Arborfield Cross by replacing the sub-standard underpass with a signal controlled crossing.

On-site access and movement

Design of the primary and secondary roads

59. The design of the roads are consistent with the WBC Street Hierarchy and Palette of Materials Guidance (although the width of some of the secondary roads will need to be wider than specified, where appropriate, to accommodate a bus, and this will be addressed through condition). All the primary streets, and most of the secondary streets (depending on local characteristics such as traffic flows, the speed limit and proximity to schools) will have footways on both sides of the road and a shared cycle route on one side. Where the roads are existing, then these will be improved to ensure they are delivered to modern adopted design standards, and in accordance with the street hierarchy. At reserved matters the tertiary routes will be specified, and these will also need to comply with the Council's design guidance. The street hierarchy and transport facilities and standards will be consistent between this site and Hogwood Farm so it feels like a single SDL.

Walking and cycling connectivity within the site

60. An extensive network of pedestrian and cycle routes is being delivered within the site to ensure journeys are easy and safe by these modes from all the residential areas (including the existing housing on the garrison) to the schools, District Centre and recreation areas.
61. The more strategic segregated routes within the site connect with the external greenway routes (explained below). There is a key route through the linear park linking the District Centre to Biggs Lane and Commonfield Lane (and onwards to Barkham and Finchampstead) and a green connection to the south linking to the Hogwood site (and onwards to the West Court SANG).

Access to the school and District Centre

62. Highway access to the District Centre and Secondary School will be from the section of the Nine Mile Ride Extension (NMRE) between Sheerlands Road

and Byway 18. If the school opens prior to the construction of this section of the NMRE, then interim access will be made from Sheerlands Road and/or Princess Marina Drive.

63. Pedestrian and cycle access will be mainly from the NMRE where there will be a 3m shared pedestrian / cycle facility and the green corridor. Other pedestrian and cycle links will also be provided both internal and external to the site. As the Northern SANG will need to have been laid out prior to the occupation of the first dwelling, this will provide a direct access to the school from the north-eastern corner of the site.
64. Bus access will be provided with enhanced bus services and a bus interchange at the District which is within walking distance to the school. Buses and coaches can also access the school site where there are specific bus and coach stops provided.

Nine Mile Ride Extension (NMRE)

65. The NMRE through the site will connect the A327 access roundabout, the District Centre, the Secondary School and then southwards to Byway 18 where it will link with the Hogwood Farm site. It will be subject to a 30mph speed limit and have the characteristics as identified above for a Primary Street. The avenue of trees will help delineate the road and create a clearly defined character. The S106 agreement will ensure that this road is delivered early in the development, with a dead stop date for the delivery of the connection between Sheerlands Road and byway 18 (required for the final access to the secondary school) of 15 months from the commencement of development.
66. In order to provide options for the future, and to ensure that traffic would not be delayed in the District Centre when the development is complete, a corridor of land has been identified to the west of the NMRE to allow a more direct route through the development bypassing the District Centre, should it be considered necessary in the future. Care is being taken to ensure that this corridor aligns between the AGLC and Hogwood Farm. Development in parcels I, H and J that adjoin this corridor will have to be mindful of the potential for this route to become a primary street, and surrounding development will need to be designed accordingly.

Car & Cycle parking

67. The level of parking provision is consistent with the WBC's parking standards and will be secured by condition.

Off-site highway effects and mitigation

68. The potential cumulative impacts of the SDL development upon the function and safety of the surrounding highway network have been assessed, and mitigation has been identified to deal with the additional traffic generation, as follows:

A327 North and Arborfield Cross Relief Road (ACRR)

69. Northwards of the SDL on the A327, there are additional traffic flows generated travelling towards the M4 and Arborfield Cross, which is already subject to peak hour delays. The SDL Strategic Transport Contribution will fund the construction of the ACRR, and the applicants have committed to paying their

share of its costs via Section 106. The timing of completion of the ACRR is expected in 2019/20 and WBC plans to forward fund the scheme with assistance from Central Government.

70. Northwards of the Arborfield Cross Relief Road (ACRR) is the Shinfield Eastern Relief Road. This is planned to be completed prior to the ACRR and will accommodate additional traffic flows northwards. This scheme is fully funded and under construction.

71. Further north still are the A327 and A33 corridors into Reading. The potential effects on these corridors was addressed with the planning applications for the South of M4 SDLs as the traffic model forecasts included the committed development of the Arborfield SDL and appropriate mitigation was agreed with Reading Borough Council at that time.

Barkham Road Corridor and Commonfield Lane

72. Key junctions and constraints along the corridor were examined and operationally assessed. These included Barkham Bridge, the Bull junction (Barkham Rd / Barkham St), and the Bearwood junction. It is recognised that this is already a congested corridor and that mitigation opportunities are limited.

73. It is proposed that Barkham Bridge should be widened to two way operation, and this will be delivered by WBC and funded by a S106 contribution. The highways model has tested the wider impact of this, and identified little additional flow and significant reductions in delays to traffic. There would also be a benefit to highway safety. The developer has identified a scheme that will mitigate the SDL's impact on land that is available within the highway boundary. WBC is seeking a contribution towards these works so alternative detailed design options can be investigated.

74. The Bull junction (Barkham Rd / Barkham St) and Bearwood Road junction (with Barkham Road) are both currently subject to intermittent delays in peak hours, and future options both with and without the SDL add delays. Mitigation options such as traffic signals were looked at in the past and were considered unacceptable on environmental grounds. It should be noted that with the opening of the ACRR, it will transfer some northbound traffic from Bearwood Road and helps to mitigate the effects.

75. A range of different options were considered for Commonfield Lane and tested with the Council's highways model. Widening to allow two way traffic resulted in an increase in flow not just along the Lane, but traffic was added significantly to the Barkham Road corridor, Biggs Lane, and through the Arborfield SDL. Closure as a greenway had enforcement issues and was transferring flows onto Biggs Lane. The Transport Assessment Addendum tested the operation of the Bull and Bearwood Rd junctions during peak hours with these different options and significant additional delay arose with the widened road and access only road. Therefore, on balance, leaving the Lane in a similar form, but improving so the passing bays are formalised was seen as the preferred approach. In addition a 40mph speed limit would be introduced and traffic management features introduced at the priority junctions at either end. A scheme has been designed and these improvements will be fully funded

through the Section 106.

Park Lane

76. Park Lane north of Nine Mile Ride will be relieved of some traffic as the Nine Mile Ride Extension will provide an attractive route for traffic from the A327 accessing the existing Hogwood Lane Industrial Estate or travelling to Finchampstead, and thus reduce pressure on Park Lane north.
77. Park Lane south of Nine Mile Ride will also be relieved of traffic due to the construction of the NMRE and the new A327 junction. There will also be detailed highway design features at the junction of Nine Mile Ride (at the entrance to the Hogwood site) that will deter traffic from using Park Lane south, thus protecting the narrow rural lane.

Finchampstead Corridor (Nine Mile Ride, California Crossroads) & White Horse Lane

78. The main constraint along Nine Mile Ride is California Cross Roads where currently there are intermittent peak hour delays, and increased delays would be expected. Mitigation alternatives have been examined and a Working Group has been set up with representatives from the local community, and this had its first meeting in late February. At the meeting, options were discussed and it was agreed that the preferred approach would be a scheme that retained a similar level of highway capacity and that the priority would be to deliver an environmental improvement in the centre of Finchampstead. An environmental improvement would facilitate the multi-modal use of the junction and improve its operation. Over the coming months a scheme will evolve based on these principles to be funded by the developers, and it will be subject to wider engagement.
79. Further east along the corridor, Nine Mile Ride enters the neighbouring authority of Bracknell Forest Council. Bracknell Forest Council was involved in discussions about the potential impacts on their Borough before the application was submitted, and has raised no objection to the proposals.
80. White Horse Lane is a narrow lane located about 500m along Nine Mile Ride east of Park Lane that provides a connection to the south and could attract through traffic towards the Hampshire border and Yateley. The Council has carried out a detailed traffic management study and identified the need for mitigation. A detailed scheme has not yet been drawn up but works are likely to include some minor works at the entrances to the Lane and along it, where bridleways and / or footways cross, and a contribution has been secured to fund the scheme.

B3030 Winnersh Corridor

81. The Transport Assessment Addendum examined these impacts on this corridor and concluded that the increase in flows can be satisfactorily accommodated on the highway network.

Farley Hill and Swallowfield Traffic

82. Traffic flows are forecast to increase along Church Road through Farley Hill further west to Swallowfield. Existing traffic flows in peak hours are fairly modest at 200-300 vehicles per hour. This means that development traffic flows can soon become significant and during the AM peak while the

percentage impact is over 20% the actual volume of flow is about 60 vehicles. Concern has also been raised about traffic using this route to access the Mere oak Park and Ride which will become more attractive with a bus and coach interchange. While these roads would be a way of routing to these destinations the major highway improvements on the A327 corridor should make this main road route more attractive. A traffic calming scheme is proposed for Church Road through Farley Hill, which the developers will be funding early in the development.

A327 corridor (South) effect on Eversley and Hampshire

83. The traffic effects of the Arborfield SDL on the A327 southwards into Hampshire have been the subject of considerable discussion with Hampshire County Council (HCC). Several meetings have taken place and assessments extended at the request of HCC of the A327 southwards as far as the A30 and to also consider the B3272 through Yateley and towards Blackwater and the Council's traffic model extends into adjoining boroughs including Hampshire.
84. The main highway constraints in Eversley are the Tally Ho junction and the bridge. Both of these were tested and identified as being able to accommodate the additional development traffic. However, it is recognised that there could be some environmental effects and some corresponding mitigation could be appropriate. The developers have committed to fund a scheme of improvements that could include improved pedestrian crossing facilities, widening of footways, measures to slow vehicles, vehicle activated signs etc. As Highways Authority for that area, HCC are not objecting to the Arborfield Garrison SDL proposals subject to a contribution towards environmental and road safety measures on the A327 between the County boundary and the A30.

Public Transport Strategy

85. The Infrastructure and Developer Contributions Supplementary Planning Document sets out the importance of a high standard of public transport strategy to ensure that the development meets sustainable objectives. It identifies 'bus transport corridors to Wokingham, Bracknell, Reading and Winnersh'. These need to be phased and should provide direct services to be an effective alternative to car borne journeys.
86. A Public Transport Strategy has been developed with consideration to the needs of the entire SDL, and the possibility to connect with proposals identified within the South of M4 SDL. The following enhanced services are considered/developed:
 - Phase 1 (as existing): 20 min to Reading and 60 min to Wokingham;
 - Phase 2 (starting early in the development). Retaining the 20 min to Reading. A 30 minute service to Wokingham by adding an additional via Finchampstead Road. A new direct 60 minute service to Bracknell that runs along Nine Mile Ride and continues eastwards along Nine Mile Ride;
 - Phase 3 adds a further bus to Reading each hour (so a 15min frequency). Then, extends one of the routes to Wokingham or Bracknell depending on which has the most demand and this is expected to be Bracknell, which would mean a 30minute service to both Wokingham and Bracknell.
87. Service options to Winnersh and Hampshire had been considered, but these are not identified to be viable in the short or longer term.

88. The public transport strategy will be financially supported by the developer at an early stage (while the service is not yet viable) so sustainable habits can be embedded from the outset. A considerable contribution has been secured through Section 106.

Greenways and external pedestrian/cycling links

89. Five greenways are planned to be delivered around the SDL. These provide external connections to key destinations for pedestrians, cycles and also equestrians on some of the routes. The routes internal to the SDL will link into the following:
- Route AR1: Arborfield to Shinfield (following the Arborfield Cross Relief Road)
 - Route AR2: Arborfield to Barkham & Wokingham (via Commonfield Lane and Edneys Hill)
 - Route AR3: Arborfield to Finchampstead (through California Country Park)
 - Route AR4: Circular Bridleway Biggs La / California County Park/ Nine Mile Ride & Park Lane.
 - Route AR5: Improvements to Nine Mile Ride (NMR) from Park Lane to Heath Ride.
90. The developer will fund their share of the cost of these via a Section 106 contribution. Other than AR1 to Shinfield which relies on the Arborfield Cross Relief Road, the Borough Council will endeavour to deliver these early in the development through the secured funding.

Travel Planning and My Journey

91. The access strategy focuses on delivery of infrastructure that enables non car modes to be used where possible. However, encouraging through marketing and various measures is also important and the development also has a commitment to travelling planning. The residential development will contribute towards the Council's My Journey programme through the S106, and the other uses will be required to provide detailed Travel Plans prior to occupation when the final occupants are known. The Highways Officer is satisfied with this approach.

Construction Traffic

92. A Construction Environmental Management Plan (CEMP) will be submitted and agreed with the Council prior to construction in each phase. A construction traffic plan has been submitted with the planning application to show that the construction traffic will only access the site from the A327 and will not use Park Lane, Nine Mile Ride through Finchampstead, or Barkham Road beyond the site.

Access and movement – conclusion

93. Overall, the Highways Officer is satisfied that the package of transport measures proposed by the application will help to alleviate the additional vehicle movements that the development generates. An extensive set of highway mitigation is offered which includes funding the Arborfield Cross Relief Road, delivery of the Nine Mile Ride Extension to the A327, widening of Barkham Bridge and improvements to Commonfield Lane and to California Cross Roads. Traffic management measures will also be introduced in Farley

Hill and environmental improvements on the A327 in Eversley.

94. The provision of an 'integrated and accessible' transport system is a Garden City Principle, and the access strategy provides for sustainable transport modes, i.e. walking, cycling, equestrians and public transport. There is an extensive set of external greenways and internally a network of pedestrian and cycle routes linking up the different land uses. The public transport strategy will provide 15 minute services to Reading, and is expected to provide a direct 30 minute services to both Wokingham and Bracknell. The internal bus route is within easy walking distance and there will be high quality bus stop facilities. Travel planning, notably with 'My Journey' will help to encourage the use of these modes.
95. However, the extensive package of measures in the S106 and the recommended conditions should ensure that adverse highways impacts will be minimised in terms of safety and access for all users.

Education

Secondary School

96. Core Strategy Policy CP18 and Appendix 7 requires the development to provide a new secondary school with up to 1500 places. The application seeks outline consent for a new secondary school with only access for consideration.
97. The school site would be 9.25ha, which is in accordance with the DFE standards for a 1500 place school. The site would accommodate new pupils generated by the housing on the Garrison site and the Hogwood Farm development as well as meeting an existing wider need.
98. The site would be located adjacent to the District Centre, which would contribute to the activity in the district hub, be central to the likely catchment, and increase the viability of dual use for the facilities. The playing fields would provide a soft edge to the development and adjoin the SANG. The highways section (above) includes details about the accessibility of the site, and its connectivity to walking, cycling and public transport links.
99. The S106 secures the delivery of a clear site and a financial contribution towards the cost of the land and the construction of the secondary school in proportion to the number of pupils generated by the development.

Primary School

100. The parameter plan identifies a 2.88ha area for the delivery of a primary school in the north of the site. The area of land identified by the application allows for a degree of flexibility in respect to overall size of the primary school. Although the development itself would only generate the need for a two form primary school, the site could potentially accommodate a three form entry primary school. The primary school site therefore offers the Council the opportunity to deliver an enlarged facility that meets the needs of the wider community should this be required in the future. This approach is supported by the Council's Children's Services team.
101. The terms of the S106 agreement ensure that the primary school will be

delivered early in the development, to ensure that there would not be added strain on the already under pressure schools at the Coombes and in Farley Hill.

Early Years

102. There are two existing early years providers on the Garrison that operate from the Garrison Community Centre (in parcel L). These are highly valued local facilities, and to prevent a loss of community infrastructure, the developer has committed (through the S106 agreement) to reprovide these facilities when the part of the site that they currently occupy is redeveloped. However, this is not likely to take place until the later stages of the development, as this area is indicatively identified for development in 2025-30. The S106 agreement also safeguards an additional site in the District Centre to provide for the additional needs generated by the new population.

Community facilities

Community Building

103. The applicant has committed to provide a new community building that will serve the new population generated by the entire SDL and the retained MoD family living accommodation. There is a commitment in the legal agreement that this building will be open before completion of the 1000th dwelling.
104. In accordance with the village vision, and mindful that the principal purpose of the building is to provide a local facility to meet the needs generated by the development, the location of the community building should have a strong relationship with the village green and the infirmary stables. However the S106 agreement provides maximum flexibility, and the precise location, detailed design and specific uses have not been fixed at this stage. This will be informed by the requirements of the emerging new community, and a more detailed understanding of the significance of the space around the Infirmary Stables, and be determined through the development brief for the district centre and village green.
105. The existing MoD community centre will be retained until the new community centre is occupied and the S106 agreement will ensure that it is made available for the benefit of the new residents.

Conversion of the MoD Gym

106. The application seeks consent for the conversion of the existing MoD gym to D1/D2 uses. This would potentially allow the gym to be used by the secondary school either temporarily or in the long term. The existing gym includes a main sports hall the size of 8 badminton courts.
107. At this time the Council is keeping its options open about the building, and the S106 agreement secures a lease for the Council with a possible option to buy. In the short term, this meets the Council's sports hall needs, but also provides flexibility to consider the suitability of the gym for retention in the longer term; both in terms of its physical condition, how it works with the school site, and how it would fit into the wider masterplan for the District Centre (which is currently not fixed).
108. A condition is therefore suggested to allow the re-use of the building on a

temporary basis to cover this period, but also to restrict the uses. In the event that the building isn't suitable for re-use as a gym, this would allow the Local Planning Authority to control other uses that might be less appropriate in this location, particularly those that might have a greater parking requirement. This approach keeps all the options open for the Council, and will allow the matter to be considered in greater detail as part of the detailed design work on the District Centre.

109. This flexible approach to the gym also keeps the Council's options open with regards to the swimming pool proposed for Arborfield, and its exact location.

Other Community Uses

110. A site of an appropriate size will be safeguarded for a health facility within the District Centre (informed by the Council's Health Needs Assessment). This will be marketed in accordance with a strategy set out in the S106.
111. The existing Garrison Church will also be retained. As development is proposed on the existing car park, a condition will require alternative parking provision to be made prior to the commencement of development on that parcel.

Thames Basin Heaths Special Protection Area (SPA)

112. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 5km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The Arborfield Garrison SDL lies wholly within this zone and, in accordance with Core Strategy Policies CP8, and CP18 and saved South East Plan Policy NRM6, mitigation is being provided in the form of Suitable Alternative Natural Greenspace (SANG), and a financial contribution towards Strategic Access Management and Monitoring (SAMM).
113. Full planning permission is sought for two areas of SANG within the site:
- a. 14.41ha of SANG in the north-east of the site (the 'Northern SANG'); and
 - b. 24ha at adjacent to West Court (the 'West Court SANG'), to the south of Hogwood Farm.

Northern SANG

114. The Northern SANG would be delivered prior to the occupation of the first dwelling, and provide capacity for 750 dwellings.
115. The SANG in this location fits well with the wider masterplan, as it would be easily accessible from the new housing, provide a soft edge to the development and a green connection between the linear park (linking to the district centre) and bridleway 14 leading to California Country Park. Subject to further details required by condition, the Council's Ecologist is satisfied with the proposal.

West Court SANG

116. The land around the West Court Grade II Listed Building in the south of the

SDL would provide a further 24ha of SANG, sufficient to provide the balance of requirements for the Garrison development.

117. The SANG has been designed so that it can either form part of a wider SANG (with links to MFT's SANG which would be wrapped around it, to the north and west), or can stand alone if it is required before Hogwood's SANG comes forward.
118. The 'end state' scenario (with both developments) would result in a comprehensively-planned West Court SANG of 54ha serving both SDL developments, which would be of a sufficient size to provide a high quality, natural experience. The SANG would be linked to the AGLC site via a network of SDL-wide green links. The Garrison site provides a good link to the south, and the provision of a high quality link across the Hogwood site will be required as part of their consent.
119. The applicant has undertaken studies to look at the potential options for re-using the listed building at West Court, and has concluded that the boundary of the SANG would leave a viable planning unit that would not fetter its reuse.
120. The Conservation Officer is supportive of the parkland setting to the listed building, and the retention of the key vistas and tree-lined avenues. The Council will require an amended to the SANG management plan to expressly include the retention of these important landscape features within the future management of the SANG.

SANG conclusion

121. Natural England and WBC's Ecologist have assessed the SANG strategy and are satisfied that the provision is suitable for the needs of the additional housing proposed by this application. The S106 identifies triggers for the delivery of the areas of SANG, and this will ensure that an appropriate area of SANG is delivered prior to the occupation of the dwellings and available for public use.
122. The SANGs would have good pedestrian access for the new and existing residents, link in well with existing public rights of way and to the new residential areas. The network of footpaths within each area would allow for alternative areas of recreation away from the SPA sites.
123. The Section 106 agreement secures a contribution towards the maintenance of the green infrastructure and makes provision for it to be passed over to the Local Authority for adoption.
124. The application is supported by a Habitat Regulations Assessment Screening Report which demonstrates that the development both alone, and in combination with other plans and projects, is not likely to have a significant effect upon the Thames Basin Heaths SPA.
125. In respect to Strategic Access Monitoring and Maintenance (SAMM) for the SPA, the applicant has agreed to provide financial contributions towards this. Natural England and the Council's Ecologist are satisfied with this approach.

Open Spaces and Green Infrastructure

126. The application is supported by an open spaces parameter plan which demonstrates that sufficient open space can be provided to meet the Council's standards in the Managing Development Delivery Local Plan and the Open Spaces, Sport and Recreation Facilities Strategy.

Open Space

127. The site provides Natural Greenspace and Amenity Greenspace in excess of the MDD Policy requirement. The S106 agreement will include triggers to ensure that all parcels would have a green connection to the SANG at the time of occupation.

Sports Pitches

128. The sports strategy identifies that playing pitch requirement will be met through the re-use of the existing garrison sports facilities, and the dual use of pitches in the primary school and secondary schools. This approach is considered acceptable by the Council's POS Officer, and will be secured through the Section 106 agreement.
129. In addition to the new development, provision will be made for the 324 MoD family accommodation dwellings that are due to be retained on the Garrison. As these dwellings use the existing sports pitches, and will continue to do so after the development has taken place, the applicant has taken them into account in the calculation of their sports pitch requirement. This has resulted in an extra 1.28ha of sports pitch provision over and above the usual requirement for a development of this size. Although the open space on the Garrison is informally used by existing residents of Penrose Park, there is no legal mechanism to secure this land for their use. There is therefore no requirement to provide additional open space to meet the needs of those residents.
130. The pitches will now require pavilion facilities and extra parking. The applicant's Sports Strategy provides an indicative layout for an extension to the existing pavilion and the provision of additional car parking in this area around the rugby pitches and the retained Garrison Church. The proposals, as currently shown, are not considered to be acceptable, and further details to ensure that these uses can function adequately will be secured through the Section 106 agreement and delivered through the reserved matters applications.
131. The proposed sports pitch strategy meets Sport England's requirements, as there would be no material loss of playing pitches, and 'overall... benefits to sport arising from the development'. Sport England has raised concerns about the relationship between the flood-lit all-weather pitch proposed on the secondary school site, and the adjacent residential dwellings, but it is considered that these can be addressed through appropriate design and separation distances in the reserved matters applications. They have also suggested a number of other conditions relating to the provision and design of facilities, which the Council will address through the Section 106.

Play areas

132. Seven children's play areas, including two Neighbourhood Equipped Areas of

Play (NEAPs) and five Local Equipped Areas of Play (LEAPs) have been identified within the indicative masterplan. It is also proposed to deliver a skate park in the green corridor near the entrance to the northern SANG and further (smaller) Local Areas of Play within the development parcels. This would be in accordance with the Council's standards, and the S106 agreement secures the provision of suitable equipment for these spaces at appropriate stages of the development. The Council's POS Officer is satisfied with the approach shown.

Allotments

133. In order to meet the requirement for allotments, the applicant has identified four locations within their site. Of the sites, parts of three of the allotments are identified on the masterplan as either for 'residential development or potential allotment site'. In these areas, the Environment Statement has assessed the potential impact of the cells having a residential use, so that if an alternative allotment solution became available in the future (and that area was not required for allotments), they could still be brought forward for residential development (subject to the development not exceeding 2,000 units in total).
134. The allotments shown would meet WBC's specifications and would be adequately distributed across the site. The provision of allotments and their quality standards would be secured through the S106. There are, however, concerns about the allotments/community orchard to the north/north-west of the Infirmary Stables and its impact upon the setting of the heritage asset. It is considered that there is insufficient information to determine the acceptability of this relationship at this time, and the exact details should be worked up through the requirement for a development brief in this area.

Future Management and Adoption of Open Spaces

135. The Section 106 agreement secures a contribution towards the maintenance of the green infrastructure and makes provision for it to be passed over to the Local Authority for adoption or to another body nominated by the Council. This flexibility would allow the management of the green infrastructure to be taken over by a Community Interest Company (or alternative community body or Parish Council) should it be established in the future. The Council's S106 requirements are sufficiently robust to ensure there will not be problems created by areas of open space being left unadopted or unmanaged in the future.

Open Spaces and Green Infrastructure conclusion

136. The overall provision of open space has been assessed by the Public Open Space Officer, Leisure Services and Sport England. They are satisfied with the strategy subject to a package of contributions that will be in the S106 agreement.

Affordable and specialist housing

137. Core Strategy 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.
138. The developer has agreed to provide 20% affordable housing on site and to

pay a financial contribution to commute 15% of the provision off site. The Housing Officer is satisfied that the proposed affordable housing provision is in accordance with the relevant policies and guidance. The Section 106 agreement secures a mix of affordable dwellings of different types/tenures to meet our current needs, but with flexibility to vary this in the future. The provision of mixed tenure homes is a Garden City Principle.

139. Managing Development Delivery Policy TB09 and Core Strategy Policy CP2 seek to ensure that new development meets the needs of the aging population, and the Infrastructure Delivery and Contributions SPD identifies the need for extra care housing within the SDL. The proposal includes up to 80 Extra Care Housing Units in the District Centre. The Council's Adult Services Officer has confirmed that this is in accordance with the borough's current needs, and that subject to future need, this provision is secured within the District Centre through the S106.

Environment Statement

140. Given the scale of the application, the applicant has undertaken an Environmental Impact Assessment to review the potential impacts of the application on the environment and wider area and outline what mitigation is required. The ES takes account of the cumulative impacts with other planned and proposed developments, including the Hogwood Farm site, the other SDLs, and development outside Wokingham Borough.
141. The Environmental Statement was independently reviewed by an environmental consultancy on behalf of WBC and found to be technically sound.

Landscape, Trees and Visual Character

Trees

142. The application is supported by a Tree Survey and an Arboricultural Impact Assessment (AIA), which categorises the trees on site and assesses the impact of the proposed development. Amended AIAs were received to take into account the extra Tree Preservation Orders (TPOs) served on the site in November 2014 and February 2015.
143. The AIA surveys 3446 individual trees, 243 groups of trees, 20 hedges, three hedgerows and six woodlands growing within or immediately adjacent to the site. Of these, the AIA identifies that 950 trees of these would potentially be lost. This is the worst case scenario as some of the trees identified for loss within the development parcels may in fact be retained when the parcels are designed in detail. Of those to be lost, there would be no category A trees, and 213 category Bs. No veteran trees would be removed.
144. Within the site, TPOs (both confirmed and unconfirmed) cover 1703 individual trees, 62 groups, two hedgerows and three woodlands. 52 of the trees to be removed were covered by the original TPOs and a further 94 are covered by the new TPOs. Although the loss of trees is regrettable, the development has been designed to minimise the impact. The Council's Landscape Officer has carefully considered the proposals, and has raised no objections subject to

conditions.

145. It is noted that the new access into the site on the Nine Mile Ride Extension would punctuate the green route where it joins the A327. MDD Policy CC03 requires that any impacts should be mitigated, and the Council's Landscape Officer is content that this can be achieved through a high quality landscape scheme that will be required by condition.

Visual Character

146. The application is also supported by a Landscape and Visual Impact Assessment, which has helped to inform the parameters of the development. The Landscape Officer has reviewed this document and is satisfied that the impacts identified can be addressed through an overarching landscape strategy for the site and through the use of design codes.

Ecology

147. Core Strategy Policy CP7 requires appropriate protection of species and habitats of conservation value. Arborfield Garrison SPD Design Principle 1b seeks to protect and enhance ecological habitat and biodiversity across the SDL.
148. The applicant has undertaken surveys of the site to establish the nature of biodiversity interest of the site and its vicinity. The proposals identify that the site does support some important habitats such as species-rich hedgerows, ponds and watercourses; and a number of important/protected species such as bats, reptiles, badgers and breeding birds. Mitigation is proposed in the form of habitat creation including new ponds woodland and grasslands (mainly within the SANGs), an appropriate bat mitigation strategy (including a sensitive lighting scheme and three new bat barns), a detailed reptile mitigation strategy that will enable the retention of the reptiles within the site boundary, and a Biodiversity Action Plan that will deliver a range of general biodiversity mitigation and enhancement measures.
149. The Biodiversity Officer has reviewed the assessment and has not objected to the principle of the proposals subject to conditions to secure appropriate details through the reserved matters applications.

Drainage, Flood Risk and the Water Environment

150. The NPPF and Core Strategy policy CP1 seek to ensure that new development should avoid increasing and where possible reduce flood risk. MDD Policy CC09 seeks to locate vulnerable development away from areas at risk of flooding, and Policy CC10 seeks to reduce run-off rates and volumes to as near as greenfield as practicably possible. The application is supported by a Flood Risk Assessment and a Drainage Strategy. Clarifications have been made to these documents during the application process as a result of discussions with the Environment Agency (EA) and the Council's Flood Risk officer.
151. On the EA flood mapping, the application site lies predominantly within Flood Zone 1, with a small area of Flood Zone 2 identified close to the lake in

Hazebrouck Barracks. However, as the EA's assessment was only undertaken at a high level it does not reflect the true fluvial flood risk associated with the smaller watercourses that flow through the site. The applicants have therefore surveyed the channels on site and undertaken hydrological and hydraulic modelling to understand and quantify the risks associated with the network of smaller tributaries through the site. The fluvial model has been agreed by the EA as a valid representation of the fluvial flood risk, both within the site and on areas downstream.

152. As a result of this work, the developer has produced flood risk maps identifying those areas at risk of fluvial flooding from a 1:30 year flood event (+climate change) and a 1:100 (+climate change) event. This has been used to inform the location of the residential parcels and other land uses. The model also demonstrates that there would be no increases in flow downstream of the site.
153. In terms of surface water, the applicant has made a commitment to reduce surface water runoff to greenfield rates through the use of SUDS. This would offer significant betterment (compared to the existing developed site) and accords with MDD Policy CC10. Further details of the SUDS including their phasing and maintenance will be sought for each sub-phase by condition.
154. The applicant has also considered the cumulative impacts with the Hogwood site. The boundary between the Garrison site and Hogwood Farm is located to the north of a local watershed, with the risk that surface water from Hogwood Farm could drain northwards towards the Garrison site. However, the FRA identifies that as surface water flows from Hogwood Farm would be no more than the existing flows (which have already been included in their modelling) as that development would also need to provide drainage systems to meet national requirements.
155. The amended Flood Risk Assessment and Drainage Strategy have been assessed by the Environment Agency and the Council's Flood Risk officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable subject to conditions.

Heritage assets

156. Policy TB24 of the MDD requires development to 'at least conserve and, where possible enhance the important character and special architectural or historical interest of the building, Conservation Area, monument or park and garden including its setting and views'. Furthermore, Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty in considering proposals affecting Listed Buildings, to 'have special regard to the desirability of preserving the building or its setting'
157. There are two Scheduled Monuments and a Grade II Listed Building within the site. The scheduled monuments are the infirmary stables, located in the open space adjacent to Rowcroft Barracks, and the medieval moat close to the junction of Biggs Lane and Princess Marina Drive. The Grade 2 Moat House is located adjacent to the Moat. There is also a further Grade 2 Listed Building,

West Court, adjacent to the West Court SANG in the south of the SDL.

Infirmary stables

158. The infirmary stables are of national significance as they are the last remaining WW1 infirmary stables in the country. They form an important element in the interpretation of the site's history and the role that the Remount Service played in the development of the local area. However, the buildings are currently in poor state of repair and have suffered recent neglect.
159. In the first instance, the priority is to make the buildings secure and weathertight to stop further degradation. Within 28 days of securing consent, the S106 agreement requires the erection of perimeter fencing to make the building secure, and the submission of details about how the buildings will be made weathertight. These works should then be implemented within 3 months.
160. The S106 will also require submission of a Conservation Management Plan within six months of the commencement of development. This document will assess the significance of the building in detail to inform what changes could be made to the building, and indicate how it could be reused. The document will also be useful for engaging with the wider community and applying for grant funding.
161. Within 12 months, there is a requirement for a programme of works will be submitted to WBC, and a further requirement for the works to be completed within 3 years at the latest.
162. The need to find a re-use for the buildings is supported by English Heritage and the Council's Conservation Officer, and this tight schedule would ensure the building is restored and a re-use identified in a timely manner.

Scheduled Moat and Moat House

163. The Moat House is an early 20th century red brick building and is a good example of an interwar military HQ building in the neo-classical style. The Council were proactive in applying for the Moat House to be listed, and it received Grade II status in 2014. Although change of use is not included in the current application, the fabric of the building would be suitable for re-use, and this would be determined at a later date and controlled through condition.
164. The adjacent Scheduled Moat dates from 1250-1350 and appears as a depression in the ground with surrounding banking. As described in the masterplanning section, the Council will require the submission of a development brief to further explore the setting and key views of these heritage assets, and to require the submission to include a scheme for interpretation and a long term management plan for the Scheduled Monument.

Langley Common Farmhouse and Stables

165. Langley Common Farmhouse, on Langley Common Road is an unlisted 19th Century farmhouse that pre-dates the military phase of the site. The farmhouse has local interest as surviving evidence of the pre-Garrison phase, and was later used to accommodate personnel associated with the sick lines. The adjacent stable block is thought to form part of the original Langley Sick Lines and is contemporary with the Scheduled stables but has been altered

into offices.

166. Paragraph 135 of the National Planning Policy Framework identifies that ‘the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application’. The Conservation Officer has commented that these undesignated heritage assets are of great local significance, and that their loss has not been justified within the application. Condition 68 therefore requires the developer to further investigate the significance of these buildings and the viability of their reuse to inform whether they are retained within the development.

On-site heritage conclusion

167. The development would therefore retain the most significant buildings on the site, and the development briefs would ensure that surrounding development would take account of their setting, curtilage and key views. However, it is recognised that all the buildings on the site contribute to an understanding of the history of the Garrison, so condition 69 requires all buildings to be recorded to the appropriate English Heritage standard.

Archaeology

168. The archaeological report demonstrates that there are potential archaeological issues associated with this development. The Berkshire Archaeology Officer has assessed this and recommended that a condition be included for a phased programme of archaeological investigations.

Heritage impact outside site

169. Concern has been raised about the impact of additional traffic upon the sensitive heritage receptors in Hart District. This has been considered in the ES addendum and the updated heritage documents, and these conclude that there would be no adverse impact.

Environmental Health

Noise and Vibration

170. The Environmental Statement includes a noise assessment which considers the impact of noise and vibration during the demolition and construction phases (upon existing residents and future occupants), and any impacts resulting from the completed development. The chapter is supported by a noise model for the local area, based upon assessments and methodology that were agreed in advance by the Council’s Environmental Health Officer.
171. In terms of the impact from construction, it concludes that there would be no adverse impact subject to securing appropriate mitigation measures; for example, by limiting hours of construction, and implementing appropriate measures in a Construction Environmental Management Plan (CEMP). A CEMP would need to be submitted for each sub-phase, so would address the noise sensitive receptors on site at that time.
172. In assessing the noise arising from the completed development (principally from vehicular movements), the assessment took into account the cumulative impact with the Hogwood site, and identified no significant impacts. Within the site, conditions are proposed to control any impacts arising from the on-site

uses (such as noise from the businesses in the village centre).

Air Quality

173. The ES assesses the air quality impacts of the development. It identifies that any on-site impacts from the demolition and construction can be mitigated through the requirement for a Construction Environmental Management Plan (CEMP) to be provided with each sub-phase of the development. This would cover issues such as the best practice for the storage of materials, loading and unloading of plant and materials, and measures to suppress dust.
174. The chapter also considers the air quality impact of vehicles from the completed development outside the site. The study is based upon a model verified by survey data. The chapter concludes that even taking into account the cumulative impact with the Hogwood development, any impacts would be negligible. The Council's independent review found this assessment to be robust.

Land Quality

175. The ES chapter was informed by work including a desktop study, a site walkover, targeted intrusive ground investigation works, and a radiology survey, and has followed a methodology agreed with the EHO. As a result of these studies, conditions have been recommended to control the reserved matters applications.

Community and Socio-economic

176. The assessment identifies that any impacts would be mitigated by the new infrastructure provided with the development, and that the development would deliver a number of social and economic benefits.
177. In terms of employment (a Garden City Principle), job provision needs to be viewed holistically across the SDL, and the main provision is intended to be on the Hogwood Farm site. Core Strategy Policy CP15 and MDD Policies TB11 and SAL07 identify that the Hogwood Farm site will accommodate around 30,800sqm additional employment floorspace, through the extension and intensification of Hogwood Industrial Estate.
178. The Environment Statement identifies that the uses on the Garrison site (including shops and schools) will employ 260 people, in addition to all the temporary construction jobs that will result. The application is supported by an Employment Skills Plan setting out a framework for sourcing labour locally. The Council's Economic Sustainability Team is discussing this further with the developers.

Other Matters: Housing

179. The application sets out an indicative mix of dwellings (both market and affordable) which appears to provide a good range of size and types of housing across the site and focus principally on houses with gardens (as sought by Appendix 7 of the Core Strategy, and in line with Garden City principles). The exact mix of housing will be considered at the reserved matters stage.

180. In order to allow residents to live longer in their own homes, at least 10% of the market and affordable homes will be secured as Lifetime homes in accordance with MDD Policy TB05.

Retail Impact

181. Appendix 7 of the Core Strategy identifies that the District Centre should include a food store of around 4000sqm, primarily selling convenience goods, and that the 'large village' should provide for 'convenience retail'.
182. The application proposes a food store of up to 4000sqm, and this is supported by a Retail Statement that tests the impact of the new food store upon other superstores and the town centre. This identifies that even if the food store is opened early in the development, it would not have a harmful impact upon the viability of other supermarkets, or upon Wokingham town centre.
183. Planning conditions will be used to restrict the amount of comparison floorspace within the supermarket, and elsewhere within the District Centre, and to cap maximum unit sizes in order to provide local shopping facilities of the nature envisaged at Arborfield Garrison, and to prevent any adverse impacts upon other centres.
184. A much smaller neighbourhood centre is proposed in the north of the development, with a total floorspace of up to 300sqm. Condition 5 seeks a development brief for this area, and requires that it should be brought forward at the same time as the development brief for the district centre to ensure that the mix of uses across the two areas can be considered together.

Sustainable design and construction

185. 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 document Policy CC04 requires development to 'seek to achieve Code for Sustainable Homes Level 4'. The Design and Sustainable Construction SPD sets an aspirational (non-mandatory) target to deliver very good or excellent standards for non-residential development.
186. The applicant has submitted a Sustainability Statement demonstrating how the proposal meets the requirements of the Sustainable Design and Construction Supplementary Planning Document (May 2010).
187. The Government has indicated that the Code for Sustainable Homes is likely to be abolished, and replaced by an enhanced form of Building Regulations that would more tightly control issues like energy and water use. However, in the absence of this legislation, there is no certainty that this will happen, or when, so it is proposed that the policy requirement should still be sought through condition with flexibility to adapt to changing future circumstances.
188. MDD Policy CC05 sets out that planning permission will only be granted for proposals that deliver a 10% reduction in carbon emissions through renewable or low carbon technologies. The submitted Energy Statement demonstrates

that, in accordance with best practice, the developer would take a fabric first approach to reduce energy requirements, and then 10% of the residual energy requirement could be achieved through building integrated photovoltaics. Condition 50 will ensure that reserved matters applications demonstrate how this carbon reduction could be achieved in each phase. The developer will also be required to investigate the provision of district heating in the District Centre as part of their development brief for that area.

Utilities

189. The Utilities Strategy submitted with the application indicates that there are no insurmountable issues with utilities in the local area, although discussions between the developer and the providers are ongoing. Thames Water has confirmed that the upgrade to the Arborfield Sewage Treatment Works will be complete by the end of March 2015, and this will provide sufficient capacity for the whole SDL.

Community engagement

190. The applicant has provided a Statement of Community Participation which outlines the level of pre-submission public engagement that the application has been through. This includes a public workshop (jointly undertaken with the developers of Hogwood Farm), community drop-in events, attendance at Community Forums, engagement with the Parish Council and Ward Members (including through the Community Steering Group), and the creation of a development-specific website. Although this is not in itself a material consideration in the determination of the planning application, the level of consultation is considered broadly in accordance with the Council's adopted Statement of Community Involvement.

CONCLUSION

This proposal is recommended to the Committee for approval subject to conditions and agreement of the S106 package with respect to the provision of infrastructure and services.

As set out in this report, the application is considered to be in accordance with the NPPF, the Core Strategy, the Managing Development Delivery Local Plan, the Arborfield Garrison SDL SPD and other relevant supplementary planning documents.

The site is allocated for development, and the proposal would not compromise the delivery of housing or infrastructure elsewhere within the SDL. The application demonstrates that the development proposals takes account of the opportunities and constraints of the site, and could acceptably accommodate up to 2000 dwellings and the other necessary on-site infrastructure.

The proposals will not result in significant harm to the amenity of existing or future residents, environment or the transport network and will create a mixed and balanced new community with the required level and range of infrastructure and services. Although, detailed issues such as design, scale, materials and landscaping will be considered and assessed in detail under reserved matters, the application demonstrates that the development would include the key elements of a Garden Village.

In considering this application, due regard has been given to the comments and representations received and where possible these have been addressed through negotiation with the applicant.

CONTACT DETAILS		
Service	Telephone	Email
Development Management	0118 974 6428 / 6429	development.control@wokingham.gov.uk

Appendices

Appendix 1 – Plan RevBrief 1. Areas covered by development briefs required by Condition 5

Appendix 2 – Plan RevBrief 2. Areas covered by development briefs required by Condition 6

Appendix 3 - Plan N81-2240-SSA02. Identifying buildings relevant to Condition 63

Appendix 4 – Garden City Principles

Appendix 5 – Plan N81-2240 PL06 Rev J. Land Use Parameter Plan

Appendix 6 – Parish Council comments in full (including original comments, where comments on revised information did not set out a consolidated position)

Plan Ref. DevBrief 2: Development Briefs required by

West Court Land (Scale 1:5000)

DO NOT SCALE
All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

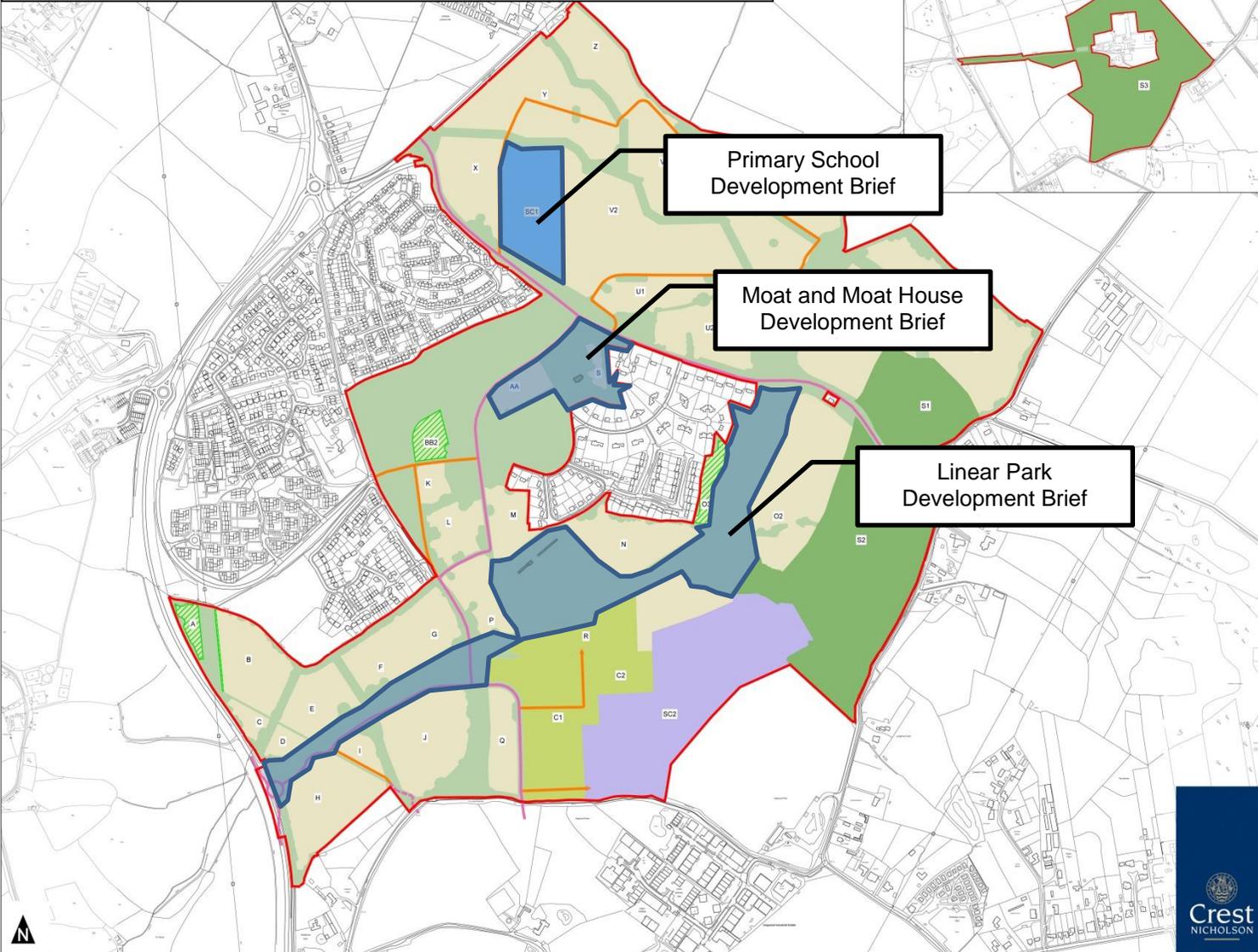
DESIGNERS RISK ASSESSMENT
RESIDENTIAL RISK

- KEY**
- SANGS Areas (S1, S2 and S3) 38.41Ha (94.9)Acres
 - Residential Development Areas
 - Residential development or potential allotment site
 - District Centre (Mixed Use) (Use classes A1, A2, A3, A4, A5, B1, D1 and D2 with residential above)
 - Neighbourhood centre to be located in development cells V2 or U1. Specific siting and configuration to be agreed at reserved matters stage.
 - Extra Care building located in cell R.
 - Existing nursery use to be retained in cell L or relocated to an alternative location within the site.
 - Primary School Land (SC1)
 - Secondary School Land (SC2)
 - Primary Street Network
 - Secondary Street Network (Indicative)
- NB. Precise location and details of allotments to be determined.

Primary School Development Brief

Moat and Moat House Development Brief

Linear Park Development Brief



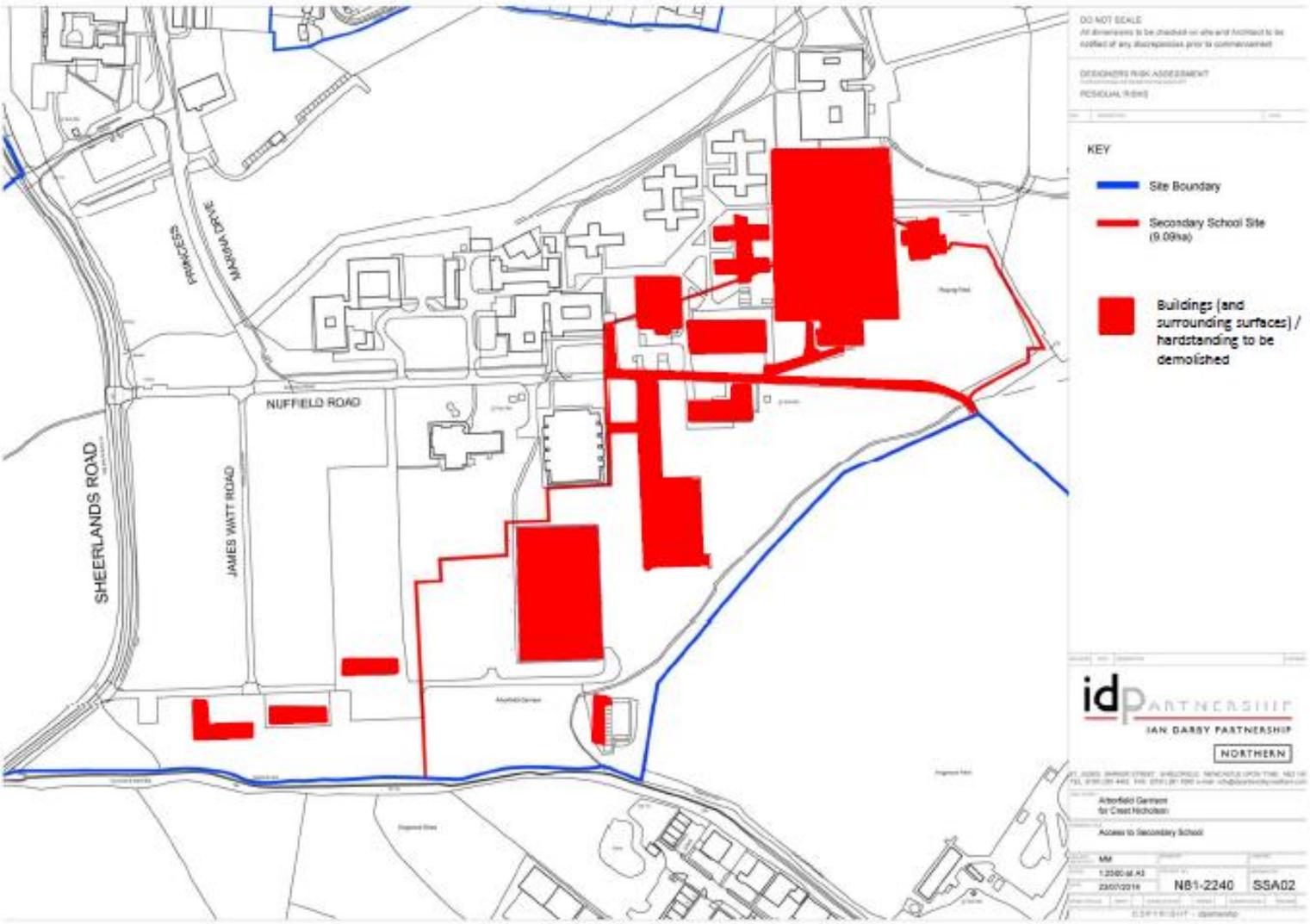
idp PARTNERSHIP
SOUTHERN

Crest NICHOLSON

Project Name	West Court Land	Client	idp PARTNERSHIP SOUTHERN
Project Ref	N81-2240	Drawn	PL06
Scale	1:5000	Author	
Date	18/01/2015	Checker	

Appendix 2 – Plan RevBrief 2. Areas covered by development briefs required by Condition 6

Appendix 3: Plan N81-2240-SSA02. Identifying buildings relevant to Condition 63



Appendix 4: Garden City Principles

A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery, and include:

1. land value capture for the benefit of the community;
2. strong vision, leadership and community engagement;
3. community ownership of land and long-term stewardship of assets;
4. mixed-tenure homes and housing types that are affordable for ordinary people;
5. a strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes;
6. Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities;
7. generous green space linked to the wider natural environment, including a surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well managed, high-quality gardens, tree-lined streets and open spaces;
8. opportunities for residents to grow their own food, including generous allotments;
9. strong local cultural, recreational and shopping facilities in walkable neighbourhoods; and
10. integrated and accessible transport systems – with a series of settlements linked by rapid transport providing a full range of employment opportunities

*Source: Town and Country Planning Association website
(<http://www.tcpa.org.uk/pages/garden-cities.html>)*

West Court Land (Scale 1:5000)

DO NOT SCALE
All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNERS RISK ASSESSMENT
Under section 11 - Construction Design and Management Regulations 1994
RESIDUAL RISKS

REF	DESCRIPTION	DATE

KEY

SANGS Areas (S1, S2 and S3)
38.41Ha/ 94.91Acres

Residential Development Areas

Residential development or potential allotment site

District Centre (Mixed Use)
(Use classes A1, A2, A3, A4, A5, B1, D1 and D2 with residential above)

Neighbourhood centre to be located in development cells V2 or U1. Specific siting and configuration to be agreed at reserved matters stage.

Extra Care building located in cell R.

Existing nursery use to be retained in cell L or relocated to an alternative location within the site.

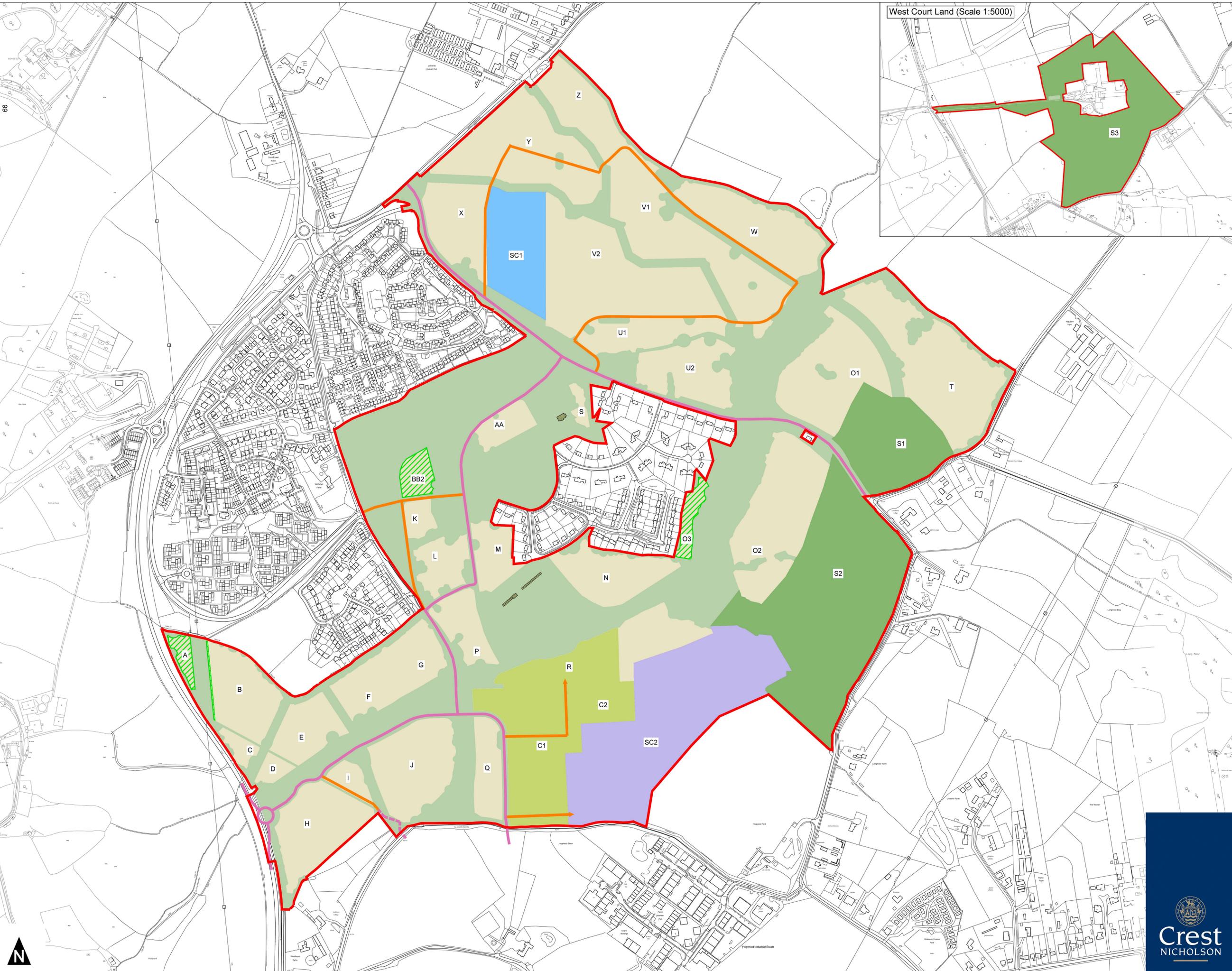
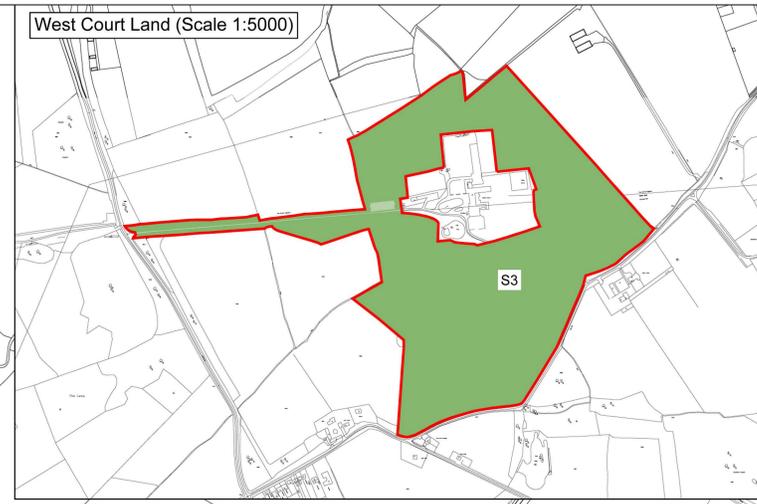
Primary School Land (SC1)

Secondary School Land (SC2)

Primary Street Network

Secondary Street Network (Indicative)

NB. Precise location and details of allotments to be determined.



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FOR CLIENT: Arborfield Garrison SDL for Crest Nicholson

DRAWING TITLE: Land Use Parameter Plan

PROJECT: MM	DRAWN BY: DJ	CHECKED:
SCALE: 1:2500 at A0	PROJECT NO: N81-2240	DRAWING NO: Rev J
DATE: 19/01/2015		PL06
DWG STATUS: DRAFT	CONSTRUCTION: TENDER	RECORD:

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Arborfield & Newland Parish Council

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20th February 2015

Matt Melville
Development Management
Wokingham Borough Council
Civic Offices, Shute End
Wokingham
Berks
RG40 1BN

Comments on Amended Information (February 2015)

Dear Matt,

**Re: Updated Application O/2014/2280 - Arborfield Garrison and Land adjoining
Arborfield, Reading**

I am writing to you in response to the consultation on the above planning application.

As stated in our initial representation letter the Parish Council is generally in support of the proposal because of the additional infrastructure that it will bring to the area, and because of the quality of the design and character that is proposed in the plans. We are pleased to see that several areas of concern raised in our representation on the initial plans have been addressed by the developer. However there are still some outstanding areas that we feel need to be addressed at this early stage to ensure a high quality and comprehensive development is achieved for the current and future residents of Arborfield.

The following letter will clarify which aspects of the proposal we are in agreement with and will detail where we feel more information is required.

Layout and Design

Design Code

The Parish Council are pleased to see that the addendum to the Design and Access Statement (DAS) now provides further detail and background to the future detailed design of the

development. The addendum demonstrates that the developer has undertaken significant research into the character of Arborfield and has taken cues from the surrounding area including recent development within the wider borough. More detail will inevitably come forward at reserved matters stages, and we would like to understand from WBC how they intend to manage reserved matters to ensure appropriate controls are in place to maintain the quality and character of the design during the development of more detailed plans through reserved matters. We welcome the fact that the DAS now gives the strong framework required to ensure there are design principles in place that will enable the development as a whole to be cohesive within itself and with the surrounding area.

The DAS addendum also sets out the use of a green grid across the site to provide links to the existing landscape assets. The overarching design goal to deliver a comprehensive Garden Village is supported and welcomed.

The overall characteristics of the different character areas have now been detailed, with key landscape details identified and incorporated. In addition the legibility of the development as a whole is improved through a hierarchy of roads to help residents and visitors navigate and to help delineate individual neighbourhoods, and define private, semi-private and public areas. The use of 'entry statements' when entering the site and to connect the community hub and Garden Village centre is also supported.

The DAS addendum goes on to set out guidelines for specific aspects of the development and how future designs should have regard to them. The guidelines to protect the individual identity of settlements is particularly welcomed.

District Centre

Whilst it still appears that the District Centre (which we believe should be called the Village Centre from the outset to ensure designers are thinking of it at the right scale) would be sizable with the appearance of an urban rather than rural area it is recognised that the future community will need facilities and that these will be provided by the Village Centre. The Parish Council feels strongly that the design of the Village Centre is critical to setting the character of the area, and we would like to ask WBC to consult widely as the detailed design for the Village Centre is brought forward. In addition the design code details that density will increase towards the centre of the site where the Village Centre will be located which will create a transition between the wider rural area and the new development.

The DAS states that the relatively unconstrained nature of this area, combined with its location close to the interface of the site with the adjoining Marino Family Land (MFL) site to the south and adjoining the Nine Mile Ride extension, make it an ideal location for the new Village Centre. The proposed location of the Village Centre is agreed, and welcomed as giving a traditional centre to the new development which we hope will help to create a sense of community and a natural meeting place for residents.

The DAS states that the Village Centre is to reflect village/town centre pattern with busy streets and spaces characterised by active ground floor frontages with residential or commercial accommodation above. Built typologies within this character area would generally comprise terraced houses and apartment buildings at a higher density, often with non-residential uses at ground level. This appears to be a sensible approach and the mix of residential and commercial within the Village Centre is supported. The DAS indicates that building heights would be relatively consistent and could be up to four storeys in places to create feature buildings and gateway markers. Where taller buildings are proposed these should be carefully designed and positioned to integrate with the rest of the Village Centre and surrounding area, particularly where they are to form visual markers to aid legibility of the area.

It is requested that more detail is provided on what is envisaged for the proposed food store and we would like to ensure that this will be appropriately sized in relation to the proposed development, i.e. not so large that it will create a destination store bringing traffic into the area solely to visit the retail facilities. The DAS addendum sets out that buildings with larger footprints such as the proposed food store and potentially the retained library and gymnasium should be incorporated within the wider geometric framework of the character area. This approach is supported to ensure that the larger stores do not dominate the character of the Village Centre.

Density

More information was also requested on how densities can be properly achieved in an acceptable unifying design across the site, especially where areas of two different densities converge.

The addendum to the Design and Access Statement sets out that the differences in density across the site are to have a discernible transition from rural to urban by increasing density towards the hub and areas well served by public transport. As mentioned above the Parish recognises that the Village Centre needs to accommodate several facilities to serve future residents and welcomes the mix of these facilities with residential use. It is also therefore

considered that the higher density as a result of this is justified, providing it is carefully designed to blend with the lower density of the surrounding residential areas.

To facilitate the transition between the surrounding rural areas and the development there will be a 'green edge' buffer to provide containment to the development and prevent development sprawling into the wider landscape or merging with other developments, this is welcomed.

Education

The originally submitted Infrastructure Delivery Plan (IDP) states that the land for the secondary school will be made available as soon as possible, although this relies on the MoD vacating the site. As mentioned in the Parish Council's initial representation letter application it is still unclear when the secondary school will be delivered, both in real terms and in the context of the development phasing, and further clarification is requested regarding this, and whether the delivery can be secured by Legal Obligation.

Employment

The Parish Council asked for more information on how and where the new employment will be provided and what type of employment is envisaged. No new information has been provided however it is recognised that this may come at later stage through reserved matters applications in terms of the type of commercial units to be provided.

Transport

The Parish raised several concerns relating to the transport impacts of the proposed development and the information put forward by the developer to justify the impact of the development on the transport network. The Transport Assessment addendum provides additional information and justification for the traffic flows and modelling data. However several aspects of the proposal still raise concerns and we would make the following comments:

Biggs Lane / Langley Common Road

The revised junction on Langley Common Road is a big improvement on the previous proposal. The revised junction would result in the loss of 2 trees. Whilst in principle the Parish Council would advocate for the retention of trees wherever possible in this case it is recognised that the loss is outweighed by the much improved junction proposal. However, the revised plan shows Baird Road remaining open for all traffic - in effect, duplicating the last section of Langley Common Road, with a new footway/cycleway on the north side. The developer has submitted no revised traffic flows to look at, but the impact of this will be to bring large volumes of traffic past

existing houses in Baird Road and part of Penrose Park, with no justification. The Parish Council strongly object to this.

Commonfield Lane / Barkham Bridge

It is positive that analysis has been undertaken to assess the impact of either widening Commonfield Lane to full two way vehicle operation or to restrict it to “access only”. The Transport Assessment concluded that maintaining the existing Commonfield Lane with its restricted two way operation is the most appropriate solution. The Parish Council is concerned that it would not be a good use of money to widen Barkham Bridge, and that there are better alternative ways of dealing with the safety issue. Providing an oasis of capacity here when the rest of the Barkham Road corridor will be heavily overloaded makes no sense at all. It is preferred that this money be put to better use in making Commonfield Lane a proper 2-way road and redesigning the junction at the Barkham Street end. If this cannot be done now, it is requested that a contribution is sought from the developer for this to be implemented at a later date.

California Crossroads

£1.4m is due to be set aside to implement a scheme to 'improve' the junction at California Crossroads. Being at the heart of the local community, options are likely to focus on things other than reducing traffic queues. A steering group is being set up to oversee the development of proposals that could have serious traffic implications for Arborfield and the Parish Council request to be included on the group.

Arborfield Relief Road

The Parish requested more details on how the developer will work with the Borough Council to achieve the best outcome for the Relief Road. No additional information on this subject was found in the updated documents.

It is considered that the proposed 5-arm Langley Common Road roundabout would have insufficient capacity. The additional information shows that the design of the standard roundabout at Langley Common/ Biggs Lane has been amended and this is welcomed subject to the Highway Officers views.

The Parish Council is also pleased to see that the Transport Assessment Addendum now justifies the transport modelling assessment for the gyratory junction at The Bull in Arborfield village and that this has been done in agreement with Wokingham Borough Council.

However concerns remain that if the Arborfield Relief Road is not delivered there would be significantly increased congestion around Arborfield to unacceptable levels. In addition some clarity on the mechanism to be used to limit occupations in the proposed development in advance of the Relief Road completion is still requested.

Other Highway Alterations

The confirmation that Baird Road will not be re-opened through the military gate is welcomed and we would like to seek assurances from WBC that a more permanent closure will be delivered.

The traffic assessments undertaken on the Barkham Road corridor were questioned. The Transport Assessment addendum defends the methodology used which was agreed as being appropriate by Wokingham Borough Council, and this is accepted by the Parish.

Nine Mile Ride Extension

More information on the delivery of the Nine Mile Ride Extension is requested, given it straddles the two applications at Hogwood Farm and the Garrison site. The timing of this in relation to the phasing of the development, including the delivery of the new secondary school should be confirmed.

Facilities Parking

It is requested that the developers advise how they envisage car parking for the church will be accommodated without inconveniencing local people and no such information was found in the newly submitted documents.

Public transport

The current public transport proposals remain inadequate. The updated submission sets out that no new information is available at this time as discussions are currently ongoing with Wokingham Borough Council. Concern is expressed about the lack of detailed proposals, and seeks improvements in the services to Reading and Wokingham, plus express services to either Winnersh or Twyford or both. The new services should precede occupation of the houses that they are designed to serve to establish sustainable travel patterns from the beginning. Incentives such as a discounted/free ticket to initially encourage people to use the services are encouraged, use of which it is hoped will continue afterward.

Greenways

Concern was expressed that there was insufficient linkage between the AGLC development and the Hogwood Farm site. The Parish appreciates the additional information submitted on this subject however the Parish do not think the proposed Greenways scheme is good enough. It is considered that the report submitted by Laurence Heath from the NP Greenways Working Group as the outcome to aim for.

Flooding

The additional information submitted does not provide any further assessment of the potential impact of flooding both caused by the development to the surrounding area or of potential flooding to the new development itself. The Parish Council's initial concerns on this basis therefore still stand and it is not considered that the Flood Risk Assessment has been undertaken in accordance with the requirements of the NPPF; concern remains that the level of assessment is inadequate for the proposed development. It is reiterated that groundwater flooding must be paid particular attention, given the occurrences of flooding locally to the area over recent years, and the compounding nature of factors which lead to a flooding occurrence.

Strong concerns remain over the robustness of the submitted Flood Risk Assessment and the implications this has for the proposed layout and development of the site and the interaction between the two developments at Arborfield Garrison and Hogwood Farm.

Sewage

An indication of the status of the works that Thames Water are due to undertake and when these might be completed to allow for the proposed development, is requested.

SANG

The update to the SANG strategy to provide a wider green link between the northern and southern section of the SDL is supported, with more direct routes from the Linear Park to West Court SANG.

The updated information states that the car park for the Northern SANG has been removed and more details on where visitors to this SANG are expected to park are requested.

Trees and Hedgerows

An update to the tree survey has been supplied to show which of the surveyed trees are covered by new Tree Preservation Orders, which is welcomed. The retention of trees and hedgerows

wherever possible is supported. The surrounding area is rural in character and the retention of these key features will help to preserve this aesthetic and integrate the proposed development with the surrounding area.

Open Space

The Parish Council had concerns over the reduction in public open space compared to the previously withdrawn application and more detail was requested on the current and proposed numbers of sports pitches. Confirmation was also requested on whether the secondary school pitches will be available for public use.

The Green Infrastructure Strategy Addendum shows that the open space area calculations have been updated following the changes to the parameter plan and that these meet the Wokingham Borough Council requirements for open space. The sports pitches provision would also now meet Wokingham Borough Council standards.

There are still concerns over the loss of key areas of open space. Areas such as those adjacent to the tennis courts are current amenity space for residents of Penrose Park and other developments in the area and the provision of new SANGS etc. which are mitigation for the new development cannot be used to compensate for loss of existing open space. Arborfield Parish Council welcomes the revised master plan which shows the area next to the tennis courts as being used for allotments rather than housing.

Community Facilities

The Parish Council previously raised concern over the removal of the existing community centre, which was previously to be retained and requested more information on this. No new information has been found and so more information is still sought on the new community centre in the village centre and the justification for the eventual closure of the existing community centre.

Heritage

The Heritage Statement Addendum assesses the heritage value of primarily built heritage assets based on the 'four values' as set out in English Heritage's publication, Conservation Principles. It is the combination of these values which determines the significance of the asset.

The further and broader community usage of the stables and their 'green' is supported, and the safeguarding of the space around the stables as 'Community Allotments' is welcomed. The

Parish Council is also pleased that the Paddock is to be safeguarded as a green space in perpetuity by designating it the 'Village Green'.

The Heritage Statement Addendum sets out that the proposed new development will be a major improvement over the extant poor-quality, temporary buildings. The use of a management plan is encouraged, secured by condition on any forthcoming planning consent as an appropriate way of ensuring the long-term future of the Scheduled Moat.

Financial Contributions

More information on how the delivery of the infrastructure will be comprehensively delivered is requested, in terms of the phasing between the two sites with a programme of delivery so that appropriate contributions are available as necessary. As before, reassurance is sought that the contributions will be received in sufficient time to allow any mitigation works to be completed before the impact occurs.

In addition, it is reiterated that there is no mention in the s106 heads of terms in respect to financial contributions for Country Parks and Swimming Pools. The Swimming Pool contribution from this many dwellings would be of considerable value to the Local Authority. It is therefore requested that Officers robustly defend their requirement for a Pools contribution.

I hope this is of assistance and clarifies the Parish Council's observations and concerns in relation to the updated information submitted by the developer, however if you require further information please do not hesitate to contact me.

Kind Regards

Alison Ward

Alison Ward

Parish Clerk

Comments on Amended Information (February 2015)



Barkham Parish Council

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Mr M. Melville
Development Control
Wokingham Borough Council

16th February 2015

Dear Matthew,

Application Number O/2014/2280
Arborfield Garrison & Adjoining Land – revised & additional details

Barkham Parish Council Position Statement

The following observations supplement our previous response dated 5 December 2014.

1. Transport Assessment.

AGLC dispute our figures on trip rates. For information, our estimate was based on a survey carried out at Penrose Park. The base traffic numbers are similar to the AGLC survey: it is the question of how the numbers are manipulated that is the problem (see appendix 1 of BPC response dated 5 Dec 2014).

There is little point in getting into a protracted argument at this stage. More to the point, BPC would like to highlight that several junctions in the area are already at capacity, including Arborfield Cross, Langley Common Road/Biggs lane, Barkham Bull and Barkham Road/Bearwood Road and also Barkham Bridge. This is endorsed by WBC in supporting information provided in the planning application for the new secondary school (see planning application F/2015/0001 Transport Statement figure 8).

This means that it is unrealistic to expect additional capacity to become available through Barkham. Consequently AGLC must work with WBC to develop a long term strategy to route traffic to and through the corridor that runs between M4 junctions 10 and 11: this corridor includes major employment areas at Winnersh Triangle and Green Park and is the access point for the M4 east and westbound, while the M4 is being presumably to increase capacity. This corridor is likely to be destination or transit stage for around 50% of employment traffic* and it is quite possible that this share as will increase as Winnersh Triangle and Green Park expand and as the M4 will be modified as a “smart motorway” – presumably to increase capacity.

* Figure based on Arborfield and Barkham Neighbourhood Plan Survey, carried out in September 2012 and reflects residents with place of work in Reading, Windsor & Maidenhead, Slough, Oxfordshire, Winnersh, West Berkshire and a proportion in London and “Elsewhere”.

2. Biggs Lane junction.

The Langley Common Road / Baird Road junction proposals are discussed in the Transport Addendum AGLC/HPA/DOC/9/Addendum Section 4.2 and the proposed layout is shown in shown in Appendix II as drawing No. ITB9092-GA. A "Potential Mitigation Scheme along Langley Common Road" is shown in Drawing No. ITB9092-GA-009 in the same Appendix.

The proposals appear to take no account of the Arborfield Cross Relief Road, this was perhaps excusable for the original application since the proposals for the relief road were in an early stage of development when it was submitted. WBC's preferred location of the southern roundabout between the Langley Common roundabout and the Poppyfields roundabout was made public in November 2014. It was clearly known to AGLC as its route is shown on page 13 of the Executive Summary, but it does not appear in other key documents, such as the illustrative master plan (Design and Access Statement AGLC/HPA/DOC/2 Revision A – page 81). It seems odd that AGLC seem rather schizophrenic about whether or not to reflect the relief road in their plans.

The new proposals for the junction may represent some improvement on the earlier ones. However it still does nothing to discourage vehicles from the AGLC site choosing to travel via Langley Common Road and Bearwood Road towards Winnersh Triangle or M4 Eastbound, rather than taking a route via the Relief Road.

The design of the road layout in the area needs to be a solution that integrates the junctions at Biggs Lane, Eversley Road (the existing Bramshill Hunt roundabout) and the southern end of the relief road. The design needs to maximise the proportion of SDL traffic using the relief road and minimising the proportion using Langley Common Road and passing through Arborfield Cross. Whether or not sections of Baird Road should be closed, and possible design elements elsewhere in the SDL, for example traffic calming near the proposed primary school adjacent to Biggs Lane, may also be significant.

BPC is not yet convinced that a properly integrated scheme has been prepared. A layout that includes a succession of five roundabouts within a mile, (running from the Biggs Lane junction to the western gateway on the A327) does not seem entirely well thought out. It should be noted that development of the northern part of the SDL will be the final stage of the development to be constructed, which allows some leeway in finalising a more integrated plan. BPC accepts the proposition but forward by WBC that we should “not to rule anything out” when making long term improvements.

BPC agrees with idea of roundels to reduce speed on Langley Common Road (see Transport Assessment Addendum A Appendix II), but should not the speed limit be reduced to 30mph?

3. Barkham Bridge

Barkham Bridge is discussed in Transport Addendum AGLC/HPA/DOC/9/Addendum Section 7.1 and the proposed layout is shown in drawing number ITB9092-GA-012 contained at Appendix U1.

The acceptance that the bridge should be widened is welcome. Widening is definitely desirable on safety grounds, but nobody should run away with idea that it will solve the congestion problem in the area: the junction at the Barkham Bull will instead become main bottleneck.

The main plan shows the bridge being widened on the northern side of the road. Widening on the southern side might be preferable as it would ease the severity of the bends approaching the bridge and would reduce the potential for vehicles to stray into the path of oncoming traffic. It should be possible to do this within the existing highway boundary and it would also avoid interfering with a large pipe that crosses the Barkham Brook on the north side of the bridge.

It is noted that the passing traffic insets in the drawing appear to consider commercial vehicles in one direction passing cars in the other direction but not commercial vehicles passing each other in both directions.

4. Commonfield Lane.

The Barkham Street /Commonfield Lane corridor proposals are discussed in Transport Addendum AGLC/HPA/DOC/9/Addendum Section 7.2 and the proposed layout is shown in Drawing No. ITB9092-GA-025A which is attached as Appendix V1.

The proposals are for about seven passing places along Commonfield Lane. The indicative passing bay diagrams consider only cars passing cars, no account is taken of the possibility of commercial or farm vehicles along the lane. While this is an improvement on the existing arrangement where strips of mud masquerade as passing places, it is felt that passing places should only be considered as an interim solution.

BPC preference is to widen Commonfield lane for 2-way traffic, with an adjacent greenway also provided. A safe crossing point at bridleway BA14 is required – this can also provide a traffic calming opportunity. Consideration of improvements to the Barkham Ride/Commonfield Lane junction, incorporating a roundabout, need to be considered, as proposed in our original response of 5 December 2014.

The proposals for the Barkham Street/ Barkham Ride/ Commonfield Lane junction are a negligible improvement on the current arrangements. A roundabout would help to reduce speeds and improve the prospect of creating a safe crossing to BA11.

5. Greenways

The Arborfield and Barkham Neighbourhood Plan Greenways Group has devoted considerable effort to examining proper cycle routes. A copy of the draft report is attached. Some priorities which relate to the SDL in general and to provide safe routes to the new secondary school are shown in Section 10 of the report and are summarised below:

Cycleways required, primarily to provide safe routes to school.

- SDL-Arborfield Cross
- SDL-Shinfield via relief road
- SDL-Barkham via Commonfield Lane, BA11, BA10
- SDL- Barkham Ride via BA14
- SDL-Finchampstead via Nine Mile Ride

In addition a greenway including equestrian access from Poppyfields roundabout to BA14 through the SDL is required (see Section 9).

The maps shown Design and Access Statement AGLC/HPA/DOC/2 (Revision A) page 135 and also in Green Infrastructure Strategy Addendum AGLC/HPA/DOC/11 Addendum A do reflect these ideas in many respects. Unfortunately the key is difficult to decipher so it is not clear exactly what is proposed in some situations. BPC would like to highlight the following points:

- A direct route across the SANG linked to a safe crossing of Biggs Lane required.
- A safe crossing of Commonfield Lane is required, opposite bridleway BA14.
- BA14 should be upgraded to all weather cycling standard. This would provide a route to much of Finchampstead.
- The greenway following Commonfield Lane should be off road and also at all weather cycling standard.
- The link from Commonfield Lane to Barkham Church can be off road by providing a safe crossing of Barkham Ride, and thence via bridleway BA11.
- The route heading north east towards Barkham Hill should be upgraded to all weather cycling standard.

BPC would like to stress that a route must be off road to count as a greenway and that it should have a hard all weather surface. Safe crossings of main roads are essential.

BPC would expect that as part of any planning approval, there should be a commitment to make available adequate funding to support the creation of a high quality greenway system to link the SDL to local communities.

6. Landscaping along Langley Common Road

BPC highlighted this as an issue in original response. It is welcomed that AGLC acknowledges this need. Describing the Northern Perimeter Character Area, it is stated that the boundary to Langley Common Road should be enhanced with new planting to create a country lane character. The need for a “softer feel approaching the countryside from the north east “and that “the edge facing Langley Common Road should present a positive frontage incorporating tree planting” are also identified (DAS Addendum AGLC/HPA/DOC/2 Rev A Addendum pages 53-56 refer.)

However this is not reflected in Plans Document AGLC/HPA/DOC/3 (Version 5) - PL11 Open Space Parameter Plan, where a dark green strip should be shown along Langley Common Road, as is indicated for other areas.

7. Housing height at village edge

In the interests of achieving the “softer feel approaching the countryside” mentioned above, housing height should be lower along the edges of the Northern Perimeter Character Area. Consequently cells W, Y and Z require similar treatment as is proposed in cell T, where housing height is limited to 2 storeys on the periphery of the development. (See Plans Document AGLC/HPA/DOC/3 (Version 5) - PL09 Building Storey Heights Parameter Plan)

8. Heritage – Infirmary Stables

BPC welcomes the submission of the document entitled “The Infirmary stables at Arborfield Garrison – Towards a Sustainable Future”.

The idea of creating a “War Horse” museum to communicate the equine role in World War I and the military association of the site would be very exciting indeed. The parish council would be happy to cooperate in any way that it can and would welcome a dialogue with AGLC as plans progress. BPC hopes that English Heritage will be able to provide some support and guidance in taking this project forward.

9. Langley House

BPC cannot understand why this building is not mentioned and is proposed for demolition.

Langley House may not have any significant historical importance but it does represent the local red brick architectural style characteristic of the Walter Estate. It could be retained as a landmark building on the corner of the development. This would also provide additional housing units, as conversion would entail subdivision into a number of dwellings.

It would also be helpful if AGLC and WBC could indicate what is proposed for the adjacent pond which lies between the SDL boundary and Langley Common Road.

10. Retail

BPC questioned in our earlier response whether it would be better to have two smaller supermarkets rather than one large one that might become a destination.

The reply from AGLC (Retail Response – reference AGLC/HPA/DOC/11/Addendum A) has to be disputed

In para 1.17 it says that “the foodstore is not intended to become a destination in its own right; rather it is expected to be able to offer a comprehensive range of convenience goods to allow future residents to be able to undertake weekly (e.g. ‘main food’) shops.” Para 1.18 it goes on to refer to the need to achieve a store which is viable to a supermarket operator.

The proposal is for a store of up to 4,000 m². However several of the leading stores in Wokingham are about half this size. Based on the Wokingham Borough Retail Study of 2007, Waitrose in Wokingham was 2248 m², Waitrose at Twyford is 1939 m², Sainsburys at Winnersh 2025 m², Morrisons at Woosehill is 1925 m² while the more recent Lidl store in Molly Millars Lane is understood to be that of only 1600 m². A visit to any of these stores will reveal many people doing their weekly shop – there can be no question that a 4000 m² would be a destination store and that stores of around 1600 to 2000 m² are viable.

11. Name of Community

The name of the community now needs to be addressed as a matter of urgency. Describing the development as “Arborfield Garrison” is becoming inappropriate and confusing. The Executive Summary refers to the AGLC development as “Arborfield Garden Village”. This is not acceptable as over 80% of the AGLC site is in Barkham.

It is clear that a new name must be sought and it would be desirable if one is chosen for the whole of the SDL (including the MFT area) and that it should have a local association. AGLC have indicated that they would carry out a public consultation on this: BPC would encourage this to be done sooner rather than later. As the SDL involves two separate development consortia, it may be appropriate for WBC to take the lead.

Yours sincerely,

Judith Neuhofer
Clerk to Barkham Parish Council

Comments on Original Application Submission (November 2014)



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Mr. M. Melville
Development Control
Wokingham Borough Council

5th December 2014

Dear Matthew,

Barkham Parish Council Comments on Planning Applications

- **O/2014/2280 Arborfield Garrison Landowners Consortium (AGLC)**
- **O/2014/2179 Marino Family Trust (MFT)**

Barkham Parish Council Position Statement

Barkham Parish Council (BPC) objects to both the above applications, on the grounds that the Transport Assessments are based on unrealistic assumptions. As a consequence, future traffic levels are significantly underestimated. This in turn means that there is no credible transport plan for Barkham and the neighbouring parishes.

BPC is also very concerned about the layout and landscaping provisions on the edges of the AGLC development, which fail to create the “soft edge” envisaged for the SDL.

It is a considerable disappointment that we are in this position, especially as a lot of effort has been expended developing a good working relationship with the applicants. They have undoubtedly been appraised of the critical issues and we would have hoped that more creative solutions might have been offered. The most benign interpretation is that the planning applications are intended as negotiating positions by the applicants.

The pressure is therefore on Wokingham Borough Council (WBC) to treat these applications with rigour, ensuring that the applicants make firm commitments to deliver the necessary infrastructure and design improvements.

General Comments

The applications contain proposals to develop the Arborfield Garrison Special Development Location (SDL) identified in Wokingham Borough Council’s Core Strategy. Application O/2014/2280 by the Arborfield Land Owners Consortium covers land over which more than 80% is within the Parish of Barkham. Along with application O/2014/2179, which covers an adjacent site, both these applications will have an enormous impact on ALL residents of Barkham. Besides the other issues raised below, the biggest concern will inevitably be traffic congestion.

The planning applications are outline, except in certain limited respects. There is consequently a need to distinguish between what are aspirations and what are firm commitments by the developers. For example, both

developers espouse “Garden Village Principles” something that BPC undoubtedly supports. However the applications are not precise about what actually these principles mean.

It is essential that both applicants make some specific proposals as to what is meant by Garden Village Principles and that they commit what precisely will be delivered within this context. Specifically the applicants should demonstrate how these principles will be applied within their respective sites

The following are priority issues for BPC:

Highways

- Langley Common Road/Biggs Lane/A327 junctions
- Barkham Bridge and consequential impact on Barkham Road junctions with Barkham Street and Bearwood Road junction
- Commonfield Lane junction and status of Commonfield Lane itself
- A long term plan is required so that the vast majority of SDL traffic can use primary routes to reach key destinations, thus avoiding overload on residential roads such as Barkham Road.

Other items

- Greenways – how do they link the SDL to local communities.
- “Soft edge” to SDL, especially adjacent to Langley Common Road and Commonfield Lane.

Transport Assessment

It is inescapable that there will be yet more traffic on our local roads. It has to be questioned whether the traffic forecasts are entirely realistic. When the construction of 3,500 homes is complete, it can be conservatively estimated that approaching 2,000 additional peak hour journeys will be generated. Hopefully the proposed Arborfield bypass will absorb a large share of this traffic, but it is still likely that 10 to 20% of these extra journeys could be through Barkham. That would mean an additional 400 vehicles travelling along Barkham Road in the peak hours; this compares with a current peak hour flow of around 1,500 (both directions combined). It will become increasingly difficult for anyone wanting to turn out of junctions such as at Sandy Lane, Doles Lane and the Junipers or for residents along the main roads emerging from their own driveways.

The following anecdote from a resident who lives near the Barkham Road/Bearwood Road roundabout typifies the difficulties being encountered locally.

“Although I rarely try and exit our driveway onto Barkham at peak times, I did note at about 8.00 a.m. one day last week when I did go out, that there was a constant flow of traffic in both directions and it took me no less than about 4 minutes to turn right on to Barkham Road, and that was only once a driver coming up the hill kindly stopped to let me out. I know other neighbouring residents, especially those living close to the roundabout often experience similar problems when emerging from their driveways, and have to contend with vehicles coming from 3 directions. Firstly, those flying across the roundabout going towards the Bull, secondly those coming from Bearwood Road who turn right, together with a stream of vehicles flowing in the other direction. With the roundabout on the brow of a hill and being quite close to several driveways, the sight lines are not particularly good, hence the increased difficulty in getting out.”

Note that this anecdote referred to a date before the recent road closures in Barkham Ride and at Barkham Road level crossing, which have lead additional traffic being diverted through the area.

It is fortunate that the Arborfield relief road is now planned and the main entry point will be on to the A327. The transport consultants have adopted a strategy to encourage traffic on to this main route and that is also welcomed. However more needs to be done so that the vast majority of SDL traffic actually uses the relief road and so that increases on residential roads are marginal.

In theory, traffic increases will be contained by the “internalisation” of journeys, for example using the development’s own shops and schools, thus eliminating longer trips to reach equivalent facilities in Wokingham

and elsewhere. Unfortunately the Transport Assessments are not providing a realistic assessment of the amount of internalisation; for example

- AGLC propose that all educational journeys will be within the SDL while MFT propose the same for secondary schools – in the modern world, where educational choice is encouraged, within the state sector this just cannot be true. Additionally, in a development expected to contain a significant proportion of high value houses, it is inevitable that many children will travel to private schools located elsewhere.
- Residential trip rates of 0.53 are used by both applications. This number has been seized upon, presumably on some technical cum procedural basis. However it confuses planning precedent with reality – the reality is that trip rates in a location remote from main business centres and with rudimentary public transport will produce much higher rates. A survey carried out by the Arborfield and Barkham Neighbourhood Plan Transport Group ascertained that Penrose Park, with a similar housing mix, is generating 0.77, While internalisation should increase in the new developments, it is unlikely to reduce trip rates by a third as suggested.

WBC should require AGLC and MFT to produce more realistic Transport Assessments.

WBC should require AGLC and MFT to produce plain language summaries of their traffic assumptions, so that the community can really understand the implications of what is proposed.

Attachments 1 and 2 show critiques produced by the Arborfield and Barkham Neighbourhood Plan Transport Group.

Road improvements beyond local area

Planning for road improvements beyond the immediate area need to be addressed. WBC should lead on this issue, with plans going beyond 2026 if necessary. For example reopening of the Cutbush Lane, with its bridge over the M4, could provide a direct link from the Garrison to Loddon Bridge. This could be achieved in conjunction with improvements in Lower Earley Way, which eventually will have to be implemented. This would reduce pressure on the Black Boy roundabout, would create a shorter route from the Arborfield Relief Roads to reach Winnersh Triangle and to join the M4 eastbound. The current proposals to develop the M4 as a “smart motorway” could allow some opportunities for improving the access routes in this corridor.

A long term transport strategy needs to be developed by WBC to ensure that traffic from all major developments can access the primary road network to reach a range of destinations and the M4, without the requirement to use residential roads such as Langley Common Road, Barkham Road, Barkham Street and Bearwood Road (and elsewhere across the Borough).

Even if WBC does not spend a single penny in the next few years on this kind of proposal, it is essential that potentially useful corridors are protected for future transport needs.

Local Road Network

The local network is already heavily congested at peak times, with the peak period progressively stretching beyond a critical hour in the morning and evening. As a result, queues regularly occur at a number of points including Barkham Bridge, the Barkham Street and Bearwood Road junctions. Leaving Barkham, peak time queues are also encountered at Sindlesham, Winnersh and along Barkham Road towards Molly Millars Lane. Much of this traffic is caused by through traffic, for example residents of the western parts of Finchampstead have to pass through Barkham to reach the M4.

It is assumed that the development will yield a limited pot of money to improve the road network. It is the challenge for WBC to ensure that this money is spent with the best overall benefit while avoiding the trap of solving one problem, e.g. Barkham Bridge, only to worsen another problem, e.g. Barkham Street.

BPC would like to be involved in any discussions about proposals, either by the applicants or WBC to resolve the critical bottlenecks described in the next few paragraphs.

Road layout: A327/Biggs Lane/Langley Common Road area

Barkham Parish Council have long argued that the road layout of the north end of the development, where Biggs Lane meets Langley Common Road and further links to the A327, will be a crucial part of the transport plan. The layout proposed by AGLC proposes a new roundabout at the Biggs Lane junction, accompanied by a sharp turn into Langley Common Road: this is an attempt to discourage the use of Langley Common Road as a through route. This is a positive goal, but it is questionable whether it will be achieved by the proposed layout. As there will be three roundabouts to get from Biggs Lane to the start of the bypass, this will hardly encourage traffic heading towards the M4 eastbound to take the bypass – more likely they will come via Langley Common Road and eventually to Bearwood Road. There has to be a better solution, for example by eliminating at least one of the roundabouts, and making a left turn from Biggs Lane into Langley Common Road a more attractive proposition than taking a right turn at this point. This could, for example, be achieved either by retaining the existing T-junction, or by traffic lights at this junction.

WBC, in conjunction with the AGLC and MFT, must investigate the possibilities of designing a more effective layout in this area, which should be designed to attract as much SDL traffic, and indeed other local traffic too, on to the new relief road. It should be a clear goal to limit the amount of SDL traffic using Langley Common Road and to encourage SDL traffic to use the proposed new roundabout on the A327 south of Poppyfields as the preferred access point.

Suggestions include:

- Retaining the Biggs Lane as a T junction, as it is currently. At least this solution is cheap!
- Retaining the Biggs Lane as a T junction, but with traffic lights. Note that traffic lights may have to be introduced at this locality to ensure a safe crossing for pedestrian in lieu of the current subway. However traffic lights are not popular with local residents as they are perceived as having an urbanising effect.
- Using Baird Road as the feeder road from Biggs Lane, thus closing the Biggs Lane/Langley Common road junction completely. Making use of Baird Road brings traffic close to housing in Baird Road, but it has to be recognised that everyone in the existing community is going to experience some disadvantage: there seems no good reason for these houses to be made an exception. It does have the advantage of putting the northern gateway direct onto an A-road rather than an unclassified road.
- Replacing the Langley Common Road roundabout with a T junction (Eversley Road towards Arborfield Cross being treated as the minor road.), so as to improve access from Biggs Lane direct to the Arborfield Relief Road. This would also be beneficial to Arborfield Cross as drivers would not be encouraged to route through the village.
- Providing access to Penrose Park at the new roundabout at the southern end of the Arborfield Relief Road in lieu of the existing access point at the Langley Common Road roundabout.
- Providing traffic calming in Biggs Lane south of Venning Road, in order to make Biggs Lane a less attractive exit from the SDL. The traffic calming would happen to be near the proposed primary school, however it should be of a design that can allow frequent bus movements.
- Reverting the Langley Common Road/A327 junction to a T junction, creating a direct link from Biggs Lane to the Arborfield Relief Road

Various combinations of the above should also be considered. Each of these ideas could help to channel traffic towards the relief road, though none of them in isolation is perfect. The trick may well be to prioritise road junctions within the SDL so that traffic is encouraged to use the new roundabout on the A327 as their preferred access point.

Barkham Bridge

Barkham Bridge will be controversial. There is strong support in many quarters for widening or dualling the bridge. While this should undoubtedly improve safety, it would encourage yet more traffic to use Langley

Common Road and hence to travel through Barkham. This will have knock on effects at the Barkham Road/Barkham Street junction.

AGLC have proposed new road markings and a special surface to slow traffic heading west towards the bridge. This could improve safety and help traffic flow.

Removing the priority system altogether has been suggested. It is claimed that the current priority system has worsened safety. Combined with new road markings on both sides of the bridge, this could be a way forward.

WBC should ask AGLC if they can show any examples where this sort of solution has worked successfully elsewhere.

BPC also believes more assertive warning signs are required.

Road layout: Commonfield Lane/Barkham Street/Barkham Ride junction

The AGLC proposal for the Commonfield Lane/Barkham Street/Barkham Ride junction seems distinctly odd. AGLC have proposed changing the priorities so that Commonfield Lane would have priority and that traffic from the Finchampstead direction would have to give way. At the same time no significant improvement to Commonfield Lane is suggested. As a consequence drivers travelling southbound will head through the junction, believing that they are on the main road and then suddenly find themselves in a narrow lane with muddy verges masquerading as passing places. This does not seem like a good idea.

It is also a problem that the nearby sections of road are impossible to be used in safety by pedestrians, cyclists or horse riders. Barkham Street and Barkham Ride are too narrow, have minimal verges and extremely poor sightlines. Meanwhile bridleway BA11 and footpath BA8 from Barkham Church has been rendered unusable as they terminate at points on the main road where it is impossible to cross. In different circumstance BA11 could provide part of a new greenway running from the SDL towards Barkham and Wokingham.

The possibility of widening Commonfield Lane should be investigated, along with provision of a separate bridleway. It should be noted that part of the west side of the lane is in AGLC ownership while the east side is owned by WBC, albeit leased out to a local farmer.

Some years ago, the local landowner proposed ceding a parcel of land to allow the road to be realigned further away from his house. At the time WBC did not have funds available to progress this idea. With development of the SDL now imminent, it would appear to be a golden opportunity to resurrect this idea, along with improvements to Commonfield Lane. This would afford a number of advantages:

- The junction would be safer
- It creates new routing options out of the SDL, possibly reducing pressure on Barkham Bridge
- It would assist in the creation of a greenway from the SDL towards Barkham and Wokingham.

A diagram showing proposed changes to Commonfield Lane is shown in Attachment 3

WBC should investigate the practical implications of improving the Commonfield Lane/ Barkham Street/Barkham Ride junction as suggested.

Additionally WBC should ask AGLC to demonstrate the traffic modelling impact of improvements to Commonfield Lane, widening it for two way traffic for its whole length.

Road layout: Barkham Road/Barkham Street junction

The Barkham Road/Barkham street junction already generates considerable queues at peak times. In the morning peak the queue in Barkham Street typically extends all the way back to the bridge over the Barkham Brook. Meanwhile queues have been observed on occasions tailing back from the Bull all the way to Barkham Bridge. Given the confined road boundaries and proximity of listed structures at the Barkham Street junction, major improvements to the road layout are virtually impossible. It is likely that any improvements in traffic flow elsewhere on the network will only result in contributing to even greater queues at this junction.

A proposal that ought to be considered is to site a pedestrian crossing across Barkham Road outside the Bull. This would make access to the Bull safer, and also allow residents of Barkham Street to reach the bus stop in safety. Also minor improvement to the sight line emerging from Barkham Street might be possible.

WBC need to be satisfied that forecasts for traffic at this junction are realistic and to establish the capacity limit of the existing roundabout.

WBC also need to investigate what minor improvements can be implemented, such as installing a pedestrian crossing, as suggested above, and whether sight lines can be improved for traffic emerging from Barkham Street.

Road layout: Barkham Road/Bearwood Road junction

The Bearwood Road junction currently works quite well, but it is difficult to imagine how it will absorb the anticipated increase in traffic. One of the main problems is that traffic turning right out of Bearwood Road has to act with extreme caution because of fast moving traffic coming up Coppid Hill from the direction of the Bull. It is therefore disappointing not to see in the AGLC Plans any attempt to slow down the traffic coming up the hill, which would help to ease such congestion. At one of BPC's meetings with AGLC, they did show a drawing proposing a remedy for this, with a pinch point on Barkham Road about 100-150 yards before the roundabout to slow down the traffic. At the time, the consensus was that this would be an excellent idea.

Quite clearly AGLC are already aware of the steady volume of traffic at this junction at peak periods, which will only get worse over time, otherwise they would not have proposed any road improvements in that vicinity, it is therefore a mystery why this proposal has not been taken forward into the current planning application.

WBC need to be satisfied that forecasts for traffic at this junction are realistic and to establish the capacity limit of the existing roundabout.

WBC also need to investigate what minor improvements can be implemented, in particular to install some form of traffic calming for traffic approaching up Coppid Hill.

Bus Services

There is a proposal that bus services could operate to Wokingham up to every 20 minutes, but it is worded only as an aspiration. This is encouraging, but not specific.

To reduce car usage in the area, bus services have to meet a level of critical mass, both in terms of frequency and range of destinations – a half hearted operation will neither be effective in reducing car transport nor be viable for the bus operator.

A suggested network should comprise a twice hourly service from Reading via the SDL and direct to Wokingham plus another twice hourly service from Reading via the SDL to Finchampstead and Bracknell. This would provide the opportunity, to provide a variety of travel options particularly for educational and shopping purposes. It would also include vital links to the local railway stations.

WBC should require AGLC and MFT to make a firm commitment to support bus routes serving the Garrison. As a bare minimum should be a twice hourly direct bus to Wokingham, connecting with Waterloo trains, should be guaranteed.

Greenways

The application makes aspirational statements about greenways linking the development to local communities including Barkham, but there are no firm plans, as far as can be seen. Greenways for walking, cycling and horse riding are much needed for leisure purposes as local roads have become too busy to use safely. In addition, with the new secondary school opening in 2016, provision of all weather off road cycle ways could help achieve some reduction in peak hour traffic.

Cycling to school and commuting can contribute to a reduction in car usage. However for this to be practical, off road cycleways are necessary. On road cycling is not safe and anyway will cause a significant reduction in capacity because local roads are far too narrow to permit overtaking.

WBC should require AGLC and MFT to make a firm commitment to fund greenways outside the development area.

It is not clear whether there are sufficient greenways within the development, for example to facilitate linkages between the AGLC and MFT parts of the site. Also it is not clear whether the proposed corridors are wide enough to include adequate landscaping as well as mixed use greenways for cycling, walking and riding. Note that within the built up area, usage should be considerable and it will be necessary to allow generous widths to permit a degree of segregation by mode and direction.

WBC must ensure that the developers provide a comprehensive network of greenways within the SDL, and that the corridors are of sufficient width.

Specific plans are required to connect the SDL with neighbouring communities, i.e. Arborfield Cross, Barkham and Finchampstead.

The Arborfield and Barkham Neighbourhood Plan has identified the following priorities which need to be provided in an around the SDL:

Cycleways are required, primarily to provide safe routes to school as well as to facilitate short distance commuting:.

- **SDL-Arborfield Cross**
- **SDL-Shinfield via relief road**
- **SDL-Barkham via Commonfield Lane, BA11, BA10**
- **SDL- Barkham Ride via BA14**
- **SDL-Finchampstead via Nine Mile Ride**

In addition a greenway including equestrian access from Poppyfields roundabout to BA14 through the SDL is required. Safe crossing points on busy roads, including Barkham Road, Barkham Street, Barkham Ride, Langley Common Road, Commonfield Lane and Edneys Hill will be required.

Open spaces

The proposal appears to show a number of fragmented SANGs linked by much narrower green corridors than were envisaged in the JTP plan. This appears to contradict the claimed ecological credentials for the development.

Retention of trees.

AGLC have committed to retaining the best trees within the development area, but a large number will nevertheless be removed.

BPC believes that AGLC and MFT should commit to provide one additional tree for every one that is felled.

Can the developers confirm how many of the 3500 trees identified in the tree survey will be removed and where those trees are.

Landscaping along Langley Common Road.

Landscaping around the periphery has also become a problem. WBC's original masterplan for the Garrison development proposed a "soft edge" to the development. This needs to be revisited: for example there should be a landscape buffer along Langley Common Road. Though this land will be the last to be developed, there is ample opportunity to establish hedging and trees that will mature. This will be good for the local community, it will be good for the eventual occupants of the nearby houses and it will be good for the developers as it will improve the value of these houses.

WBC should require AGLC to provide specific plans for landscaping on the south side of Langley Common Road. They also need to advise how the vacant land will be managed.

The area adjacent to Langley Common Road is likely to remain unoccupied for many years until development of this area starts. There should be a commitment from the developers and a delivery plan to show exactly what buildings will be retained till the time of development and potential temporary uses for retained buildings, as well as plans for security and temporary landscaping.

WBC must ask AGLC to provide a plan to show how will the vacant land be managed.

Housing near Commonfield Lane

Juxtaposition of housing to Commonfield Lane urbanises what is supposed to be a country lane. This could easily be resolved by changing shape of the neighbouring open space so that it is longer and narrower, as was shown in earlier versions of the plans.

At the very least, a strip of land needs to be protected to allow for a greenway along Commonfield Lane.

WBC should require AGLC to look again at providing a landscaped open space adjacent to Commonfield Lane.

Building height at village edge

The plans show some of the zones on the edge of the development with building up to three storeys high. This includes the area adjacent to Langley Common Road.

In the interests of creating a “soft edge”, buildings on the extremity of the development should not be more than two storeys high.

Heritage

Langley House is proposed for demolition. For many years this red brick building has been allowed to decay, languishing behind a barbed wire fence along Langley Common Road. It could be renovated as housing (perhaps with removal of some of the later additions) and it could become a local landmark for traffic approaching from Wokingham. This would also create an opportunity to provide a small number of extra housing units on a piece of land that would otherwise have to be set aside as a landscape area.

WBC should ask AGLC to prepare a feasibility study to restore Langley House for residential use.

The Infirmary Stables are to be retained as a central part of the wider community and is of national importance. Some outline plans have been suggested, which is welcomed.

A specific plan is required for Infirmary Stables.

Water Tower is to be demolished. BPC agrees with this, not least as it will avoid future management and safety issues and any maintenance costs that will arise.

Housing

WBC must consider the following questions.

- **Are types of housing appropriate, e.g. should there be provision of sheltered housing and other units specifically to cater for older people?**
- **Is density too high, e.g. in northern sector?**
- **Are density reductions in density in other areas causing unacceptable reduction of public open space?**

BPC supports the creation of character areas for housing and the setting of housing numbers up to limits.

Secondary Schools

The site selected is already vacant land, allowing construction to start soonest. It has the advantage of being next door to the existing military gymnasium – see below. However it is not served by the current public roads.

WBC must ensure that AGLC commits to improving the access roads inside what is currently a military zone.

WBC must ensure that a safe cycleway is provided from Barkham, as well as cycleways from other communities.

Will the nearby gymnasium be used by the school? Will it be available for public use? Who will manage this facility?

Amenities

The proposal appears to remove the existing community centre which we had previously been told would be retained. The developers need to advise what alternative provision will be made for a community facility which local opinion polling showed was a high priority for residents in the area.

It appears that the existing community centre in the Garrison will be demolished. Previous advice was that it would be retained. The developers need to confirm what alternative provision will be made for a community facility: it is recognised that a new and enlarged community centre will only be viable once the development is well under way, but indicative plans and dates are required, along with confirmation that the existing centre will be retained for the time being.

WBC should require AGLC to provide specific plans to replace the existing Arborfield Garrison Community Centre with a new centre.

The proposal appears to remove the existing church car parking area with no alternative car parking provision.

AGLC need to advise how they envisage car parking for the church will be accommodated without inconveniencing local people.

The adjacent cricket field and pavilion is being retained as is the current sergeant's mess and all of these will require car park provision. The only current provision for the cricket field is the possible use of the church car park (discouraged at the moment by the military). This car park also used to be useful to allow an informal park and ride facility in conjunction with the nearby bus stop.

Do AGLC propose an alternative site for car parking?

Doctors and medical facilities. There was strong feedback in local opinion polling that there is a need for services (medical etc.) within the development, can the developers confirm what has been planned in the village centre?

It is indicated that medical facilities will be provided, but clarification is sought as to where and when.

Retail

There was strong feedback during the consultation carried out by JTP that the village centre should contain a store of a size suitable to cover the development but not to become a destination store – can the developers confirm what is envisaged? Previous plans included neighbourhood centres (retail provision) as well as a district centre. Current planning appears to centralise all retail and services provision in a village centre. What impact do the developers expect this to have on car movements within the site?

Would two smaller ones be better than one large one, to avoid SDL becoming destination? Also this would offer choice and avoid creation of a local monopoly.

Village Centre

There is insufficient detail on the plan of the village centre. The previous application was criticised for an urbanising effect from the proposed district centre, the current massing appears to more of a town centre than a village centre profile

Employment Area

The existing Hogwood Farm industrial area will be expanded. It is not clear what sort of businesses are anticipated to arise in the expanded employment area, and what traffic generation will result from this.

WBC must ensure that conditions are implemented to determine that heavy goods vehicles access the area via the A327, and not via residential roads.

Flooding

The SDL is to be built on land which is mainly London clay. This means that the terrain has very poor permeability, and consequently drainage will be a major concern. The various authorities concerned, including the Environment Agency, have a big responsibility that proposals do not worsen flooding in downstream areas along the Loddon and the Thames itself.

The developers themselves have to recognise that they have a vested interest in a well managed drainage scheme: if the area earns a poor reputation for flooding, this in turn will cause difficulties in obtaining satisfactory and affordable insurance for the properties. If this happens, then the developers will face great difficulty selling later phases of the development.

WBC must be satisfied that the developers submit a satisfactory plan, including proposals for a future management plan for all aspects of drainage including SUDS, drainage channels and water retention ponds.

Sewerage Upgrade and other utilities

As has been pointed out many times previously, there needs to be a major upgrade in the sewage works. Thames Water has indicated to BPC that this can be accommodated within a reasonable timeframe and within the existing site at Wood Lane.

WBC need to confirm that a satisfactory plan is indeed in place, along with the provision of other utilities including water supply, electricity and, gas. Telecommunication arrangements should include high speed broadband for the SDL and neighbouring communities.

Phasing

The Planning Inspector's report of 2009, following the Core Strategy Examination in Public referred to the need to a limit of 750 housing units to be delivered pending delivery of road improvements to relieve Arborfield Cross.

“Capacity on the A327 is a current problem but the Council's modelling shows that 750 homes could be built before improvements to Arborfield Cross junction or new by pass are needed. The infrastructure requirements in CS# A7.7 refer to two links from Nine Mile Ride to the A327 and a number of possible measures to providing increased capacity along the A327, subject to further modelling. From the transport evidence presented at the hearings I see no overriding reason why a solution should not be worked up as part of the master planning process and any necessary and proportionate funding secured through a Section 106 agreement when planning permission is sought.”

WBC should confirm that the 750 limit will still apply.

Site access for HGVs during construction must be via prescribed routes, with constraints also on movements at peak times.

WBC must ensure site access rules are applied, restricting access to the A327 and specifying permitted operating periods.

Village Design Statement

The Barkham Village Design Statement (VDS) was adopted in 2007. The main concept in the VDS is that houses should sit in the landscape. The VDS is not mentioned in the applications but it is still considered important by BPC. This is particularly important in relation to the settlement edge – see above re landscaping near Langley Common Road and Commonfield Lane. Also there is a specific section in the VDS re the Garrison, in particular relating to brick and roof colours.

WBC must confirm that the VDS still applies as a Supplementary Planning Document. It should be acknowledged in the design of the development.

Community Name

Proposals for naming the area are unclear: the MFT application refers to Hogwood Garden Village while the AGLC application still refers to Arborfield Garrison SDL. BPC assumes that the whole SDL will have shared name, that reflects the history of the area.

WBC must confirm that there will be a consultation process before any name is finalised.

Barkham Parish Council
5 December 2014

Attachment 1

Paper by Arborfield and Barkham Neighbourhood Plan Transport Group

AGLC Proposals

Review of Transport Assessment – ref AGLC/HPA/DOC/9, October 2014

Overview

The Transport Assessment is presented in the usual sequence – policy, existing situation, development proposals, promotion of sustainable transport, traffic impact, phasing.

Traffic impact is dealt with initially only as a function of the AGLC proposals – no Marino development and no bypass. Subsequent sections look at the impact of the bypass on the initial findings, then go on to add in the Marino development.

Disappointingly this TA suffers from many of the key deficiencies of the last one, especially in relation to traffic growth, trip generation rates, and assumptions about internalisation of journeys. Consequently, it seriously underestimates the external traffic generation of the SDL, and the impacts that it will have on the surrounding road network.

Sustainable Transport

There are many throw-away comments about providing opportunities to travel by sustainable modes. In 3.5.7 we learn that the site has access to frequent rail services at Reading station. No mention of the 40 minute bus journey that is required to get there, or to the fact that car journeys to the station are not at all sustainable in the local area. Similarly for Wokingham station, without mention of the lack of facilities for sustainable transport to the station, or to the lengthy journey time to London.

Road Safety

Despite an analysis of the accident data for the study area, it is concluded that there is no evidence of any significant highway safety problems on the network. This is at odds with the evidence – Barkham Bridge and Arborfield Cross roundabout are known road safety issues.

Traffic Data

New surveys carried out in 2014, it would appear in the hope that a reduction in traffic flows from 2010 could be established. The total flow at the Bull roundabout in the morning peak was recorded as about 70 vehicles less than in 2010, or about 3%. DfT guidance on the accuracy of manual classified counts is that recording errors may amount to 10%, so no change in real terms. Given that the level of activity at the Garrison is in decline, we may have had some underlying traffic growth.

Traffic Growth

Estimates of future traffic growth are examined from a couple of sources – TEMPRO, which is a DfT application estimating the growth in trips by area, and WSTM3 – the Wokingham traffic model.

WSTM3 shows growth as follows:

- 2010 to 2026 (no SDLs) = 11.6%, all of which happens after 2017
- 2010 to 2026 (inc SDLs) = 33.1%

The TA applies a ‘methodology’ that moves the base of the 11.6% forward to 2014, then adds in an allowance for the Shinfield SDL, this being assumed to be the only SDL that contributes traffic locally. The result is:

- 2014 to 2026 (everything except AG SDL) = 8.4%

Clearly, something has gone awry in the calculations, and if we take the 11.6% as a starting point, the growth attributable to everything except the AG SDL should be nearer to 19%.

Traffic Generation

Residential trips rates of 0.53 per household based on what is in WSTM3. Penrose Park, which has a similar housing mix, is generating at 0.77, some 45% over the rate used, so it is difficult to see how 0.53 can be anywhere near right, bearing in mind that internalisation of journeys is dealt with separately, whatever the 'smarter travel choices' made in the future. It's not as if there will be any smarter options to choose from.

This is fundamental to the entire TA. Not only will a higher trip rate attribute more trips to the residential development, it will result in a disproportionately greater increase in those appearing on the external road network, because the number that can be internalised is limited by, for example, the number of school places.

An increase in 0.1 trips per household would increase generated traffic by almost 19%, and the external effect by even more.

Internalisation of New Journeys

The residential trips are disaggregated by journey purpose, and matched with other land uses on site. For example, departing residential-to-education trips are matched with education trip arrivals at schools.

However, the calculations assume that all education trips being made from within the SDL will go to schools on site. The remaining education arrivals are assumed to come in from outside.

This is not only clearly wrong (parental choice, private schools, current placements - WSTM3 assumes that 50% of education trips will go to schools on site), but has a compound effect on the external traffic forecast. Every trip that is assumed, incorrectly, to end up at a school on site must instead be added to the external network. In addition, the 'empty' trip end at the school on site will then be satisfied by another trip arriving at the school from outside, and probably leaving as well. Thus one education trip incorrectly 'internalised' will be replaced by 2, possibly 3 trips on the external network.

Just taking the AGLC development, there are 272 morning peak hour two-way trips generated for education purposes. This means a total of 272 journeys in one direction or the other. Half of these have been incorrectly internalised, so we get an additional 136 external trips either out or back. To this, we must add another 136 trips either back or out, made by people filling the education arrivals from outside. Result – add 272 trips to the forecast of external traffic.

The same mistake has been made with the other journey purposes (employment excluded), although the numbers involved are smaller.

Internalisation of Existing Journeys

935 privately and MoD-owned homes said to be on the Arborfield Garrison site, from which education and retail trips are assumed to be travelling off-site now, but which are assumed to be wholly internalised in the future. Result – 152 trips removed from the forecast. Error – half will continue to leave the site – add 76 back in.

There is, however, no allowance made for future commuting by occupants of MoD homes who currently work on the Garrison but who, in the future, will clearly have to travel somewhere else.

Removal of Military Traffic

This is a constant in all TAs where there is an existing development being replaced. The logic is that traffic generated to the same level as the existing development has no material impact – it simply replaces what is already on the network. That's ok up to a point, except that there are issues of tidality also to consider here.

Leaving that aside, the main issue is that Crest are claiming 'relief' up to the level of military traffic recorded in 2010, which was higher than it is now. The 'logic' is that this could return at any time (they would have claimed an earlier year but have found no records).

This should be dismissed. The reality is that the missing military traffic will have been replaced by other traffic in what is, essentially, a capacity-constrained situation. Previous levels of military traffic could not now be borne on the external network, so relief at this level cannot be claimed. In any event, the MoD will be leaving Arborfield, at which point there will be no military traffic to subtract.

Operational Assessments

It is difficult to take these seriously, given the problems with the traffic forecasts:

- Background (everything but AG SDL) traffic growth of 8.4% should be nearer 19%
- At least 348 trips incorrectly internalised (equivalent to 47% of their claimed external traffic generation)
- Removal of too much military traffic – add back in 125 trips

The result of this is that total traffic forecasts will be underestimated, the extent of which will be a function of what proportion the development traffic is of the total. Where development traffic is, say 15% of the total, the overall error would be around 20%. Add this sort of increase into many of the operational assessments, particularly on the Barkham Road corridor and the Bull roundabout, and they all fail.

This conclusion is crucial because one of the purposes of the TA is to demonstrate that the AGLC development could go ahead on its own and in the absence of the Arborfield Relief Road. It also affects the argument about the number of houses in the full SDL that could be built before the bypass is open.

Arborfield Relief Road

The ARR is dealt with in a separate section in which the operational assessments of key junctions are repeated with fresh forecasts that take into account the effect of completing the bypass. The Bull roundabout and junctions on Barkham Road are said to improve, whilst the overload at California Crossroads reaches a new peak of 68% on one arm. Given that the figures used in the assessment are so badly flawed, the conclusions cannot be relied upon.

Adding in the MFT Development

Same methodology, same problems – growth too low, generation rates unrealistic, internalisation assumptions wrong. Operational problems loom even larger, even using the underestimated forecasts.

Mitigation

Given the lack of any decent public transport proposals or incentives, and the dearth of walking and cycling facilities surrounding the site, the contribution offered by sustainable (or active) travel will be very small. The framework travel plan contains nothing to contradict this.

Mitigation of the impact on the external highway network, aside from the Arborfield Relief Road (and what is the contribution towards this?) amounts to a couple of access junctions, some traffic calming, and claims that more capacity will be available because traffic will flow more evenly.

Conclusion

This Transport Assessment is some way short of forecasting the scale and extent of traffic impacts associated with the new development, and does not demonstrate how such impacts could be mitigated. It should be rejected.

Attachment 2

Paper by Arborfield and Barkham Neighbourhood Plan Transport Group

Arborfield Garrison SDL

MFT site – Brief Note on TA

It is impossible to carry out a full review of this because several of the appendices are missing, crucially those dealing with traffic growth and trip generation. There are numerous references to agreements with WBC on technical aspects of the TA, almost all of which are missing. One of the appendices that is present is designed to refer to other documents, but something has gone wrong with the template and where document references should be there are only error statements.

However, based on what can be gleaned from the main document and other appendices:

- Residential trip rate 0.53
- Trips disaggregated by journey purpose for the internalisation calcs
- 83% of primary trips internalised
- All residential to secondary education trips contained within the wider SDL
- Traffic growth appears to have been arrived at on a corridor by corridor basis using comparisons between different runs of WSTM3. Given what we know about some of the problems with the model, it not surprising that some of the growths are negative. In some cases, overall growth factors have been arrived at by taking averages of the individual corridors – whether weighted or not is unclear.
- Trip distribution is rather odd – 21% to Wokingham, and a good slice going south. Reading is much smaller than we have been used to seeing.
- Adding the development in 2019 without ARR reduces some of the overloads at Arborfield Cross roundabout!
- The 2026 operational assessments all assume that ARR is in place
- Barkham Road corridor is identified as in need of mitigation, and an unspecified contribution is offered to an unspecified solution
- California Crossroads is identified as in need of mitigation, and an unspecified contribution is offered to an undetermined environmental improvement scheme
- No offer of contribution to Arborfield Relief Road
- Usual worthless drivel on travel plans, but no incentives and no public transport services proposed

Conclusion

This is an unacceptable TA, based on dubious assumptions and questionable methodologies. Even where the need for mitigation is identified, there are no proposals. It appears to have been produced in order to:

- Tick the box
- Minimise the infrastructure contribution

It should be rejected.

Attachment 3

Diagram showing suggested improvements in Commonfield Lane



Yours sincerely,

Judith Neuhofer
Clerk to Barkham Parish Council



Mr Matthew Melville
Development Management Officer
Wokingham Borough Council
PO Box 157
Shute End
Wokingham RG40 1WR

Comments on Amended Information (February 2015)

13th February 2015

Dear Matthew

Revised Planning application O/2014/2280 AGLC

We have now been through all of the AGLC application revisions, reference O/2014/2280 documentation and attached is the response of Finchampstead Parish Council to the application. In addition, our group of councillors who have specifically been studying the application are continuing to do so, and may submit further comments as they arise, which we have been told will be acceptable.

We have particularly highlighted comments on:

- Heritage
- SANGS
- Transport
- Character Areas

In addition we felt that one omission from the revisions was the provision of a nursery.

We found it difficult to find whether or not some of our earlier comments had been implemented in the new plans, so we attach our previous submission for reference.

Yours sincerely

Roland Cundy

Roland Cundy
Chairman, Finchampstead Parish Council
Encs : 2 comments documents.

Finchampstead Parish Council
Comments on Revised AGLC Planning Application O/2014/2280

Heritage

- There is mention of in the Executive Summary of ' a real opportunity to embrace and integrate the historical significance'. This point is not expanded, Finchampstead Parish Council would like to see a commitment made to do this.
- Existing horse stables, WBC should look at National Trust properties where stables have been converted into café/eateries.

SANGS

- Access issues for residents from Reading Rd, to West Court SANG are still valid. Carpark and access is still not addressed.

Transport

- Finchampstead Parish Council is pleased with the changes made to the Transport plan.
- There needs to be a roundabout at the junction leading to the secondary school, otherwise traffic will be halted due to lots of cars doing right turns into and out of the school road.

Character Areas

- Why are there no self-build homes included in the plans?
- There appears to only be one road leading to the village centre.

Nursery provision

- A nursery should be included in the plans.

Comments on Original Application Submission (November 2014)

Page 1

4th December 2014

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

APPLICATION SUMMARY

- 3.3 The Indoor swimming pool is from non-AGLC s106 funds and will involve a separate planning application by WBC.
- 3.7 Garrison Church – what is the long term future ie after the garrison leaves the families will remain until houses are built elsewhere and will then leave, what becomes of the church, to whom will it be handed over to?
- 4.17 Natural England’s requirement for SANGS is due to a European Commission requirement. How will this requirement be affected in the event of the UK leaving the EU, does such land become available for development?

Concerned that the food-store may be so large that it attracts customers from outside the SDL.

DESIGN AND ACCESS STATEMENT

1.2.2 + 2.1.4 – The cricket pitch is to be retained as land but should not the local population decide to what use this recreational area is put rather than the developer stating it is to remain as a cricket pitch?

P57 NMRE question – “we did” does not answer this.

4.3 The plan does not show the secondary school in the correct place.

4.3.3 Need to leave as a blank space – for WBC to put forward a detailed plan showing the layout.

4.3.5 The design needs to slow down traffic and dissuade through use to the Reading Road to NMR.

P75 No mention of self build plots.

P 77 Heights of properties. A significant amount are proposed to be 3 storeys, probably over-powering.

P92 The SANG needs to give access to the secondary school (including cycles) from California CP but also to be secure when necessary.

P97 Skate Park and BMX park but no outdoor bowls club – why 2 activities for youngsters and none for post adolescents – or will this be included the Outdoor Sport (Public Realm) section? Should the developer be specifying the outdoor recreational uses?

P100 Who monitors and maintains the SUDS and SWALES after the developer has left the site? Also while developer is on site will he carry out that function?

5.6.3 The latest evidence from Germany is to orientate roofs E-W to increase the time over which energy is collected rather than too much over a shorter period which overwhelms the local grid ability to take this.

- Who will take on the management and SANGS, green spaces, NEAP’s and LEAP’s? Keeping grass cut, trees pruned and equipment maintained.
- Access to ALL allotment’s. Will they be fenced and have car parking along with water supply? Who will start the associations – the developer?
- It appears that car parking is calculated over the whole development to give an average of two. Therefore there will be less than two for many of the properties. Concerned that this will lead to cars being parked on the roads.

SUSTAINABILITY STATEMENT

1.16 *Wokingham.*

7.8+ What happens to the need for a SANG if the UK leaves the EU?

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

- Which department in WBC is going to monitor on an ongoing basis what AGLC are going to do and that it has been done to either the proposal or the stated standard? “Ongoing” should be at least monthly or be on site for the whole development. AGLC state that there will be meters and displays in houses for electricity and gas, slow feed taps, garden composters, water butts, internal storage bins for recycling etc. Is there going to be a cupboard or lean to hide the rubbish and recycling bins?
- The proposal is littered with the word Vision. Which department in WBC is going to check that the Vision turns in to reality?

PLANNING STATEMENT

- Table 3.3. No mention of self-build plots.
- Bus service very important in making this development sustainable and existing service needs to be markedly improved. Cycle access also very important.

TRAFFIC ASSESSMENT AND APPENDICES

Traffic Modelling

In section 3.8.4 of the transport assessment (p30), I-Transport state the highest hourly morning flow is between 7:45-8:45am. They use this window in all of their analysis (Tables 6.18 through 6.81). This is not consistent with the Wokingham Strategic Transport Model (WSTM) which uses 8-9am. If the analysis highlights that the earlier time frame is indeed the peak flow time, then should not the WSTM be re-run also be using this time frame? In actual fact this may then identify further junctions that exceed the 10% increase rule in the Strategic Assessment.

Nine Mile Ride Extension

We await the further consultation with regards to the final route of NMRE and how it interacts with the village centre. How will this consultation be implemented? Who will control it?

Junction of Barkham Ride/Barkham Street and Commonfield Lane

We support the proposals with regard to changed priorities at the junction. We would ask if anything could be done to increase visibility approaching the new T-junction from Barkham Ride. Given that the garrison already own the land along the length of Commonfield Lane, we believe it should be upgraded to a two way road as this will alleviate traffic flow not only through California Crossroads but also across Barkham Bridge.

Junction of Barkham Road/Barkham Street (By the Bull)

We would recommend that the visibility approaching this junction from Barkham Street is improved. At the moment the existing mini-roundabout has a give way on this approach. In actual fact, due to the uncertain likelihood of Traffic approaching from the east, the majority of vehicles stop at the junction when most of the time they would be able to continue. This would help to reduce (but obviously not eliminate) traffic queues on this arm of the junction.

California Crossroads

- We generally support the suggested shared space solution put forward for the crossroads.
- With regard to the shared space implementation, we believe it is not possible to fully support this option without significant further consultations with local residents and the highway authority. How would these consultations be handled in practice? We feel that if we did proceed with this solution, it should be implemented sooner rather than later to allow the local population time to adjust to the new environment.
- Doc/9 7.3 page 111, error here? There are references to Barkham Road, Barkham Street and Common Field Road. Barkham Road needs to be changed to Barkham Ride.

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Flooding and Surface Water Drainage

AGLC's submission contains a very large amount of information on this subject which shows they are very much aware of the significant measures they will need to take to minimise flooding risks to their proposed development and to areas near water courses downstream of their site. Sadly, we feel that, the sheer volume of this information makes it difficult to check and adequately understand for a reader who is not a drainage design engineer with full knowledge of modern national standards (SuDS).

Alarmingly there appears to have been no coordination with MFT's consultants and different design parameters have been used by AGLC for the basis of calculating peak storm flow rates. In particular AGLC have not taken into account any flows that may arise from the adjoining extreme Northern and North Eastern areas of the proposed MFT development in their calculations. Surface water run off from MFT's proposed development near the Hogwood Industrial Site and the end of the Nine Mile Ride evidently find its way into the drainage system for AGLC's development via the Robinson Crusoe Lake's overflow and a downstream culvert under Park Lane. **Both developers need to coordinate and resubmit their hydrographic modelling calculations so that they are based on whole existing catchment areas with previously agreed design assumptions and parameters which are consistent and acceptable to the EA.**

It is not clear whether there is sufficient allowance in AGLC's peak run off calculations for the impermeable nature of the underlying London Clay. We are concerned about how effective their proposed mitigating attenuation works will actually be when the surface soil structure becomes saturated and the swales/balancing ponds are full after a prolonged period of heavy rain.

Also for the purposes of quantifying the attenuation works that would be needed for their site, the MFT application contained calculations comparing the rates of existing and future 100 year unmitigated storm peak run off rates, including a 30% addition for the probable effects of future climate change. This showed that this type of future storm event could result in up to 6 times higher run off rates than at present. AGLC do not appear to have clearly illustrated this point with similar calculations in their application.

We are concerned about how AGLC's flood/drainage plan fits in with WBC's, particularly with regard to ensuring that the development called Poppies, off A327, does not flood again as it did in 2010/2011.

COMMUNITY PARTICIPATION STATEMENT

Document consists mainly of copies of the questionnaires and general comments from people visiting the exhibitions. By far the most concern was about traffic and road issues, about 73%.

Major concerns over impact on local roads during construction. Many residents of Arborfield want the relief road to be constructed before the development starts.

Green spaces. Lots of complaints that existing Green Spaces are to be removed especially from residents of Geering Rd and Sheerlands Rd.

There is a YOU SAID. WE DID section. It shows how Crest Nicholson has responded to comments on the original plans eg new Transport Assessment, new Flood Survey.

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

However other issues have been side-stepped, viz:

Inadequate Parking – answer ‘this complies with WBC standard’ (we know this is flawed – look at FBC Centre parking problems.)

NMRE is a major concern—answer ‘It is not a strategic route and will facilitate development of the SDL.’

Public transport – answer ‘We are in discussion with local bus operators eg 144’. Please note that the Reading Bus Leopard 3 service replaced the 144 many months ago.

Residents’ concerns re specific village by village roads and traffic issues are not included in the document. Developers say that they are engaged in detailed discussions with individual Parish Councils.

Has Thames Valley Police had any input in the plan? Ideally they should have been a part of the overall development layout for the proposal.

STATEMENT ON PROVISION OF COMMUNITY FACILITIES

- Within the Community centres are there going to be space for a pub and a Doctor’ Surgery?
- Can we ensure that WBC requires the developer to put artificial surfaces on any slopes or mounds in the NEAPs and LEAPs? This was a lesson learnt from the FBC play park: all the grassy mounds had their grass stripped off very quickly and they have now been covered in an artificial surface.
- It is stated that the MOD Gym is to be reused. We assume that this will be as a Gym but it’s not clear if that is the case. Assuming this is correct, the facility should be made available to the Public as soon as possible not left empty and un-used until the development reaches some arbitrary target. Secondly how will this facility be run and managed?

GREEN INFRASTRUCTURE STRATEGY

In Doc/11 there is reference to hedges. Will AGLC state that they will plant appropriate hedges etc to support native bird species . Also whether they are able to create habitats for birds that are on a significant decline due to loss of hedges and other habitats.

STATEMENT – EDUCATION PROVISION

2.11 Not a ‘relocated’ secondary school, rather a new one.

3.6 Cannot specify primary school as SoS may allow another education provider to use for other education purposes.

3.10 + 3.12 Land/area actually allows for more pupils than this – is dependent on size of the buildings actually constructed.

RETAIL STATEMENT

The retail statement is designed to show compliance with National Planning Policy Framework and WBC’s retail study, both of which require new “out of town “ retail developments to prove that their impact on the Main Town Centre (Wokingham) will be minimal in terms of viability and vitality.

In attempting to prove this minimal impact, the study makes some assumptions eg, that Wokingham’s Regeneration plans include a new supermarket in the Town Centre, which is by no means a done deal.

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

Tesco on Finchampstead Rd would be hardest hit by the new store, followed by Waitrose in Rectory Rd, but this is glossed over by the document, which indicates that they are both 'overtrading', and could absorb any losses. There is no mention of the impact on Waitrose at Yateley, probably the nearest food-store to the development.

All the above show the predicated impact for 2017 (store opening) and also for 2022, the mid point of the development.

At 4,000sqm gross the new food-store planned for Arborfield is over the locally set size of 2,500sqm, but it will also house comparison goods, which apparently means Chemist, Florist etc.

There is also a mention of 'any Planning Permission should be conditional to enable other 'appropriate' use' - a bit vague.

At 4,000sq.m the store should be big enough for a family's weekly shop, thereby reducing traffic density on surrounding area. However, this could have a detrimental effect on Wokingham and its need to regenerate. If families from Arborfield do not do food shopping in the town they will probably not visit it at all.

The document is light on detail but is a thorough box-ticking exercise to show compliance with NPPF and WBC's Retail study.

HOUSING STRATEGY

Density rate appears to be appropriate, and a good mix of housing types. There is a need for affordable housing locally, and would prefer all of the 35% to be accommodated on site, and not offset this requirement against the Relief Road.

There is currently discussion in the Press about a proposal to set a minimum room size for houses in new developments. Will WBC adopt and enforce such a proposal?

Doc/14 actual page 7 = 12 of 19 shows that AGLC states there will be 2710 houses by 2026 but page 6, 4.2, shows 2000 houses by 2030.

STATEMENT OF PROVISION OF SANGS

- Northern SANG – It's not clear if access points to this SANG are to be provided for people not resident on the SDL site i.e. from the eastern boundary – they should be. A car-park should also be provided at this point.
- West Court SANG – It needs an additional pedestrian access point to give non-SDL residents from the Reading Road/Park Lane/New Mill Lane area, access.
- Japanese Knotweed has been identified in a number of areas across both SANG's. (App 13.11) – What control/removal actions are planned? None appear to be listed.
- P138 SANG management – needs to be council owned to prevent reverting back to AGLC at end of perpetuity period (80 years) or due to UK withdrawing from the EU.
- Lack of provision of bridleways in the SANGS.

HERITAGE STATEMENT

On the whole, Heritage issues have been sympathetically addressed.

The Moat House and the Horse Infirmary are to be retained as is the Church.

No mention of what will happen to West Court, which is technically outside the development.

Finchampstead Parish Council
Comments on AGLC Planning Application O/2014/2280

There is to be a full photographic survey and an archaeological standing buildings report.

Garrison gates. Originally 2 sets but one set has now been removed to the new garrison location. Plans to remove second set as well. Could they not remain, possibly in one of the communal areas, as a reminder of the history of the site?

Sergeants' Mess to be demolished. It is a very substantial building. Could it be retained for community use?

INFRASTRUCTURE DELIVERY PLAN

Road improvements and the secondary school are essential components to the success of this development, and it is hoped that this document will ensure that they are delivered in a timely manner as the SDL is built.

DRAFT HEADS OF TERMS /s106 OBLIGATIONS

5.2 1200 or 1500?

11.1 For the population to decide if this will remain as a cricket pitch – may wish to use for other recreational uses.

11th February 2015

Planning Department
Wokingham Borough Council
Shute End
Wokingham
Berks RG40 1WR

Comments on Amended Information (February 2015)

Attn: Matthew Melville

Dear Sir,

O/2014/2280 – Arborfield Garrison, Finchampstead

Outline permission for 2,000 dwellings, district centre, secondary school, primary school, sports and play areas, etc.

Full permission for SANGS and road improvements.

Swallowfield Parish Council has reviewed the additional information relating to this application and wishes to highlight increased concerns regarding highways and transport and the impact on traffic through Farley Hill and Swallowfield.

In other respects, our prior comments contained in our letter dated 19th November relating to both the Arborfield SDL applications still stand because they are not impacted by this new material and have yet to be addressed. I refer, in particular, to the Parish Council's concerns about flood attenuation and alleviation which require an holistic approach for the Loddon catchment. Please continue to take our earlier comments into account.

The latest traffic modelling is showing an alarming 20% increase in traffic through Church Road, Farley Hill. This is more than we had previously been led to believe. Whilst this is bad enough, it is still not clear whether the modelling has taken into account future developments that will draw additional traffic in an easterly and westerly direction through the parishes of Swallowfield or Shinfield including:

- a) the new Park & Ride at Mere oak
- b) future Green Park coach terminus
- c) future Green Park railway station (with links to Crossrail)
- d) school run for pupils attending the new secondary school in the Arborfield SDL.

Farley Hill already suffers from acute traffic flow problems caused by parents dropping off and collecting their children from Farley Hill Primary School and this situation already results in frequent gridlock at peak times and bad tempered exchanges between drivers. It is likely that much of the increase in traffic will occur at peak times.

Clearly some increase in traffic resulting from pupils attending the new secondary school from areas to the west including Swallowfield, Riseley and Spencers Wood is inevitable and possibly unavoidable, depending on public transport options given that there are none at

present. Swallowfield Parish Council emphasises that it is of course absolutely essential that this parish is included within the catchment for this school.

However, of greatest concern is traffic travelling to and from the M4 junction 11 which does not need to use the roads through Farley Hill and Swallowfield but will inevitably do so if traffic is slow moving or if queues develop on the preferred route(s) as can be expected despite improvements to the A327 north.

Whilst traffic calming measures along Church Road Farley Hill west of the A327 are helpful, they will not alleviate the bottleneck outside Farley Hill School which is already unacceptable. Any worsening of this situation will be disastrous and can only be resolved by appropriate forward planning that will ensure that other preferred routes provide good traffic flows with little queueing and are consequently more attractive to motorists.

Yours faithfully

Mrs. Elizabeth Halson
Swallowfield Parish Clerk

SWALLOWFIELD PARISH COUNCIL
PARISH OFFICE
SWALLOWFIELD STREET, SWALLOWFIELD
READING, BERKS, RG7 1QX
Tel: 0118 988 5929 email: clerk@swallowfieldpc.gov.uk

19 November 2014

Wokingham Borough Council
Shute End
Wokingham
Berks RG40 1WR

Attn: Matthew Melville

Comments on Original Application Submission (November 2014)

Dear Sir

O/2014/2179 - Hogwood Farm, Sheerlands Road, Finchampstead
Outline permission for 1,500 dwellings, general industrial uses, village centre etc
(Referred to as the Marino Family Trust or MFT application / development)

O/2014/2280 – Arborfield Garrison, Finchampstead
Outline permission for 2,000 dwellings, district centre, secondary school, primary school, sports and play areas, etc.
Full permission for SANGS and road improvements.
(Referred to as the Crest Nicholson application / development)

Swallowfield Parish Council (SPC) wishes to make the following comments regarding the above connected applications.

It is difficult to comment on such large scale proposals without touching on matters that are in the strictest sense peripheral to the applications themselves. However, these matters go hand in hand with the proposals and will be extremely important to the overall success or otherwise of the proposed development and therefore need to be addressed in conjunction with it.

SPC is pleased to see both the MFT application for the southern part and the Crest Nicholson application for the northern part of the Strategic Development Location (SDL) are now being handled in tandem. It is essential that these applications are viewed as a single overall development and that the two plans proceed in a coordinated fashion with all the necessary surrounding and enabling infrastructure in place ahead of the main development.

SPC has already commented on the wider infrastructure issues of the SDL development as a whole in response to the previous AGLC application for the northern part (O/2014/0600). Those comments are relevant to both applications but they are largely issues for Wokingham Borough Council (WBC) to resolve using funds from the developers and other sources. Those comments have not all been reiterated here because WBC already has them on the record. SPC is aware of the work undertaken on traffic modelling, progress on plans for the

Arborfield Cross Relief Road and changes made in the Crest Nicholson application in response to comments previously submitted but a number of concerns remain.

1. Flood Risk and Alleviation

a) Risk Assessment and flood attenuation system design and construction

SPC notes from the Flood Risk Assessment for the MFT development covering the southern part of the SDL that the majority of this large green field area drains into the River Blackwater. This is green field land and clearly the amount of impermeable surface area resulting from such a large scale development has the potential to vastly increase the rate and extent of surface water run-off unless appropriate attenuation measures (Sustainable Urban Drainage Systems (SUDS)) are in place to limit this effect from the outset.

The water from the northern part of the SDL flows into the River Loddon downstream from Swallowfield which will limit its capacity to handle greater flows from further upstream and also has the potential to make matters worse.

Swallowfield sits at the confluence of the rivers Loddon and Blackwater. Flood events along the Blackwater Valley are characterised by flashy spate type events. Flood plains along the Blackwater within the parish boundaries are frequently in use and, when this occurs, surface water drainage backs up and in such cases floods properties and land.

While the proposed SUDS strategy is supported, inevitably there is significant erosion of the green field area. We would like to see a much more comprehensive infiltration study undertaken in relation to the MFT development. Through these techniques significant volumes of storm water should be reintroduced to the water table below the site and not transferred out with the development when the SUDS' capacities are exceeded.

Of real concern is the arrival of new peak flood flows within Swallowfield which is one of the first major flood plain areas these flows will reach below the points at which the scheme drains. Any net new flows will remove flood plain capacity, causing flooding to Swallowfield and downstream communities already at risk in the Loddon Valley such as Lower Earley.

A major concern exists in respect to transport during flood events. The A327 towards Reading crosses the River Loddon and in 2007 this road was impassable leading to traffic routing through Swallowfield which was itself flooded. Vehicles met blockages and floods throughout the parish of Swallowfield. While WBC is assisting SPC and the Swallowfield Flood Resilience Group with road drainage improvements, none of the proposed schemes will make these routes capable of dealing with traffic from the planned development.

The proposed Arborfield Relief Road resumes on the A327 before the existing bridge so again planners would appear to have shunted the issue away from the immediate vicinity of the developments but will significantly impact local communities proximate to the two schemes.

SPC is concerned that both the MFT and Crest Nicholson outline applications are only part of this larger plan for the Loddon catchment as a whole and cannot be viewed in isolation. The outline applications do not show where all the flood attenuation storage sites will be or how the overall solution will be achieved and need to take account of the larger picture.

SPC feels that a top down approach is needed whereby the overall scheme for the Loddon catchment is studied, designed and planned at a strategic level. This can then be used to inform decisions that might potentially affect the layout of the SDL development and hence the proposals contained in both the MFT and Crest Nicholson outline applications.

SPC seeks assurances that the detailed designs to be produced by the developers will be expertly and independently reviewed to ensure that they are indeed fit for purpose.

SPC also looks to WBC as lead flood authority to ensure that all drainage is adequately funded, built to an appropriate standard and fit for purpose to avoid a situation where additional works are required some years later as a result of floods occurring due to ill-conceived schemes.

b) Maintenance of flood alleviation assets

SPC has learnt from local experiences that maintenance of the flood alleviation assets years after the builders have left is crucial to their continued effectiveness. In this respect SPC trusts that WBC will secure sufficient funding to ensure their ongoing maintenance.

SPC would like to see details of the proposed on-going management plan to be adopted post-build. SPC also seeks confirmation that there is adequate funding to maintain critical drainage and flood prevention measures which are outside the development itself on which the development will rely. SPC would also like to see funding made available for an independent post development study to review whether the development has had a positive or negative impact on the risk of flooding in Swallowfield. We would suggest this takes place in perhaps 2020 and 2025.

2. Highways and Transport Infrastructure

The traffic modelling for the SDL suggests that a high proportion of journeys will be towards Reading. Traffic will be attracted to the forthcoming Park & Ride at Mere oak and the proposed future Green Park coach terminus and railway station (with links to Crossrail). The available east-west routes from the SDL towards Mere oak and the M4 J11 interchange are inadequate and will need radical improvement if rat-running is to be avoided through the country lanes of Farley Hill and Swallowfield.

More detail is required on the traffic calming measures to be put in place along Church Road Farley Hill west of the A327. It is most important that any scheme does not have an urbanising effect on this rural road but also we assert that this route is not suitable for heavier traffic flows due to narrowness, poor sightlines and the bridge by All Saints Church which is impassable for HGVs and is one way only. The scheme must also take account of the position of Farley Hill Primary School and not worsen the current congestion caused by school traffic along this road. A similar treatment will be needed to discourage traffic from using Swallowfield Road as it emerges from Arborfield Cross at its proposed junction with the Relief Road.

The transport assessment for the MFT application states that the A327 operates well in peak hours. SPC remains concerned about the route south. Whilst this may be the case with an even flow of traffic there are pinch points where traffic becomes one way as a result of larger vehicles negotiating the corner and junction with Fleet Hill at The Tally Ho in Eversley and the narrow bridge into Hampshire. The frequent road works and temporary traffic lights along this route already demonstrate how vulnerable this stretch is with queues backing up in both directions causing severe delays. The issues

southbound on the A327 through Eversley, its junction with the Bramshill Road and the junction with the A30 need to be addressed in their totality.

SPC is not convinced about the effectiveness of measures to stop extra traffic created by the MFT and Crest Nicholson developments from taking a direct route through Swallowfield parish to travel to destinations such as Basingstoke and the south west and towards the Mere oak Park and Ride and M4 J11.

The MFT transport assessment quotes the B3030 as the most direct access to the M4. This route is very busy already and many drivers use the cut through from Mole Road to Mill Lane which frequently floods and is one-way in two places. We are concerned about the suitability of the B3030 route and how traffic might divert to find alternatives.

Whilst the Nine Mile Ride extension will provide good access to the new Secondary School from the east, the access route for pupils travelling from its catchment to the west including Swallowfield is not ideal and would exacerbate the problems through Farley Hill.

3. Environment

SPC welcomes the inclusion of more up to date reports and surveys. Once concluded, the biodiversity of the affected area would seem to have been well considered subject to the following omissions:

- a) There would appear to be an extended period of up to 10 years during which severe pressure will be placed upon the environment due to the construction period and before the proposed mitigation will be effective. SPC would ask that the project plan for construction be examined carefully to ensure that pressure on flora and fauna (especially BAP species) does not result in areas that become so impacted that recovery to the pre-construction levels of activity become impossible. This could include temporary nesting boxes, foraging sites, wildflower planting, etc. during the construction at sites most affected. These should be specific to the impact of construction and be in addition to those included within the SDL Environmental Statement.
- b) The SANG Management Plan references the need for ongoing and future management of certain areas such as car parking, maintenance of bird boxes, etc. SPC would ask that sufficient funds are committed to ensure satisfactory standards are maintained to ensure that section 5.3 on the Management Plan is fully achieved.
- c) SPC is concerned that the study areas do not extend to a sufficient extent beyond the actual SDL development site. We are particularly concerned about the "compounding effect" that the Arborfield SDL and the South of the M4 SDL will have on biodiversity and habitat in both Swallowfield Parish and, perhaps more importantly, The Thames Basin Heaths Special Protection Area (SPA). There would appear to be no determination of the effects of two sizeable SDLs being built in close proximity at the same time as well as the future effects of such a significant increase in development in two separate directions.
- d) SPC is concerned that the Highway and Transport environmental effects upon Swallowfield Parish have not been fully considered (please refer to Section 2 above) and that an understatement of traffic volumes with the associated environmental impacts has not been fully considered or mitigated.

4. Local Governance

The vision in the MFT proposal is to create a "garden village". However, the SDL needs to be treated as a single district and community which includes the larger Crest Nicholson development to the north. A settlement of 3,500 houses is larger than a typical "village" and so the use of this type of language in the MFT application is unhelpful and misleading. As a relatively large new community spanning more than one parish, it remains unclear as to how the local government and governance issues will be resolved to ensure coherence and cohesion.

In conclusion, the Parish Council recognises that development of the Arborfield SDL is part of WBC's established Core Strategy and has therefore directed its comments at ensuring the best possible outcome.

Yours sincerely,

Mrs. E Halson
Clerk

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Agenda Item 114.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed By
F/2015/0001	10	Barkham	Barkham	Major Development Proposal in SDL

Applicant Location Proposal Wokingham Borough Council
 Land at Arborfield Garrison, Biggs Lane, Arborfield **Postcode** RG2 9NW
 Construction of a 1500 place secondary school with associated sports facilities, parking provision and access roads within SDL site.

Type Full
PS Category 6
Officer Neale Hall

FOR CONSIDERATION BY Planning Committee on 25th March 2015
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

- 1) This is a full application for the development of a Secondary School within the Arborfield Garrison Strategic Development Location (SDL).
- 2) The Secondary School site is also identified in outline within the wider hybrid application O/2014/2280 currently under separate consideration.
- 3) The site is located to the south of Arborfield Garrison on a relatively level site bounded to the south by mature tree lines.
- 4) The proposal is for the phased construction of a 1500 place secondary school with associated facilities including sports pitches, all weather and multi-use pitches and a sports centre.
- 5) The proposed school buildings and sports facilities will meet current Department for Education and Council Standards. They will be available for dual use purposes by the local community.
- 6) Two other applications for the development of residential and associated infrastructure within this SDL are also under consideration and form the wider context and integration for the school site should they be approved.
- 7) The access strategy would allow the site to be developed ahead and independently of the wider development context of the residential proposals of the two other applications. However it has been designed to integrate and utilise the infrastructure associated with those future developments should they be approved.
- 8) The site is allocated in the Arborfield Garrison Strategic Development Location plan and is in compliance with policies in the local development framework and policies in the National Planning Policy Framework.
- 9) Having carefully considered the impacts of the proposal and the proposed mitigation together with the relevant policies in force for the area and all other relevant material considerations, including the wider context of the Transport Assessment, Flood Risk Assessment and the Environmental Assessment in combination and cumulative impacts,

it is concluded there are no justifiable planning reasons not to grant permission. It is therefore recommended the application be granted subject to conditions.

PLANNING STATUS

- Within Arborfield Garrison Strategic Development Location
- 5KM Thames Basin Heath SPA
- Air safeguarding area consultation zone
- Contaminated land consultation zone
- South east water consultation zone

RECOMMENDATION

A. That the committee authorise the Head of Development Management to GRANT PLANNING PERMISSION subject to the following conditions:

Time limit

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 plans and details

2. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Drawing Number	Drawing Title
5136845-ATK-ZZ-OO-GA-A-0.101 Rev P1	Existing site Plan
5136845-ATK-ZZ-OO-GA-A-0.001 Rev P0	Proposed Ground Floor General Arrangement
5136845-ATK-ZZ-O1-GA-A-1.002 Rev P0	Proposed First Floor General Arrangement
5136845-ATK-ZZ-O3-GA-A-1.003 Rev P0	Proposed Roof Plan
5136845-ATK-ZZ-XX-SE-A-2.000 Rev P0	Proposed Sections A,B,C & D
5136845-ATK-ZZ-XX-SE-A-2.001 Rev P0	Proposed Sections E & F
5136845-ATK-ZZ-XX-SE-A-2.002 Rev P0	Proposed Sections G, H & I
5136845-ATK-ZZ-XX-EL-A-3.000 Rev P0	Proposed East and West Elevations
5136845-ATK-ZZ-XX-EL-A-3.001 Rev P0	Proposed North and South Elevations
5136845-ATK-ZZ-XX-EL-A-	Proposed Courtyard Elevations

3.002 Rev P0

5136845-ATK-ZZ-XX-EL-A-3.100 Rev P0	Proposed Sports Centre General arrangement
5136845-ATK-ZZ-00/01-GA-A-1.101 Rev P1	Proposed Sports Centre General arrangement
ABOR/SK/009 Rev A	Proposed Access and School parking arrangements
5136845/LA/DR/100/4990/B	GA/TPO's/Brook alignment (Brook alignment only)
5136845/LA/DR/100/4970/T1	Landscape details Sheet 1 of 2
5136845/LA/DR/100/4962/T1	Landscape indicative levels sports fields
5136845/LA/DR/100/4995/A	Landscape sports pitches Sheet 1 of 1
Design and Access Statement January 9 th 2015 page 29	Planned Phasing of works
5136845/LA/DR/100/4901/B	Coloured masterplan

Reason

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

Working Hours

3. No construction of the development hereby approved, including works of demolition or site clearance, 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 Public Holidays unless otherwise agreed in writing with the Local Planning Authority.

Reason

In the interests of the protection of the amenity of the area. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

4. Materials

Notwithstanding the submitted materials palette, no development shall commence until samples and details of the materials to be used in the construction of the external surfaces of the buildings, footways, highways and other hard surfaces have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason

To ensure a high quality development in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP3 and CP18 and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Archaeology

5. No development hereby permitted shall be commenced until the submitted scheme of archaeological evaluation dated 25th February 2015 by Thames Valley Archaeological Services ref 15e47ev has been implemented in accordance with the details contained therein unless otherwise agreed in writing by the Local Planning Authority. Prior to the implementation of the approved scheme, a detailed mitigation strategy for the

preservation of in situ archaeology shall be submitted for the written agreement of the local planning authority. The agreed scheme of mitigation shall be carried out in conjunction with the approved scheme of archaeological evaluation.

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.

6. **BREEAM**

The school building will be designed to achieve at least BREEAM 'good' certification, and should seek to achieve a rating of 'very good' or above certification; or such equivalent scheme or standard that is in operation at the time of construction of that building.

Reason

To ensure a high standard of sustainable development in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1 and CP3, and the Managing Development Delivery Local Plan Policy CC04 and CC05, the Sustainable Design and Construction Supplementary Planning Document (2010) and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Sport pitches/mugas lighting and hours of use

7. The playing fields and pitches shall be constructed and laid out in accordance with planning application drawing No. 4995/Rev A and with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England 2011) and shall be made available for use before first occupation of the development hereby permitted.

Reason

To ensure the quality of pitches is satisfactory and they are available for use for the development and to accord with Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

8. Prior to the construction of the Artificial Turf Pitch (ATP) and Multi-Use Games Areas (MUGAs) details of design and layout shall have been submitted to and approved in writing by the Local Planning Authority. The ATP and MUGAs shall be constructed in accordance with the approved details and made available prior to the first occupation of the school.

Reason

To ensure the development is fit for purpose and sustainable in accordance with the standards and methodologies set out in the guidance note "Artificial Surfaces for Outdoor Sport" (Sport England, 2012), and to accord with Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

9. Prior to the use of any of the sporting facilities hereby approved details of the hours of use and methods for adherence shall be submitted to the local planning authority for written approval. No use outside those hours approved will be permitted without the further written agreement of the Local Planning Authority.

Reason

In the interests of the protection of the amenity of the area. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

10. Prior to the construction of the sports hall, details of design and layout shall have been submitted to and approved in writing by the Local Planning Authority and shall be constructed in accordance with the approved details to be made available prior to occupation of phase 2 of the school unless otherwise agreed in writing with the local planning authority.

Reason

To ensure the development is fit for purpose and sustainable in accordance with the standards and methodologies set out in the guidance note "Sports Halls: Design and Layouts" (Sport England, 2012), and it is available for use before phase 2 of the school in accordance with Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

11. Within three months of the commencement of development the following documents shall have been submitted to and approved in writing by the Local Planning Authority:

(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and

(ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

(b) The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

12. There shall be no lighting of any sports pitches/mugas 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 CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

13. Within six months of the commencement of development a community use scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall apply to the sports facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and with Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Landscaping and trees

14. 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

To ensure adequate planting in the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development).

Retention of trees and shrubs

15. 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 value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB2.

Protection of trees

16. 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.

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 and Managing Development Delivery Local Plan policies CC03 and TB21.

17. 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.

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 and Managing Development Delivery Local Plan policies CC03 and TB21.

18. 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.

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 and Managing Development Delivery Local Plan policies CC03 and TB21.

19. 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 and Managing Development Delivery Local Plan policies CC03 and TB21.

Landscape management

20. Prior to the occupation of the development hereby permitted, 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.

Earth mounding and contouring

21. Prior to the commencement of the development, details of earthworks shall be submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. The Earthworks shall be carried out in accordance with the approved details and permanently so-retained.

Reason

In the interests of the amenity and landscape character of the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Travel Plan

22. The Secondary School shall not be occupied until a travel plan has been 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, unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure the provision of sustainable transport measures in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP19.

Site Accesses & Layout

23. No development hereby approved shall commence at the Secondary School until the Local Planning Authority have approved in writing details of the width, alignment, gradient and surface materials for any proposed roads/footways/footpaths/cycleways within and serving the development including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, designed to a standard capable of adoption under Section 278 or 38 of the Highways Act 1980. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing with the local planning authority.

Reason

To ensure that the road, footway, footpath, cycleway, and surface water drainage are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and the Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

Access links

24. Prior to the commencement of development a detailed plan will be submitted and approved by the Local Planning Authority showing a pedestrian, cycle and vehicle layout plan of the site, to include a pedestrian and cycle access to Byway 18, footways, cycleways and cycle parking.

Reason

To ensure that the road, footway, footpath and cycleway are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and the Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

25. Prior to any use of the junction of Sheerlands Road with Nuffield Road the Local Planning Authority will have approved in writing details of the width, alignment, gradient and surface materials for any proposed roads/footways/footpaths/cycleways including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, designed to a standard capable of adoption under Section 278 or 38 of the Highways Act 1980. The development shall be carried out in accordance with these approved details

Reason

To ensure that the road, footway, footpath, cycleway, and surface water drainage are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and the Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

Future access

26. The main site access to the Secondary School will be provided from the Nine Mile Ride Extension and prior to its use the Local Planning Authority will have approved in writing details of the width, alignment, gradient and surface materials for any proposed roads/footways/footpaths/cycleways including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, designed to a standard capable of adoption under Section 278 or 38 of the Highways Act 1980. The development shall be carried out in accordance with these approved details

Reason

To ensure that the road, footway, footpath, cycleway, and surface water drainage are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and the Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

Construction Access

27. Details of any construction access(es) to be provided shall be submitted to, and approved by the Local Planning Authority, prior to commencement of development.

Reason

In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6.

Cycle Parking

28. No building shall be occupied until 75 covered cycle parking spaces to serve it has been provided in accordance with the approved details and the cycle parking shall be retained thereafter for its intended purpose. By the third year of occupation 200 covered parking spaces will be provided. Thereafter, the demand for spaces will be monitored and additional spaces are to be delivered in line with the Travel Plan requirements.

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 Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

Car Parking

29. a) The vehicle parking shall not be used for any other purposes other than parking, and the turning spaces shall not be used for any other purposes than turning;
b) If the northern car park with 87 spaces is transferred to a shared and/or community use, then prior notice of any changes in access and control of the said parking area will be submitted in writing for approval of the Local Planning Authority;
c) Following any transfer of the northern car park, the parking on adjacent streets and car parks will be monitored. If problems associated with the school access and car parking do emerge, such as congestion on the Nine Mile Ride Extension, then provision shall be made for additional car parking or other means to overcome the problems arising unless otherwise agreed in writing with the local planning authority.

Reason

In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and the Arborfield Strategic Development Location Supplementary Planning Document (October 2011).

Pedestrian connection to the school

30. Before the development hereby permitted is occupied, an improved pedestrian route between the existing Nine Mile Ride and the site, via Park Lane, Hogwood Lane and Byway 18 shall be provided, unless otherwise agreed in writing by the local planning authority.

Reason

In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6.

Ecology

31. Prior to commencement of development a detailed Landscape and Environmental Management Plan (LEMP) shall be submitted to and approved in writing by the local planning authority. The detailed Landscape and Environmental Management Plan (LEMP) shall be in accordance with the mitigation, contingency and enhancement measures contained within paragraph 12.5.1 - 12.6.1 (inclusive) of the submitted Wokingham Arborfield Secondary School Environmental Report (WSP, 9th January 2015). The submitted Landscape and Environmental Management Plans (LEMPs) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason

In the interests of biodiversity and to ensure the protection, enhancement and mitigation of the ecological environment in accordance with policy CP7 and TB23.

Construction Environmental Management Plan (CEMP)

32. Construction work in each phase of the development hereby permitted shall not begin until a Construction Environmental Management Plan (CEMP) which will detail the measures to be implemented to protect site workers, site users, sensitive receptors and the environment arising from the development hereby permitted has been submitted for that phase and approved in writing by the local planning authority. The development shall be implemented thereafter in accordance with the approved CEMP. Each 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. Piling techniques;
- iv. Storage of plant and materials;
- v. Programme of works (including measures for traffic management and operating hours);
- vi. Odour control
- vii. Provision of boundary hoarding and lighting;
- viii. Management of deliveries;
- ix. Protection of important trees, hedgerows and other natural features;
- x. Details of proposed means of dust suppression, noise (including HGV body-slap) and vibration mitigation;
- xi. Details of measures to prevent mud from vehicles leaving the site during construction;
- xii. Details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from wooded areas;
- xiii. Lighting on site during construction;
- xiv. Measures to ensure no on site fires during construction;
- xvi. Monitoring and review of the CEMP;
- xvii. Implementation of the CEMP through an environmental management system;
- xviii. Details of the temporary surface water management measures to be provided during the construction phase;

- xix. Details of the excavation of materials and the subsurface construction methodology;
- xx. Details of the haul routes to be used to access the development;
- xxi. Appointment of a Construction Liaison Officer.
- xxii. Hours of working for phase one of the construction;
- xxiii Construction Traffic Management Plan
- xxiv. Notification details and trigger for the agreement of hours of working prior to the commencement of phase two and phase three respectively.

Reason

*To ensure health and safety and the protection of the environment for the duration of the works and to protect occupants of nearby buildings and dwellings from noise and disturbance outside the permitted hours during each phased construction period.
Wokingham Borough Core Strategy Policy CP3.*

Future phases

33. Prior to the development of phase two and three, the agreed detailed CEMP will be revised 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 and three respectively. 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 and three of the development hereby permitted.

Water Supply

34. There shall be no occupation of the school building prior to the adequate provision on site of fire hydrants. Such provision should be made prior to completion of construction works in accordance with details to be submitted for the written prior approval of the Local Planning Authority.

Reason

To ensure an adequate means of water supply is available for the purposes of firefighting.

Light Nuisance

35. Before development commences details of any proposed external lighting scheme shall be submitted for written approval to the local planning authority. The scheme shall set out the steps that will be taken to ensure that external lighting does not cause a nuisance to local residents including future residents of the site.

Reason

In the interests of the protection of the amenity of the area. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Land Contamination

36. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions a to d have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition d has been complied with in relation to that contamination.

a. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

b. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

d. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition a, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition b, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition c.

Long Term Monitoring and Maintenance

37. A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed with Local Planning Authority, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Demolition

38. Prior to the commencement of development, only the buildings identified in red on Plan N81-2240-SSA02 shall be demolished as part of the school site clearance works. Prior to the demolition of any building, a demolition protocol (including building archaeological recording details) shall be submitted to and approved by the Local Planning Authority. The demolition will be carried out in accordance with the agreed protocol.

Reason

To ensure adequate environmental safeguards are in place and to provide a suitable site for the effective delivery of Arborfield Secondary School, in accordance with Core Strategy CP18 and Communities and Local Government Policy Statement – Planning for Schools Development.

Flood Risk and Drainage

39. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- Detailed surface water drainage calculations for all rainfall events (1 in 1, 1 in 30 and 1 in 100) up to and including the 1 in 100 plus climate change storm event.
- Demonstration that there will be no flooding on the site up to the 1 in 30 storm event.
- Details of how the scheme shall be maintained and managed after completion.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

40. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) ref: 1010472-RPT-0001 Rev B dated 20 February 2015 compiled by Cundall and Below Ground Drainage Statement ref: 1010472-RPT-006 Rev B dated 20 February 2015 compiled by Cundall

and the following mitigation measures detailed below:

1. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
2. The finished floor level of the school building to be set no lower than 56.20m above Ordnance Datum (AOD).
3. SuDS features to be located outside of the 1 in 100 year plus 20% allowance for climate change flood level.
4. Limiting the discharge rate from the entire site to 50 l/s.
5. SuDS features to be incorporated to include detention basins, filter trenches/swales, permeable paving and underground attenuation.

Reason

1. To ensure safe access and egress from and to the site.
2. To reduce the risk of flooding to the proposed development and future occupants.
3. To ensure that the features will be able to operate in the event of flooding.
4. To ensure no increase in surface water flooding following the proposed development.
5. To improve and protect water quality, improve habitat and amenity.

Informatives

The application has been determined under the Town and Country Planning General Regulations 1992.

1. You are advised, in compliance with The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

National Planning Policy Framework
Policy Statement – planning for schools development

Adopted Core Strategy: CP1, CP2, CP3, CP4, CP6, CP7, CP9, CP10 and CP18 and Appendix 7.

Managing Development Delivery Development Plan Document (MDD Local Plan) February 2014: CC01, CC02, CC03, CC04, CC05, CC06, CC07, CC09, CC10, TB21.
Appendix 2 (Car Parking Standards).

Arborfield Garrison Strategic Development Location SPD adopted October 2011.
Sustainable Design and Construction SPD adopted 2010.
Wokingham Borough Council Design Guide: Borough Guide Design SPD June 2012.
Infrastructure delivery Plan October 2011.

2. 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.

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, training and apprenticeships of residents from the local area;
- Seek tender of local suppliers or contractors for work.

Any proposed works to the non-main watercourse on the site may require the prior consent of the Lead Local Flood Authority (LLFA) under the Flood and Water Management Act.

4. The applicant is advised to contact Sport England prior to progressing the design of any sport facilities. The applicant is also advised that the design and layout of the AGP and MUGAs should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: Artificial Surfaces for Outdoor Sports (2012).
5. The applicant is advised to contact Sport England prior to progressing the design of any sport facilities. The applicant is also advised that the design and layout of the Sports Hall should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: Sports Halls Design and Layouts (2012).
6. The applicant is advised to contact Sport England prior to submitting the assessment of ground conditions. It is recommended that the drainage assessment and improvement scheme is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled 'Natural Turf for Sport' (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.
7. The applicant is advised that the scheme should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: Sport England's "Outdoor Sports Lighting" Briefing Note published in September 2010.
8. The applicant is advised to contact Sport England prior to progressing the community use scheme. Guidance on preparing community use schemes is available from Sport England www.sportengland.org.

PLANNING HISTORY

The site forms part of the Hybrid application O/2014/2280 that in brief is for the development of up to 2000 houses, village centre and transport interchange and network, 3FE primary school, associated services and 1500 place Secondary School etc., and provision of two SANG's. The above application is an amended application following the withdrawal of a similar application in 2013 (O/2013/0600). The site forms part of the Arborfield Garrison establishment. Immediately to the south of the site is the current Hogwood Farm hybrid application O/2014/2179 that in brief is outline for the development of 1500 dwellings, employment and Industrial uses, village Centre 2FE primary school (with potential to expand to 3-form entry) and associated playing fields sports pitches, parking areas and open Space with full permission sought for highway Infrastructure Provision and SANG.

SUMMARY INFORMATION

Site Area	Approx. 9.25 ha
Building floorspace (internal)	12,560 square metres
Site within WBC	Approx. 9.25 ha
Sport pitch area	Approx. 6.0 ha

CONSULTATION RESPONSES

- **English Heritage:** Application should be determined in line with policy and Authorities

	own conservation advice.
▪ Countryside Officer (Biodiversity) and Public Open Space:	No objection subject to condition
▪ Environmental Health:	No objection subject to conditions
▪ Environment Agency:	No Objection subject to conditions
▪ Highways:	No objection subject to conditions
▪ Drainage:	Concerned regarding overland drainage
▪ Berkshire Archaeology:	No objection subject to condition
▪ Sport England:	No objection subject to conditions
▪ National Planning Casework Unit:	No comments to make on this application.
▪ School organisation:	Support the application as places are needed.
▪ Landscape and Trees:	No objection
▪ Land Use and Transport Team:	Recommend approval.
▪ Network Rail:	No observations.
▪ Royal Berkshire Fire and Rescue Service:	Require adequate provision of Fire hydrants and recommend sprinklers are fitted in the building.
▪ Thames Water:	No sewage infrastructure objection subject to informative regarding methods of dealing with water and minimum pressures.
▪ Urban Design and Conservation:	No objection subject to a condition for the approval of materials.
▪ Natural England:	No Objection providing development carried out as stated and LPA follow standing advice and assessment of any protected species.
▪ Design Council	Regret they currently have no resources to deal with application.

REPRESENTATIONS

22 letters of support have been received.
 25 letters of comment have been received.
 27 letters of objection have been received.

The following issues have been raised in the correspondence received:-

- Highway issues including: -Existing poor road infrastructure, need for improved road infrastructure ahead of development, congestion, junctions at capacity, speeding, road drainage, traffic noise and vibration, impact of increased traffic on surrounding villages, lack of suitable existing footpaths and cycleways, narrow pavements, traffic calming required prior to school and housing.
- Highway safety including pedestrian/cycle safety

- Residential amenity
- Need for effective public transport
- Impact on countryside
- Inappropriate location
- Impact on education during construction
- Duration of construction
- Impact on health services
- Impact on health of school children
- Impact on general infrastructure, including water and electricity
- School should not be reliant on grant of housing development
- Developer ransom of school site
- Insufficient sewerage capacity (already at capacity)
- Flooding
- Impact on wildlife
- Reduce developer profit
- No need for school
- Increased parental choice welcomed
- Human Rights
- Lack of travel plan information regarding access from Shinfield
- Noise impact on parks and woodlands
- Council tax rises as result of infrastructure development
- School not required without housing
- Address impacts of future development in application
- Drop offs away from site undermine sustainable routes
- Impact on farm land and green belt
- Overdevelopment
- Duration of construction works associated with housing development
- Impact of dust and noise from construction
- Lack of air conditioning
- Heat generation due to glazing
- Glare from glazing restricting vision
- Need for housing supported
- Ensure adequate street lighting
- Increase bus services
- Free school transport
- Ensure pupils discouraged from using district centre
- Provide school dining options
- Routes to school should be in advance of development
- Need for school sports facilities supported
- Need for educational facilities supported
- Need for infrastructure improvements supported
- Need for housing for over sixties with bus links
- Need for community facilities supported
- Good design
- Modern facilities
- Community benefits are welcomed
- Need for high calibre teaching staff
- Inadequate masterplanning of SDL due to non-engagement with Reading Football Club regarding availability of existing training ground.
- Effect on property prices
- Should conform to Building regulations
- Name of School

Barkham Parish Council – Barkham Parish Council (BPC) supports the proposal and are delighted it will in Barkham parish. However, have a number of observations including:- name of School, sustainable design and renewables, access, public transport, and Greenways.

Arborfield & Newland Parish Council – welcome the proposal, however have concerns regarding transport and highways, drainage and Arboricultural matters including species choice.

Finchamstead Parish Council – raise a number of issues and discrepancies regarding Travel Plan, design and access, parking, sports pitches and previous WBC school development.

Shinfield Parish Council – Supports parental choice, however concerns school too large and should be split with Shinfield parish. Objects to allocation of S106 funding to Arborfield. Concerns regarding transport distance and highways matters including pupil safety.

Swallowfield Parish Council - Strongly supports the application' Possibly insufficient parking provision pending alternative transport arrangements. Increase in traffic could be alleviated by the provision of a school bus service.

Eversley Parish Council – In absence of improvements in Eversley, object to the application.

Hart District Council – Support in principle. Object due to outstanding concerns over AGLC development. Support if concerns resolved.

Bracknell Forest Council – No Objection

Reading Borough Council – No Objection

Councillor Gary Cowan Arborfield – Approval dependent on grant of housing application, Report requires information on staffing, governors, providers, timing etc., contingency for delays; to enable parental choice, clarification of travel plan required with options, school transport/bus services required, widening of Barkham bridge required, archaeology and ecology surveys required, Construction traffic and hours of working, conditional phasing, public access required to recycling facilities, vegetation resurveyed prior to removal, arboriculture matters, clarification of dual use facilities, design and maintenance costs, lack of air conditioning, ventilation during construction, condition matters on decision.

RELEVANT PLANNING POLICY

National Planning Policy Framework

Policy Statement – planning for schools development

Wokingham Borough Council Adopted Core Strategy policies:

CP1 - Sustainable Development

CP2 - Inclusive Communities

CP3 - General Development Principles

CP4 - Infrastructure Requirements

CP6 - Managing Travel Demand

CP7 - Biodiversity

CP9 - Scale and Location of Development Proposals

CP10 - Improvements to the Strategic Transport Network

CP18 – Arborfield Garrison Strategic Development Location

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

Managing Development Delivery Local Plan (adopted February 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

CC09 - Development and Flood Risk (from all sources)

CC10 - Sustainable Drainage

TB21 - Landscape Character
TB23 - Biodiversity and Development
TB25 - Archaeology

Supplementary Planning Documents

Wokingham Borough Design Supplementary Planning Document (2012)

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

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)

Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

PLANNING ISSUES

The Site and Surrounding Area

1. The application site is approximately 9.25ha in total area and will accommodate the secondary school building, sports hall and associated sports pitches. The site forms part of the old Arborfield Garrison.
2. The site is located in the south of the existing Arborfield Garrison site within the adopted Arborfield Garrison SDL area.
3. The site consists of a mainly level area bounded to the south by a mature tree line and interspersed with mature trees. To the west lies Sheerlands Road from which the main construction access to the site will be gained. The bulk of the site is grass/agricultural land with an existing all weather pitch lying to the west within the proposed development area of the school building. There are some hard surfaced private roads immediately adjoining the main site area and an existing sports hall facility and library building lie to the north of the proposed school building location.
4. There are several buildings and an all-weather pitch on the site that will require removal to allow for the school development.
5. Public access is presently restricted; however there is a byway adjoining part of the site to the south that runs from Sheerlands road to Hogwood Industrial estate. Two existing access points (currently unused) lie to the west on Sheerlands road.
6. There are no residential properties within the immediate vicinity of the site. The bulk of the closest residential properties to the application site are located to the north at the Garrison with some isolated properties some distance to the south and east. To the south east lie the football training ground and Hogwood Industrial Estate.

Proposal

7. The proposal is for the phased development of a 1200 place secondary school with future provision to 1500 places. This includes grass playing pitches, all weather pitches, a running track, MUGA's, a sports hall and parking provision.
8. The initial first phase scheduled to be open in September 2016 would have an anticipated 210 pupil intake. The age group of this intake is a matter for the Education

Authority to determine. However it is indicated the school initially makes provision for YRs 7/8 (11 to 14 year olds) and sixth form.

9. The expansion to a 1,200 pupil intake (phase 2) would accommodate a 6FE (form entry) of 11- 16 years and 300 Sixth Form pupils with the further expansion of 300 places (total 1500) bringing the school up to an 8FE.
10. The School will be served by an access road from Sheerlands Road directly west of the main site in the first instance. It is planned that following the construction of the Nine Mile Ride extension as part of the proposed residential development, the school would then be accessed via that route which would take the principal vehicular access further to the north on Sheerlands Road.
11. The application is supported by a transport statement and access strategy, with certain contingencies built in as a result of the situation with other applications in the area and the requirement to integrate into the wider SDL if pertinent.
12. The building design is in the form of a two storey E footprint with two large “barn” structures slightly protruding from the front structure and forming the main entrance and focal/social points of the building. The footprint also forms two courtyards to the rear and the orientation takes advantage of the outlook over the school fields to the east. The courtyard elements will also form social communal and outdoor teaching areas.
13. The subsequently revised parking layout to the front and south side of the school has been designed to reduce pedestrian vehicle conflict and provide adequate drop off, coach facilities, Disability Discrimination Act (DDA) compliant car parking bays spaces and cycle provision. A temporary link to the northern car parking area will be provided until such time further phased development takes place.
14. A BREEAM (Building Research Establishment Environmental Assessment Method) pre assessment concludes the aim is to achieve a minimum of ‘Good’ as a rating with aspirations of achieving ‘very good’.
15. Following the end of the consultation period a number of issues raised by consultees required clarification. These matters are identified and dealt with in the main body of the report. Any resultant minor revisions required to the proposals as a consequence are also summarised.

Policy and Principle of development

16. As stated earlier, the development site is located within the Arborfield Garrison Strategic Development Location (SDL) and the core strategy under policy CP18 and is therefore supported by the Core strategy and supporting policy documents of the SDL subject to compliance with other relevant policies.
17. Taking into account Wokingham Borough Councils planning policy and that of the National Planning Policy Framework the proposal is considered to be fully compliant subject to an assessment of the impacts resulting from the development.
The NPPF sets out overarching principles for design in section 7. Core Strategy policies CP1 and CP3 are consistent with this approach and these require high quality design that respects the context of the site and the surroundings. Managing Development Delivery policies CC03 and TB21 require that development proposals have due regard to the landscape context of the area and incorporate adequate landscaping to soften the development.
18. Policy CP18 and Appendix 7 of the Core Strategy outline the principle for the Arborfield

Garrison SDL, including employment, schools (both primary and secondary) and transport, to create a sustainable, well designed, mixed use development of 3,500 houses. Further guidance is provided in the Arborfield Garrison SDL SPD and the Infrastructure Delivery and Contributions SPD (October 2011). A hybrid application has been submitted for the northern part of the site (O/2014/2280) for up to 2000 dwellings and the district centre, as well as a further (separate) application at Hogwood Farm to the south (O/2014/2179) for 1,500 dwellings, both of which are pending.

19. Supporting text to Core Strategy policy CP18 states that a secondary school of 1,500 places will be necessary at an early stage in the development (paragraph 4.84). Application F/2015/0001 has been submitted in order to enable development of the secondary school to commence in advance of the determination of the masterplan applications; this is intended to facilitate a proposed opening of the first phase of the school development in 2016.
20. As per the Concept Rationale in Appendix 7 of the MDD (A7.2) and the Preferred Spatial Framework Plan in the Arborfield SPD (page 31), the proposed secondary school would form part of the new district centre, being situated in the southern part of this area of the SDL adjacent to the proposed commercial buildings (see Proposed Site Plan Future Context) in order to 'reinforce the self-containment of the settlement' (Arborfield SPD, page 59). In addition, the school will provide some dual-use facilities for the local community (such as the shared sports facility – see page 25 of Design and Access Statement). The associated playing fields would form part of the landscape setting separating the new urban edge from the surrounding countryside, which is intended to be included as part of the network of green spaces in the Landscape Structure (A7.5, part d), consisting of formal playing fields that would meet Wokingham Borough Council's standards.
21. The DCLG Policy Statement 'Planning for Schools Development' (August 2011) requires that there should be a presumption in favour of state-funded schools (quoted in paragraph 4.3.15 the applicant's Planning Statement) and that local authorities should support their development, as expressed in paragraph 72 of the NPPF. Core Strategy policy CP2 (Inclusive Communities) states that proposals that address the requirements of young people and those with special needs will be supported (parts b and c). In this regard it is considered that the principle of the proposed secondary school development within the context of the Arborfield SDL and its sustainable location as part of the district centre, together with its scale, design (see section 7 of the Planning Statement) and the provision of facilities - including those for dual community use and which will contribute towards the wider character of the SDL (the playing fields) - is acceptable in line with local and national policy.
22. Sustainable Development: Core Strategy policy CP1 requires that proposals contribute towards the goal of zero-carbon development by including appropriate on-site renewable energy features and minimise energy and water consumption (subsection 12a and b), and paragraph A7.6 of Appendix 7 lists the matters that must be addressed by a strategy to deliver sustainable development on the Arborfield Garrison SDL. Policy CC04 of the MDD Local Plan (Sustainable Design and Construction) requires that all new non-residential development (of more than 100m² gross floorspace) should seek to achieve BREEAM requirements (those set through Building Control for all non-residential buildings; the Council (as per paragraph 2.26 of the MDD) would encourage the proposal to go beyond what is set out in Building Control Standards) as well as requirements for water resource management. 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. An Energy and Sustainability Statement has been supplied with the application which sets out how these policy objectives would be met.

23. The Design and Access Statement, and its subsequent addendum provide information about the design choices that informed the proposed
24. Core Strategy Policy CP18 and Appendix 7 requires the development to provide a new secondary school with up to 1500 places. The application seeks outline consent for a new secondary school with only access for consideration.

Education

25. The Authority has made a commitment to the delivery of the first phase of the school by September 2016. Further phases would be dependent on various factors including the delivery of residential development in the wider adopted SDL area. The proposal is consistent with adopted policies of the Arborfield Garrison SDL plan.
26. The school organisational team as a consultee have stated the proposed secondary school is needed in the borough to provide for the rising numbers coming through primary school, which reflects the national position.

Design, layout and sustainability

27. The proposed school has followed a design ethos described in the accompanying Design and Access statement. A suggested palette of the materials to be used has been included and whilst design and materials are subjective viewpoints, those proposed are considered broadly acceptable subject to a condition requiring final agreement.
28. The design has benefited from input from a Parent Reference group that has assisted in the building's design development and features.
29. The layout of the buildings has been designed to give a strong inside/outside ethos expressed in the double courtyard solution taking advantage of the rural nature of the surroundings.
30. Some minor revisions have been made to the layout of the car parking and associated drop off facilities to further minimise conflict between pedestrians/cyclists and vehicular traffic. It is also revised to reduce conflict with other uses such as buses and deliveries without conflict to the main uses. Deliveries are normally controlled through the school management arrangements to avoid the peak hours of use and are not a planning matter. Irrespective of the management arrangements satisfactory provision has been made to cater for all users. The layout is therefore considered acceptable as revised.
31. As detailed earlier in the report the design of the building has been assessed through the submitted sustainability appraisal and Building Research Establishment Environmental Assessment Method (BREEAM). It is considered this is compliant with paragraph 7.8 of the Sustainable Design and Construction SPD and as such the aspirational element is welcomed. It is considered the proposal complies with the requirements of policy CP3 of the core strategy.

Sustainable design and construction

32. The applicant has submitted a Sustainability Statement demonstrating how the proposal meets the requirements of the Sustainable Design and Construction Supplementary Planning Document (May 2010).
33. 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

document Policy CC04 requires development to 'seek to achieve a BREEAM rating of Good. The Design and Sustainable Construction SPD sets an aspirational (non-mandatory) target to deliver very good or excellent standards for non-residential development.

34. BREEAM is the relevant national construction standard for non-residential development. It is equivalent to the sustainable construction level codes for residential development. In accordance with policy new development should seek to achieve a rating of very good. However it is recognised this is an aspirational goal and a rating of good is acceptable. The proposal has been pre assessed as reaching a good rating with a very good rating achievable. The proposal therefore conforms with policy and seeks to go beyond the minimum standards set. A condition will ensure a minimum standard of BREEAM "good" is achieved.

Drainage, Flood Risk and the Water Environment

41. The NPPF and Core Strategy policy CP1 seek to ensure that new development should avoid increasing and where possible reduce flood risk. MDD Policy CC09 seeks to locate vulnerable development away from areas at risk of flooding, and Policy CC10 seeks to reduce run-off rates and volumes to as near as greenfield as practicably possible.
42. Following consideration of the site specific Flood Risk Assessment and Drainage report which were based on the acceptability of the wider development FRA, it became apparent the details required clarification to allow the relevant consultees to conclude the acceptability of the proposal. As a result a request for further clarification was sought from the applicant in this respect.
43. On the EA's flood mapping, the wider application site lies predominantly within Flood Zone 1, with a small area of Flood Zone 2 identified close to the lake in Hazebrouck Barracks. However, as the EA's assessment was only undertaken at a high level it did not reflect the true fluvial flood risk associated with the smaller watercourses that flow through the site. The applicants have therefore surveyed the channels on site and undertaken hydrological and hydraulic modelling to understand and quantify the risks associated with the network of smaller tributaries through the site. The application is also supported by a school site specific Flood Risk Assessment and a Drainage Strategy.
44. The FRA identifies that the development of the Arborfield Secondary School site would not result in an increased risk to the Garrison site as any surface water flows should be at least equal to the existing conditions) and accords with MDD Policy CC10.
45. Following agreement with the Environment Agency regarding the wider flood modelling the applicant has agreed the school site specific modelling.
46. The Flood Risk Assessment and Drainage Strategy have been assessed by the Environment Agency and Wokingham Borough Council as Lead Local Flood Authority (LLFA). Following clarification of various issues the Environment Agency have raised no objection to the proposed package of measures and the impact to the school and future occupiers of the site subject to conditions. Due to the interrelationships between flooding and drainage, following receipt of clarifications Wokingham Borough Council as Lead Local Flood Authority (LLFA) responsible for drainage matters have concluded the proposal is acceptable subject to resolution of overland flow rates. In regard to this aspect the LLFA, following further clarification still have concerns relating to the overland flow rates. It is considered that whilst these concerns are still expressed, the clarification information and nature of the development, coupled with the potential for an engineering

solution provide sufficient confidence to resolve the issue. It is also considered the approach to conditioning the issue is consistent with the EA response, Policy CC10 of the MDD and government policy statement – planning for schools. Therefore having carefully considered the issues raised, the information submitted, the planning policy context and the potential impacts, on balance the Local Planning Authority have concluded the drainage impacts can be mitigated through an appropriately engineered solution and it is acceptable to condition the matter.

Highway Matters

47. A transport statement and School travel Plan have been submitted with the proposal. Following consultation a request for clarification was issued to satisfy matters raised. The prominent matter was that of pupil safety travelling to school by foot or cycle routes. It is acknowledged that the current infrastructure in place for safe routes to school is not satisfactory in places and a higher level of commitment to deal with this was sought from the applicant. The future development of the SDL would address this issue, however given the school development is scheduled to be constructed ahead of the wider SDL and there is no guarantee of the wider infrastructure development or timings of delivery, this was considered necessary. The revised clarification detailed the commitments and strategy for providing safe routes to school and bolstered the Travel plan to an acceptable standard that could be condition as part of consent. The details provided demonstrate that satisfactory measures through the travel plan are now in place to deal with the delivery of the required elements to enable the school to be developed and ongoing commitments to review the strategy as information becomes available as a result of the pupil admissions process and staff appointments. The highways Authority have considered the clarification details and are satisfied subject to conditions.

Framework Travel Plan

48. The Framework Travel Plan is deemed acceptable. At occupation it will be important to work with the Highways Authorities Travel Plan team to develop a practical plan which will maximum access to the school by walking, cycling and bus. A planning condition can be used to secure a and update the travel plan as and when further information on regarding the distribution of pupils and staff is known following the administration and appointments process prior to opening. The plan will then be updated and reviewed as appropriate and on an annual basis as a minimum.

Transport Statement

49. A revised Transport Statement with the Addendum was submitted on the 2nd March. This included more detail on pedestrian and cycle travel which are key considerations for the Secondary School. The rest of the comments below refer to this.

Site Accesses

50. When the Nine Mile Ride Extension (NMRE) between Sheerlands Road and Byway 18 is completed the main vehicle, pedestrian and cycle access to the School will be provided off this link. A planning Condition can ensure that this is designed appropriately.

In the interim two other highway access are expected to be used:

- Sheerlands Rd south: This is a temporary construction access that is reopening an existing access. The details of this access have already been submitted to WBC highways and are considered acceptable for construction purposes;
- Sheerlands Road / Nuffield Road. This would be a temporary access onto Sheerlands Road if the NMRE is not completed prior to first occupation of the school. A Planning Condition will set out that if the access is to be used then the details will need to be submitted and approved prior to construction. It will be important to ensure that the

access accommodates pedestrian and cycles users.

Pedestrian and Cycle Access

51. Prior to the phased build out of the Arborfield Strategic Development Location (SDL) pedestrian and cycle links to Finchampstead are limited. With a Nine Mile Ride Extension there will be a direct link to the existing Nine Mile Ride which includes a pedestrian and cycle route. However, in the interim the applicant has looked at these issues carefully and is proposing a series of measures as follows:
- A pedestrian route from Nine Mile Ride to the site via Park Lane, Hogwood Lane and Byway 18;
 - A drop off area at Hogwood Lane so a walk along Byway 18, providing a 'Park and Stride' facility;
 - Bus and bus route 3 extending the route along Princess Marina Drive during school hours;
 - A child drop off and ride facility at California Country Park;
- The improved pedestrian route is being secured by Planning Condition.
There are also reasonable walk routes identified to the north at Arborfield Cross as referred to in the Addendum.

Site Circulation & Parking

52. The internal parking layout and access arrangements have been improved as shown on Drawing ARBOR/SK/009 and ARBOR/SK/010. A number of comments are applied to the layout:
- 4 bus or coach spaces were advised and in the future the bus parking area may need to be extended to accommodate this number; The layout can accommodate this alteration;
 - There is no pedestrian and access shown to Byway 18;
 - A clearer pedestrian and cycle movement diagram is required which shows that pedestrians have 1st priority, cycles second, buses 3rd and vehicles last. The details of the pedestrians and cycle routes are not clear and some crossing details are missing. It is considered that these details can be satisfactorily addressed by planning condition.
53. Car parking numbers are 210, but some 87 will transfer to shared community usage. While it is undesirable to provide for excess parking supply and with broader community usage it is important that parking problems external to the site are avoided. On this basis a planning condition is identified to monitor the situation.
54. Cycle parking is proposed at a level of 75 spaces. In the context of the Framework Travel Plan 75 is not considered adequate especially as the assessment identifies a 13% cycle mode share, which would equate to about 200 cycle parking spaces. It is therefore proposed to have the level of cycle spaces increased from 75 at opening to 200 by year 3 of occupation. Beyond that this will be monitored and extended as required through the periodic review of the Travel Plan. The location of and design of additional cycle parking should be considered and indicatively shown on a site layout plan, so space and location is provided and it can readily be added to. These cycle spaces will need to be covered and secure and details will be secured through condition.
55. It is acknowledge that in a clarification layout plan requested by the Local Planning Authority, the cycle parking is indicated at 218 spaces in 5 different locations. These are shown as lockable and secure. This level of provision is likely to be adequate and is consistent with the forecast mode share by cycle. However, it is still proposed to condition that the demand is monitored and more spaces provided if necessary for the avoidance of doubt.

Construction Traffic

56. Phasing and construction will be matters that need detailed further consideration once a contractor is appointed. In this respect a Construction Traffic Management Plan will need to be submitted and agreed with the highway authority before works commence. It is proposed to secure this as part of the detailed CEMP condition as this represents the most appropriate method for the submission of details.

Infrastructure associated with Proposal

57. The applicant has provided a transport assessment and school travel plan in support of the application. These documents assess the impacts of the school development and the cumulative impacts of the school and residential application together with a programme for delivery of the required access infrastructure. In respect of the requirements for the school application, the applicant has demonstrated the proposal can be delivered independently of the residential development. However it is also acknowledged the proposal would benefit from the transport infrastructure proposed by the residential development as an integrated transport package. As the latter is not guaranteed or considered essential to the delivery of the school, a school travel plan has been developed that details how the school proposal could be delivered given the variables and uncertainties as to the delivery of highways infrastructure and distribution of pupils and staff. The applicant was requested to clarify matters in respect of the infrastructure delivery and timings having regard to the amendments made in the transport assessment of the wider development. The school travel plan and framework demonstrate a programme for implementation in these circumstances. Following a request for clarification the revised document now also details the commitment of the Education Authority to the safe routes to schools obligation and a programme for dealing with and updating the travel plan as a result of emerging information on requirements prior to the opening of the school. There is an ongoing commitment to address issues as a proactive plan. It is considered the overall plan acceptably addresses all the issues associated with access and infrastructure to the school site. A condition as detailed in the recommendation is suggested to secure the details of delivery in the school travel plan.

Community Use and sport facilities

58. It is proposed to utilise the school sports facilities for community use as part of the wider SDL development should that be forthcoming. The dual use of the facilities is in line with government policy and is encouraged in new school developments. In light of the potential dual use it will be necessary to control certain aspects in the interests of amenity. The aspects to be controlled will be the lighting, hours of use and timing of delivery. Irrespective of the lack of sensitive receptors within the area at present, there are acceptable standard hours of use that should be imposed through condition. The lighting of any facility will need to be subject to details of a full assessment including details of lighting columns, lux values, light spill, control mechanisms, management and hours of use. It is therefore appropriate to condition a full assessment prior to any lighting being installed or use of the sporting facilities.
59. It is also noted there needs to be further detailed consideration of the lighting impacts in respect of ecology to ensure impacts to the south of the site are adequately controlled. The separation distances and modern lighting technology together with control over hours of use will again ensure there are no adverse impacts.
60. Following consultation with Sport England and the WBC ecologist, coupled with receipt of clarification information, the proposal and associated sports facilities are considered to be acceptable subject to conditions.

Landscape Character

61. As part of the submission, the applicant has undertaken a character landscape and visual impact assessment for the site and surrounding area. The site is generally well enclosed by the surrounding landscape and comprises grassland, mature tree lines, and hedgerows and interspersed mature trees.
62. The retention of existing trees, hedgerows and the sports pitches within the site will help to limit the visual impact of the school and create a green environment to the eastern part of the site, encompassing the learning curriculum. The building will be prominent, however it is considered to have a moderate impact on the surrounding landscape with views limited to close proximity due to the vegetative and level nature of the environs.

Ecology/trees/biodiversity

63. A confidential Ecology construction method statement (ECMS) has also been submitted with the application to deal specifically with the protection of the ecological environment. There will be some overlap between the CEMP and the ECMS, however the ECMS covers specific ecological matters and details the methodology and mitigation for dealing with protected species and flora and fauna in the wider context. The ECMS should be consistent with the CEMP; however the ECMS will take precedent as far as ecological matters are concerned. A condition to ensure the development is carried out in accordance with the ECMS will be required to protect and mitigate any ecological impacts.
64. There are a number of trees interspersed across the site, some in groups and some as individual trees. The majority of these trees are of poor quality and some are the subject to Tree Preservation Orders (TPO's). The trees subject to the TPO's are generally avoided as a large proportion form the boundary tree lines, though some are on the main site and require removal. In considering the proposal the local planning authority is required to have regard to trees in general and specifically in respect of TPO's. The applicant has sought to avoid tree loss as a general principle of the design in accordance with good practice and legislation; however a number of trees will be unavoidably be lost in order to provide the sports facilities. In coming to a decision the local planning authority has assessed the acceptability of loss and is required to consider the development as a whole and the mitigation put forward.
65. Following careful consideration including consultation responses from the landscape/tree Officer, the Countryside Officer and Natural England, as well as general representation, it is concluded that subject to adequate mitigation, the loss of the trees is considered necessary to enable development and as a consequence does not prevent the development being permitted. Appropriate conditions will secure the landscaping aspects of the scheme.

Archaeology and heritage assets

66. The applicant has concluded that there are no heritage assets within the school site and following assessment of the submitted documents and consultation, it is concluded that this is the case and a separate heritage statement is therefore not required.
In terms of archaeology the school site has been previously developed in places with various internal roads, buildings and areas of hardstanding. The proposed school building itself is predominately located on an existing artificial grass pitch and as a consequence it is archaeological evidence will have been compromised.
67. In other areas where the land is predominately undisturbed there is high potential for archaeological survival. There is also potential for archaeological survival within areas in which deep excavation is planned on previously undisturbed land at depth.

It is therefore proposed to condition the submitted clarification document for archaeological evaluation to ensure any archaeological finds from soil stripping or deep excavations are not lost. This is consistent with policy TB25 of the Development Delivery Plan.

Land Contamination

68. The subject site has a significant development history which includes a series of military facilities and agricultural land. These land uses have the potential to cause contamination at the site. The proposed end use is sensitive in nature being a school. In accordance with Paragraph 121 of the National Planning Policy Framework (NPPF) 2012 the Local Planning Authority must be satisfied that the land will be suitable for this proposed school use. An assessment of potential contamination is therefore required.
69. An Environmental Report dated 9th January 2015 by WSP has been submitted with the application. Whilst additional information and clarification would be required, this provides sufficient information, that it would be possible to recommend planning conditions in this regard if other matters were acceptable.
70. The Environmental Review provides information on land affected by contamination including a summary of previous contaminated land investigations carried out on the larger Arborfield Garrison SDL site (O/2014/2280). These reports have been submitted as supporting information with this application. The Environmental Report highlights that exceedances of the guideline values were recorded for lead in the area of the proposed secondary school that could present a risk to health. The report acknowledges that further site specific investigation is required to delineate the extent of this contamination. Further gas monitoring is also required to characterise the gas regime at the site and determine if gas protection is required.
71. An Outline Remediation Strategy was also submitted with the outline application O/2014/2280 and has been submitted as supporting information for this application. The strategy makes general recommendations for further detailed investigations and then development of site specific Remediation Strategies and Validation Reports for each sub-phase of development.
72. The reports are considered acceptable although it is noted in the 2014 AECOM investigation reports that elevated concentrations of Total petroleum hydrocarbon (TPH) and asbestos were also found at the proposed secondary school site in addition to lead. Further investigations are required to delineate the extent of this contamination and suitable remediation will be required to ensure the site is made clean and fit for the proposed end use. Given the "sensitive" nature of the development it is important these aspects are dealt with in full. The Environmental Health Officer has requested a suite of conditions to ensure these matters are dealt with. The issue of contamination is therefore satisfactorily dealt with and accords with the policies of the development plan.

Demolition

73. Prior to the construction of the Secondary school development a number of buildings will require demolition to create a clear developable site. Whilst it is recognised this is scheduled to be undertaken as part of the site clearance works, it is important for the Local Planning Authority to ensure it has adequate control over these works in the interests of safeguarding the environment and recording the building features for prosperity. It is therefore recommended a condition is in place to secure the agreement of a demolition protocol and building recording for this purpose.

Pollution control

74. In order to alleviate potential for adverse impacts on the environment during the construction processes, from dust, water pollution, mud on the roads and noise. As the building contractor is not known at this stage the applicant has provided an outline Construction Environmental Management Plan (CEMP). This plan outlines the measures and mitigation that will be required for the proposal. However, construction companies have their own procedures and practices that can form part of the detailed CEMP's that deal with these matters in accordance with their individual procedures, despite the practices being fairly standard across the industry. The purpose of the plan is to ensure protection of the environment during the construction stage, and as such will also include contingencies for dealing with unexpected events. Methods to mitigate noise at sensitive receptors and hours of working will also form part of the plan. The principles contained in the submitted plan are satisfactory; however a detailed plan will be required through condition prior to the commencement of development to ensure all matters are controlled satisfactorily for the duration of works. A revised CEMP will be required for Phase two and three of the development to ensure the specific impacts relating to those phases and the potential impacts on any new sensitive receptors or occupants are addressed. Following consultation with the EHO and subject to the recommended condition the proposed is considered acceptable. CEMP's will also be required on the other major residential developments in the area.

Potential Health impacts from construction

75. It is appreciated the issue of impacts of dust and noise on Children's Health has given rise to concern in respect of future phases of the school and the wider development, and as such this is specifically addressed below.
76. Planning Authorities must do not take the issue of health effects on anyone lightly and as such discuss measures and control of these matters in liaison with the Environmental Health Officer very successfully.
77. Equally construction companies do not take the issue lightly as it is their livelihood is at stake if they do not operate correctly.
78. It must firstly be acknowledged that the impact of dust and noise is dependent on numerous factors and covered by a wide raft of legislation and regulations. Modern construction techniques seek to deal with these issues at source in the first instance and then use mitigation and contingency as proactive and reactive measures respectively. Given the concern expressed due to the proposed ventilation system design it may be useful to briefly outline the considerations and potential mitigation to give a clearer understanding and put the issue in context.
79. The applicant has submitted an outline Construction Environmental Management Plan (CEMP). On any construction development the local Planning Authority will require a detailed CEMP to be submitted prior to the start of construction of any works and the companies own standards will be reviewed where they form part of the CEMP under that condition. A detailed CEMP will be required for all construction projects of this nature including the SDL housing developments.
80. The LPA will not agree such plan until it is satisfied that adequate mitigation is in place for all potential environmental impacts on all potential receptors including and especially site staff (contractors have to work to environmental standards under the various acts and rely on approval of the plan). With the school site potentially being occupied ahead of the wider development, detailed consideration will be given to the best methods to mitigate impacts in specific areas on the school occupants. Whilst the proposed ventilation system relies on open windows there are a number of potential simple

mitigation measures to control the impacts of dust and noise. Preventing noise and dust by eliminating impacts at source is the starting point of any development and forms the first stage of a hierarchical approach to dealing with these matters. For example prevent dust and noise arising (the primary requisite), carry out any potential external dust and noise generating activities (usually earthworks and external build to some degree) during school holidays, cover development areas to prevent potential escape of dust. Shut the windows and/or supply temporary air conditioning units to overcome the possibility of fugitive emissions and noise entering the building during those occasions when there is hot and/or windy weather during the school term (this should simply not be required and would be an over precautionary approach), immediately cease the works giving rise to adverse Impacts and control or reschedule prior to recommencement.

81. Having stated the above examples of mitigation there are numerous other factors that are considered such as meteorological effects (wind direction, temperature, humidity), orientation of building, and the construction method of a building etc.
82. Projects in close proximity to sensitive users occur on a regular basis nationally with few identified impacts arising following due consideration through the planning system.
83. With regard to phase two of the school, again with careful planning and a sensible approach this can be satisfactorily addressed.
84. The applicant in response to this concern has further suggested that the main elements of Phase 2 are likely to be constructed at the same time as Phase 1 to allay fears of the perception of adverse impacts. This decision has to be at the discretion of the applicant as it would simply be unreasonable for the planning authority to require this given that construction impacts are likely to be minimal.
85. The CEMP is a control that can be enforced against by the Planning Authority should it be deemed necessary. The pollution legislation can also be enforced by Environmental Health.
86. The objection is a material consideration applicable to most construction projects and is given due consideration and importance in the determination of any application.
87. As stated above these matters are controlled through detailed Construction Environmental Management Plans carefully considered through the planning system and also through separate Environmental Health legislation and regulations amongst others.
88. In respect of this development it is considered that the environmental impacts from construction works can be satisfactorily mitigated against in all phases subject to the approval of a detailed CEMP for each phase in recognition of changing circumstances.

Site compound and parking

89. The precise site compound location will be determined at a later date pending the requirements of the appointed contractor. Any compound and associated parking will be located away from trees and constructed as to minimise potential of pollution. The details of the site compound and associated parking will be included in the CEMP.

Noise and residential amenity

90. Noise is addressed in the environmental statement and it is concluded there are no noise sensitive receptors in close proximity to the proposed development at present. The nearest residential properties lie predominately to the north of the site with isolated properties to the south and west. The mature tree line to the southern boundary will offer some limited noise attenuation to the southern properties during the spring/summer

months when foliage is present, whilst the playing fields give separation to properties to the west.

91. There are several key elements to consider in the noise assessment. Firstly the construction phases and the proximity of the Noise Sensitive Receptors (NSR) to the site boundary and the associated construction activities. Secondly the noise from the proposal when completed and thirdly the impact on the proposal from noise sources when in operation.
92. In terms of impact from the construction phase it is concluded that subject to working hours and the CEMP being in place, at worst there will be temporary minor adverse effect from the development on the nearest NSR. Currently the impacts of noise from the completed development are deemed to be negligible as there are no NSR's that would be significantly impacted upon. The internal noise specification has already been considered in the design of the building and will meet the various standards required for educational facilities.
93. Due to the proposed phased nature of the proposal, the first phase will become a NSR to the future phases of the school construction. Given the acknowledgement of this there is no reason that, with careful planning the future elements of the external construction phases cannot be controlled to minimise the impact on the operation of the school and any other new NSR as detailed previously. Suitable mitigation and management measures can be put in place to minimise any disruption as a result of the remaining noise generating elements of the construction. It is however uncertain at this point in time if phases one and two are to be constructed at the same time and this will have a bearing on the mitigation/management required, though it must be acknowledged the applicant is indicating this may be the case.
94. It is also considered that with careful detailed design and consideration of the school as a NSR, the school can be accommodated within the wider development of the SDL without adverse noise effects on either development.

Construction Hours of working

95. Normal practice advised by the EHO would be to control construction hours of working through an individual condition due to potential impacts of construction activities on residential amenity under the justification of policies CP1 and CP3 of the Core Strategy and CC06 of the Managing Delivery Development Plan.
96. The applicant has requested extended hours for construction of Phase 1 to those standard hours that are normally conditioned on development. The need for extended hours is considered necessary to allow for the completion of the development within the timescales available. The hours requested are 7.00 to 19.00 Monday to Friday with 7.00 to 13.00 on Saturday. Current WBC Standard hours for construction are 8.00 to 18.00 and 8.00 to 13.00 respectively.
97. Given the site location and lack of close proximity noise sensitive receptors in the area, the proposed phased works, the timescales for construction to deliver the educational facility, coupled with the potential impacts on educational delivery it is considered the extended hours put forward by the applicant need to be considered. With respect to future phases the standard hours used by WBC would be applicable and should any variation be required this will be assessed in relation to the occupied phase of the school and potential future NSR's as a result of potential future development. This aspect of the development will also be managed through the CEMP when the contractor is appointed and any issues arising can be addressed. Hours of working are a standard element of a CEMP that must be approved by the Local Planning Authority. Control through the CEMP will allow for careful assessment of each phase of works and the potential impacts on future noise

sensitive uses. It is considered any extension to hours of working need to be considered on an exception basis for specific works. Until these factors are know it is not considered to be justified to extend the hours. However it is considered some flexibility should be attached to the condition to allow consideration of exceptional circumstances should they arise.

98. This approach allows the Local Planning Authority to retain full control over noise and other environmental impacts associated with hours of working throughout each phase of the development and adapt and agree mitigation in specific response to the evolving situation in the area in a flexible manner.

99. This flexible approach is in line with the NPPF and circular 11/95 in what are fairly unusual site location circumstances. In consultation with the EHO it is therefore considered the permission needs to be flexible, however a separate specific condition on hours of working is not required for the first phase.

100. The submitted application and accompanying site specific and associated environmental impact assessment information, coupled with the clarification information is deemed satisfactory. The resultant assessment of the information and consideration against the policies in force for the area has necessitated a number of conditions to safeguard against any environmental impacts. Subject to the imposition of these conditions the proposal is considered acceptable.

CONCLUSION

Having carefully assessed the proposal and its environmental impacts and all other material considerations, it is considered the development is in accordance with policy and does not give rise to any impacts that cannot be overcome through the proposed mitigation and conditions.

On this basis the proposal is considered acceptable subject to conditions.

NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.

CONTACT DETAILS

Service	Telephone	Email
Head of Development Management and Regulatory Services	0118 974 6451	development.control@wokingham.gov.uk

Appendix 1

Summary representations and brief response

(It should be noted a large number of comments also relate to the wider residential development; the LPA responses are primarily in relation to the school proposal and only refer to the wider development in instances of contextual need).

The following issues have been raised in the correspondence received:-

- Highway issues including:

Existing poor road infrastructure – *This is not a matter for the applicant and is addressed as part of the wider SDL development.*

Need for improved road infrastructure ahead of development – *The proposed development will not introduce significant numbers of vehicles. The infrastructure required will be that necessary to bring forward the access arrangements to the school. The phased development of the school beyond the 210 capacity is dependent on need arising from future residential developments and its associated infrastructure.*

Congestion – The proposed development will not result in any significant additional congestion as the proportion of vehicles and time of distribution has minimal impact to the situation.

Junction at capacity – The capacity of junctions has been assessed as part of the wider SDL development and appropriate measures will be taken should the wider development come forward. The impacts from the volume of school generated traffic would be insignificant.

Speeding – speeding is generally a social behaviourally issue and only limited mitigation can be achieved through the planning process. It is considered the extension of the 30mph limit on Sherlands Road may be appropriate at this point in time to reduce traffic speeds approaching the construction access from the south. Appropriate measures will be implemented to address traffic speeds in and around the school development as circumstances change.

Poor existing road drainage – The wider existing road drainage issue is not a matter for this proposal to address.

Traffic noise and vibration – This issue has been raised in the wider context and in respect to construction traffic. The wider issue will be addressed by the wider development of the SDL. The school construction traffic should not result in significant impacts either as an individual project or as cumulative development in phase two and three due to the manner in which development will be brought forward and controlled through the CEMP and other conditions attached to planning permissions. The school will not result in any immediate noticeable change to traffic or vibration. Ground vibration through the road surface is often confused with vibration from exhausts (particularly from HGV's), as well constructed roads should not give rise to any transmitted vibration beyond the highway limit. The perception of vibration through windows from exhaust and tonal engine noise is common place.

Impact of increased traffic on surrounding villages – the traffic from the school on surrounding villages will have insignificant cumulative impacts due to the low volume and spread of vehicle movements generated from various locations.

Lack of suitable existing footpaths and cycleways, narrow pavements – these matters are dealt with in the main body of the report and are satisfactorily addressed by the applicant as part of the clarification in respect of the travel plan and transport assessment.

Traffic calming required prior to school and housing – Any traffic calming required will be implemented at the appropriate stage having regard to the evolving infrastructure situation and road safety audits.

Highway safety including pedestrian/cycle safety – this is dealt with in the application and appropriate strategies have been put forward addressing these issues.

Residential amenity – the impact on residential amenity should be minimal if any due to the separation distances and controls in place during construction. Post construction the impacts should also be minimal, however any impacts would be well within acceptable levels.

- Need for effective public transport – the need for effective public transport is accepted and the School Travel Plan acknowledges the opportunities to further utilise the public transport system in terms of school accessibility by bus. However there is also a recognition that can be further developed in relation to the wider SDL development.

Impact on countryside – the proposal are within the adopted SDL and not Countryside

Inappropriate location – the location of the site has been chosen for a number of reasons and it is the applicants right to put forward the site choice.

Impact on education during construction – all impacts from construction activities on the occupiers of the school building have been assessed and it is considered that providing the necessary mitigation and management is in place the disruptions will be minimal.

Duration of construction – this concern primarily relates to the impacts on the school as a sensitive receptor from the duration of the SDL development as a whole. It should be acknowledged that all development is phased and construction across the SDL will be carefully controlled. The assertion that the wider development will negatively impact on the school and occupants for decades to come is totally unfounded. As previously stated all development will be appropriately controlled and the impacts will be minimal.

Impact on health services – this objection relates to the wider development.

Impact on health of school children – the impact on school children's health from dust has been cited as a major concern. The issue has been dealt with in detail in the report and the concerns, whilst material, are not well founded. The mitigation and management of operations to safeguard the health of all people is of primary concern and this is reflected in the UK's primary legislation. The legislation and regulation surrounding health and the control of pollution has

been formulated to protect human health from adverse impacts of development amongst other matters and as such carries great weight. The regulatory authorities involved also place great weight on such matters when assessing developments. Modern day construction techniques and environmental regimes result in minimal dust arising's from construction sites and with suitable and sensible planning and mitigation the arising's of dust impacts can be almost totally eliminated.

Impact on general infrastructure, including water and electricity – these elements are dealt with by the developer and utilities and do not give rise to concern as all issues can be addressed in the wider development. The school site does not give rise to any adverse consultee comments in respect of these matters and it is concluded the provision is adequate.

School should not be reliant on grant of housing development – the school is not reliant on the grant of the housing development.

Developer ransom of school site – this is not an issue as the developers also require delivery of the school site to make their developments acceptable.

Insufficient sewerage capacity (already at capacity) – Statutory undertaker has confirmed otherwise.

Flooding – no additional flood risk will result from the development.

Impact on wildlife – the impact on wildlife has been fully assessed and appropriate measures are in place for the protection and enhancement of wildlife.

Reduce developer profit – the profit of the developer is not a planning matter and is not relevant to the school application.

No need for school – there is a clear identified need for the school, however, the applicant does not need to demonstrate need in these circumstances.

Increased parental choice welcomed – self explanatory

Human Rights – refer to statement on Human Rights Act 1998 in agenda.

Lack of travel plan information regarding access from Shinfield

Noise impact on parks and woodlands – the noise from the proposed has been assessed and is considered acceptable in respect of all noise sensitive receptors

Council tax rises as result of infrastructure development – this is mere speculation

School not required without housing – this is a matter for children services.

Address impacts of future development in application – the application has considered the cumulative impacts of future development in accordance with the EIA regulations.

Drop offs away from site undermine sustainable routes – any drop offs away from the site offer a more sustainable approach for many and do not undermine the routes required.

Impact on farm land and green belt – the site is not on productive farmland or in the greenbelt.

Overdevelopment – the school site is not overdevelopment and is within the planned development of the adopted SDL.

Duration of construction works associated with housing development – the development is phased over a wide area and it is accepted the overall development of the SDL will cover a fairly long time period in terms of a single planned development area.

Impact of dust and noise from construction – this is dealt with in the main body of the report in detail and it is concluded subject to satisfactory safeguards, impacts should be minimal.

Lack of air conditioning – this is not a planning matter

Heat generation due to glazing – modern day glazing is sophisticated enough to allow use with appropriate ventilation systems to control both heat during summer and cold during winter.

Glare from glazing restricting vision – modern day glazing controls glare from sunlight and reflection.

Need for housing supported – self explanatory

Ensure adequate street lighting – this is a matter for highways but will be ensured for the safety of users.

Increase bus services – it is proposed to seek to increase some bus services to the school.

Free school transport – this is not a planning matter

Ensure pupils discouraged from using district centre – this is not a planning matter

Provide school dining options – this is not a planning matter

Routes to school should be in advance of development – this would be unreasonable and unjustifiable in planning terms

Need for school sports facilities supported - noted
Need for educational facilities supported - noted
Need for infrastructure improvements supported - noted
Need for housing for over sixties with bus links – this is a matter associated with the wider development
Need for community facilities supported - noted
Good design - noted
Modern facilities – noted
Orientation of building - noted
Community benefits are welcomed - noted
Need for high calibre teaching staff – this is not a planning matter
Inadequate masterplanning of SDL due to non-engagement with Reading Football Club regarding availability of existing training ground – it is understood that this is not an accurate representation of the situation at the time of the SDL planning and is not relevant to the determination of the school application at this point in time. The applicant is aware of the contents of the letter.
Effect on property prices – this is not a planning matter.
Should conform to Building regulations – all new school buildings must conform to building and school regulations
Name of School – this is not a planning matter.

SWALLOWFIELD PARISH COUNCIL
PARISH OFFICE
SWALLOWFIELD STREET, SWALLOWFIELD
READING, BERKS, RG7 1QX
Tel: 0118 988 5929 email: clerk@swallowfieldpc.gov.uk

11th February 2015

Planning Department
Wokingham Borough Council
Shute End
Wokingham
Berks RG40 1WR

Attn: Neale Hall

Dear Sir,

F/2015/0001 – Land at Arborfield Garrison - Adjoining Parish Consultation
Application for erection of 1500 place secondary school with associated sports facilities, parking provision and access roads within SDL site.

Swallowfield Parish Council **strongly supports** this application for a much needed secondary school in the west of the Borough. The Parish Council expects and understands that the parish is included within the school's catchment area.

The Parish Council believes that there is insufficient parking provision included in the plans but recognises that this will depend to some extent on what alternative transport arrangements are made available.

There will inevitably be an increase in traffic through Farley Hill arising from the catchments of Swallowfield, Riseley and Spencers Wood. This could be alleviated by the provision of a school bus service, ideally serving Farley Hill Primary School also.

Yours faithfully

Mrs. Elizabeth Halson
Swallowfield Parish Clerk



Arborfield & Newland Parish Council

The Parish Office, Arborfield Village Hall, Eversley Road
Arborfield, Berkshire, RG2 9PQ

Tel: 0118 976 1489

E-mail: parishclerk@arborfield.org.uk

Website: www.arborfield.org.uk

12th February 2015

Neale Hall
PO Box 157
Wokingham Borough Council
Shute End
Wokingham
Berkshire
RG40 1WR

Dear Mr Hall,

F/2015/0001 - Application for erection of 1500 place Secondary School with associated sports facilities parking provision and access roads within SDL site.

I am writing to you in response to the consultation on the above planning application.

Arborfield & Newland Parish Council welcome the proposed investment in education for the South of the borough, and congratulate WBC in bringing forward a design of high quality that should provide an appropriate education venue for our residents and the future residents of the garrison development. We have spent time reviewing the documentation provided and have a number of concerns and questions relating to aspects of the proposed application, and these are set out below.

Transport and Highways

- Education trip rates appear too low - 1 pupil in 5 arriving by car at a rural location is unrealistic especially given the lack of provision of non-car routes from Barkham and Finchampstead.
- Parking numbers conflict with standards - the WBC standards require 206 spaces, and 210 are on the plans at the outset, but this reduces to 87 when the temporary access to the northern car park is removed. Please can WBC provide an explanation of how this shortfall is to be remedied?
- The WBC parking standards (1 space per fulltime staff member, plus 1 per 5 sixth-form students) do not make any provision for drop-off and pick-up, nor for parents waiting at the end of the school day. Based on other secondary schools at closing time (e.g. Piggott School at Wargrave) there is evidence of queuing traffic at the school gate. The sum total of provision for this proposed school appears to be 8 spaces for visitors/waiting parents. Even with the WBC assumptions for pupils arriving by car, 300 pupils would be dropped

Arborfield & Newland Parish Council
Response to F/2015/0001
12th February 2015

Mr Neale Hall
Development Management Officer
Wokingham Borough Council
PO Box 157
Shute End
Wokingham RG40 1WR

February 11th 2015

Dear Neale

Planning application F/2015/0001 Arborfield Garrison, land at Arborfield Garrison

We have now been through all of the Secondary School, reference F/2015/0001 documentation and attached is the response of Finchampstead Parish Council to the application. In addition, our group of councillors who have specifically been studying the application are continuing to do so, and may submit further comments as they arise.

If you have any queries please get in touch.

Yours sincerely

Lauraine Newcombe

Cllr Lauraine Newcombe
Chairman Planning Committee

- Travel Plan – This document makes little reference to the needs of pupils and staff from Finchampstead in the early years of operation, ie from Sept 16 until such time as the SDL is completed. It does suggest that WBC needs to consider the provision of transport in the initial phases of operation, but only very vaguely. WBC needs to have firm plans in place for children from Finchampstead: it is too far for 11 year olds to walk and not safe for them to cycle.
- We would like to see a plan that covers routes and modes for the start-up phase and routes and modes for when the SDL is up and running.
- Design and Access Statement pages 7 and 8 makes reference to a 4-lane swimming pool, but this is not visible on the plan.
- Design and Access Statement page 18, no lift marked on the drawings for wheel chair users.
- Design and Access Statement, page 29 shows the dining hall and main hall is in phase two. Where is that facility going to be in phase one?
- Design and Access Statement, Page 29, shows the sports facility building in phase three. Elsewhere in the document it is indicated that this would be a part of phase one. Which is it to be? There appear to be some inconsistencies in the document, and we are very concerned that if WBC sign a contract on this basis, then they could be heading for many problems.
- Parking - Assuming that the hall can cope with 1500 students at its maximum, a public event could potentially have in the order of 700 people. If it is assumed that they are all couples and they come by car, then that would be 350 cars without allowing for school staff. Car parking is shown as 210 spaces. Is there any overflow or are people expected to park in the streets?
- Sports pitch surface - is it artificial? What is the drainage like?
- One room is labelled SEN, presumably Special Educational Needs. This looks like it is an office. Are there any class rooms or similar facilities allocated for children with special needs to come and work in?
- Does WBC have a list of things that were poorly designed or mistakes made when they re-built Waingels College Woodley? If so, can it be proved that these are mitigated in this new school? WBC need to check that similar mistakes are not repeated.

From: Eversley Clerk [mailto:eversley.clerk@virginmedia.com]

Sent: 29 January 2015 12:36

To: Development Control

Cc: neale.hall@wbc.gov.uk; anne.crampton@hart.gov.uk; tim.southern@hart.gov.uk; 'Sara Kinnell'; 'DavidSimpson'; 'David Simpson'; 'David Simpson';

planning@hants.gov.uk; planningadmin@hart.gov.uk

Subject: F/2015/0001 Land at Arborfield Garrison Arborfield Garrison

Dear Neale Hall,

Please find below Eversley Parish Council's response to F/2015/0001 Land at Arborfield Garrison Arborfield Garrison,

Proposal: Application for erection of 1500 place Secondary School with associated sports facilities, parking provision and access roads within SDL site.

Eversley Parish Council Consultee Comment:

The application recognises the need for better management of existing vehicles and improved facilities for pedestrians along Eversley Street (Transport Statement para 7.3.13).

In the absence of any progress towards identifying any improvements that can and will be delivered in Eversley, EPC must object to the school plans.

Without an agreed package of highway improvements in Eversley that can be secured by legal agreement or condition there is no prospect of the planning applications for the New Town being granted. The Secondary School should not be granted permission if the major applications cannot be approved.

Kind regards,

Julie Routley

Clerk

Eversley Parish Council

18 Village Way

Yateley

Hants

GU46 7SD

01252 876 924

Shinfield Parish Council

Comments on planning application F/2015/0001 : Proposed secondary school in Arborfield:

The parish council supports parental choice in secondary education, backed up by the availability of high-quality options in both Shinfield and Arborfield parishes. The parish council believes that the proposed school in Arborfield is too large and is unsustainable for a single site location. The parish council believes that secondary provision in the south of the Borough should be split between Arborfield and further development of Oakbank Free School.

The parish council strongly objects to the Borough allocating S106 and CIL funding for education solely to the proposed Arborfield school and not to Oakbank. The council has received formal confirmation from the Department of Education that 'Section 106 and CIL receipts can be used to fund the capital development of new and existing schools – including academies and free schools'. A copy of the response from the DofE has been enclosed with this consultation response.

The parish council notes that the location of the proposed school is in excess of 4.8 KM from the nearest housing in Shinfield, and as such the borough council will have a statutory duty to provide transport for all children assigned to the school (i.e. those whose education cannot be provided at Oakbank). The parish council feels this transport service should include provision for children living in Shinfield parish to attend after-school activities, otherwise pupils will be excluded from such opportunities because of the necessity to return home earlier using the standard scheduled service.

The parish council also notes that the Transport Plan for Arborfield School lacks any provision of a footpath along the Arborfield Road, or a cycle way which could facilitate alternative sustainable methods of travel. Shinfield parish children will consequently be forced to travel either by bus or by private car, adding to school run congestion in Arborfield and what is likely to be a heavily congested A327. This only increases our conviction that Oakbank Free School should be treated as an important and valuable component of secondary school provision in the south of the borough, and funded accordingly from S106 and CIL receipts as well as from central Government.



**Bracknell
Forest
Council**

CASE OFFICER	NH
PLANNING	
12 FEB 2015	
COPIES	126 J.S.S
REPLIED	

Wokingham Borough Council
Neale Hall
Development Control Officer
Po Box 157
Shute End
Wokingham
Berkshire
RG40 IWR

9th February 2015

Consultation Response

Dear Sir/Madam

Town and Country Planning Act 1990

REFERENCE: 15/00045/OBS/obsz

DESCRIPTION: Application for the erection of 1500 place Secondary School with associated sports facilities, parking provision and access roads within SDL site.

LOCATION: Land At Arborfield Garrison Biggs Lane Arborfield Berkshire

CASE OFFICER: Katie Andrews, direct line 01344 351142

I refer to your consultation on the above application received on 14th January 2015. My comments are;

- 01. Bracknell Forest Council have no objection to the proposed development.

Should you wish to discuss this matter further, please do not hesitate to contact me.

Yours faithfully

Katie Andrews

Senior Planning Officer
Environment, Culture & Communities Department
email Katie.Andrews@bracknell-forest.gov.uk
Direct Line 01344 351142

ENVIRONMENT, CULTURE AND COMMUNITIES
Bracknell Forest Borough Council, Time Square, Market Street, Bracknell, Berkshire RG12 1JD
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Barkham Parish Council

*Small Oaks
Doles Lane
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RG41 4EB*

*Telephone / Fax 0118 977 2857
E-mail clerk@barkham-parishcouncil.org.uk*

Dear Mr Hall,

Barkham Parish Council Comments on Planning Applications
F/2015/0001 Application for 1500 place secondary school

Barkham Parish Council Position Statement

Barkham Parish Council (BPC) supports the proposal to build a secondary school, within Barkham on a site in the SDL. A school serving the southern part of the Borough is much needed and we are delighted that it will actually be in our parish.

We do have, however, a number of observations that need to be considered by Wokingham Borough Council (WBC).

Name of School

Barkham Parish Council enthusiasm is tempered by the suggestion that this school is referred to as "Wokingham Arborfield Secondary School". The school plainly sits entirely within the parish of Barkham. In due course, it is assumed that the development will have a new, non military name, but in the meantime the name should include "Barkham" rather than "Arborfield". Failing that, Wokingham South would be a more appropriate working name, especially as the school is intended to serve communities across the whole of the south of the Borough.

This is a school, so let's start by getting our geography right!

Sustainable Design and Renewable Energy

MDD Policy CC04 and CC05 refer. See also para 2.23 which refers to passive solar design. In view of these policies, BPC would like to know if consideration has been given to maximising the sustainability of the school, especially in terms of energy performance. Some simple adaptations could help to make the new school a cutting edge example of sustainable design.

Turning the whole building through 90 degrees clockwise would maximise sustainability. It is laid out in an E-shaped configuration with the main axis north-south and the three main teaching blocks running east-west. This means that without a lot of heating and ventilation, half the class rooms in these blocks facing south will be exposed to the full glare of sunlight. The other half will be chilly north facing rooms. If the axis was turned east-west (as an m-shape) then all classrooms benefit either from morning or afternoon sun.

BPC would like to know whether this has been considered and why it has been decided to use proposed orientation?

Reference is made to solar panels, but as far as can be detected, the opportunity has not been taken to maximise the solar potential. With a large amount of flat roof, there is an opportunity to generate considerably more

F/2015/0001

- **New Secondary School**; The council has now committed to providing a new secondary school within the Arborfield Garrison planned to be open by September 2016. It will only be delivered if planning permission is granted for the 2000 houses on the 25th of March.
- With grown up children I am not qualified to comment on the academic expectations of parents so I will leave that to others better qualified than me to comment accordingly.
- Although not strictly a planning issue the report must contain information from Children's Services on staffing, school governors, education providers, timing etc. so parents can be aware of the school ethos so as to enable parental choice.
- This report must show a plan B in case there is problems/delays in the school delivery date again so as to inform parents who will be making their school choices well before the construction is complete .
- Overall the plans in planning terms look good but there are elements of the travel plan and transport statement that need clarification as how they are currently written is unsatisfactory.
- The Travel Plan and Transport Statement need to be written to reflect pre/post nine mile ride extension as this does impact on how the Transport Statement/Travel Plan actually works. Although it does reflect the school pupil growth how confident are Officers that this is accurate?
- In the short term (especially pre the nine mile ride extension) school bus transport must be made available to remove pressure of the existing inadequate local road network from the key catchment areas for children using the school.
- In addition opportunities should be sought to reschedule/realign the leopard bus service to meet the needs of the school operating hours.
- Plans as part of the CN Planning Application to fund Barkham Bridge widening should be encouraged so as the bridge widening fits the timescale of the school opening.
- A desktop archaeology survey is required ASAP as are the appropriate fauna statutory surveys (e.g. bats) as these are potential stoppers.
- All construction traffic must only be via the A327 and Sheerlands Road and not via any internal existing garrison road including the Nine Mile Ride and construction delivery times should be as per construction working hours by condition.
- Saturday working hours should start at 0800 not 0700.

- Conditions need to be imposed on any future construction (Phases II and III) so as to not disturb children in classrooms in phase I
- On site recycling facilities should be located to allow public access 24/7 to encourage increased recycling within the community.
- All trees and hedgerows scheduled for removal should be revaluated phase by phase so as to ensure their removal is absolutely necessary and only those that must be removed are actually removed.
- Any substantial trees scheduled for removal consideration to their relocation should also be considered on a tree by tree basis. All replacement trees should be indigenous and substantial and not just whips.
- Reference is made in the design and access statement of opportunities for out of hours use for the local community. This needs to be expanded with such detail as timings/costs and a clearer recognition of precisely what is included such as swimming pool, gymnasium and sports pitches etc.
- To limit or restrict the opportunities for the use of school facilities at a later date would be a snub to local residents who are very short of such facilities in the South of the Borough so more detail as to what is available, timing of use and cost needs to be reflected in the Planning Application.
- Architectural Design and the use of timber cladding creates a potential for high maintenance costs as and when the materials deteriorate as can be seen by many such buildings locally (Kennet Island in Reading is an example). Wokingham Borough in general and Arborfield Garrison has many heritage buildings based on a red brick design and in my opinion red brick rather than cladding is more in keeping with the character of the local area.
- Lack of air conditioning is a concern. I do not have the skills to understand the air flow system being proposed and although it may work so it may have merit if the school was constructed in one build
- How will the air flow system work with construction work on Phases II and III is ongoing so as to not disturb children in classrooms from noise and pollution in phase I if windows have to be open to keep classrooms cool.
- **In Summary;**
 - Red Brick construction with limited or no timber facades.
 - Condition construction and delivery vehicle access only via the A327 and Sheerlands Road and not the garrison internal roads or Nine Mile Ride.
 - Condition construction and delivery hours to also include 0800 on Saturday
 - By condition provide school transport and revise travel plan and transport statement to reflect pre and post nine mile ride extension.
 - By condition ensure that the air flow system works and its use during future phases does not infringe on the learning of pupils with noise and fumes if windows have to be opened to cool classrooms.
 - Provide much greater detail of community uses/costs within the school

- Allow community access to recycling facilities via conditions.
- TPO all foliage on site so their removal can only be directly related to construction so creating an opportunity to minimise loss plus any replacements must be indigenous and mature not whips.
- examine opportunities to reschedule/reroute the local busses to match school operating hours.
- Ensure that Barkham Bridge is operating as a two way system prior to the school opening.

Councillor Gary Cowan Arborfield Borough Councillor. 26/1/2015.

16th March 2015

Neale Hall
Development Management
Wokingham Borough Council
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Your contact is: Mark Worringham, Planning Section

Dear Mr Hall,

Application: 150098 (Your ref F/2015/0001)
Description: Application for erection of 1500 place Secondary School with associated sports facilities, parking provision and access roads within SDL site.
Location: Land at Arborfield Garrison, Arborfield Garrison, Arborfield

I refer to the above planning application, which has been considered by Reading Borough Council. I would advise that at their meeting on the 11th March 2015, Reading Borough Council's Planning Applications Committee agreed the following recommendation:

That Wokingham Borough Council be informed that Reading Borough Council raise NO OBJECTION to the proposal.

I enclose a copy of the Committee Report as agreed by Planning Applications Committee.

Yours sincerely



Mark Worringham
Principal Planner

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

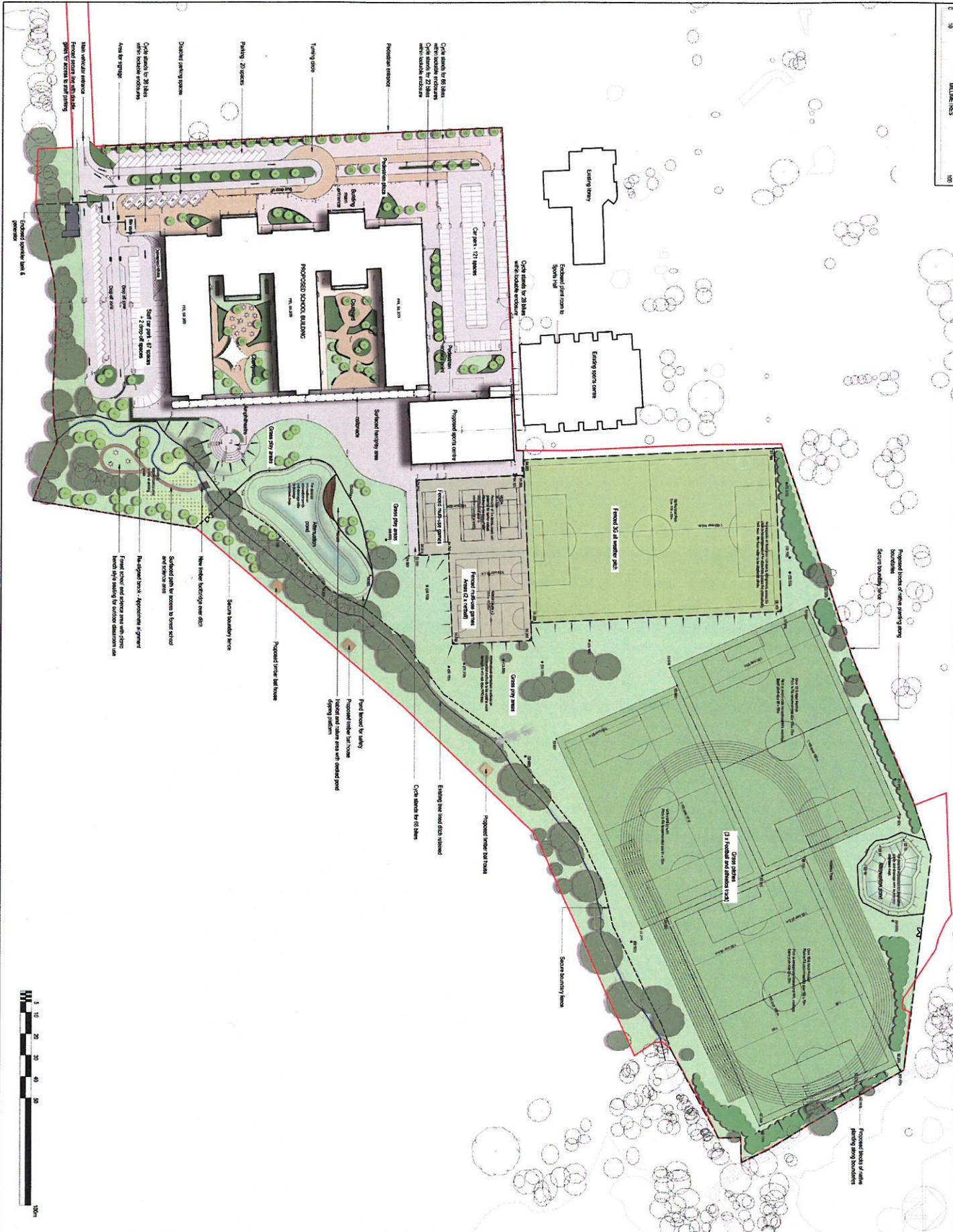
- CONSTRUCTION
- MAINTENANCE/CLEANING
- DECOMMISSIONING/DEMOLITION

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



<p>FOR PLANNING</p> <p>Copyright © Atkins Limited (2015) www.atkinsltd.com</p> <p>ATKINS Global Tower 25 Abchurch Lane London EC4N 3SE</p> <p>Tel: +44 (0)2071212000 Fax: +44 (0)2071212111</p>	<p>Project: ARBORFIELD SECONDARY SCHOOL Client: WOKINGHAM BOROUGH COUNCIL</p> <p>Drawing Title: LOCATION PLAN</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Drawn</th> <th>Checked</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> <tr> <td>12800</td> <td>GC</td> <td>JM</td> <td>CW</td> <td>PW</td> </tr> <tr> <td>Original No.</td> <td>07/01/15</td> <td>Date</td> <td>07/01/15</td> <td>Date</td> </tr> <tr> <td>Drawn No.</td> <td>07/01/15</td> <td>Date</td> <td>07/01/15</td> <td>Date</td> </tr> </table> <p>Drawing No: 513684SATK-ZZ-00-GAA-0-100</p> <p>Revision: P0</p>	Drawn	Checked	Drawn	Checked	Approved	12800	GC	JM	CW	PW	Original No.	07/01/15	Date	07/01/15	Date	Drawn No.	07/01/15	Date	07/01/15	Date
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Drawn No.	07/01/15	Date	07/01/15	Date																	

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KEY

- Existing trees retained
- Proposed trees in soft landscape areas
- Proposed trees in hard landscape areas
- Proposed mature planting blocks
- Proposed ornamental planting
- Proposed hedges
- Proposed lawn/grass
- Proposed landscaped grass for sports pitches
- Proposed spaces on grass and wetland areas
- Proposed seating, cycle tracks, play areas, and benches
- Red line boundary

WOKINGHAM BOROUGH COUNCIL
COLOURED MASTERPLAN SCHOOL
PLANNING ISSUE

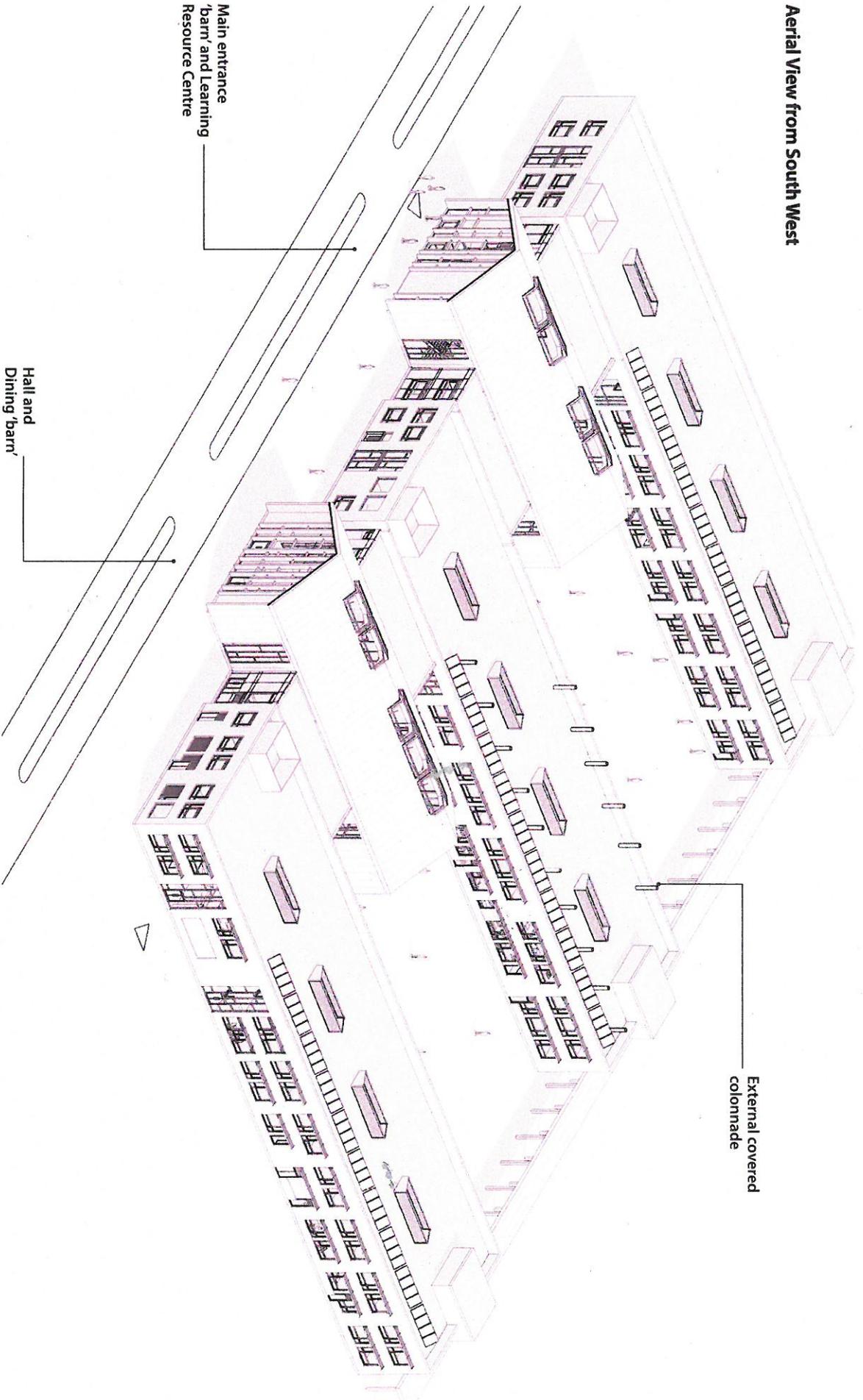
DATE	ISSUED BY	FOR	BY	STATUS
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06/02/14	NR	NR	NR	PLANNING ISSUE
19/02/14	NR	NR	NR	PLANNING ISSUE
19/02/14	NR	NR	NR	PLANNING ISSUE

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3 Architectural Design

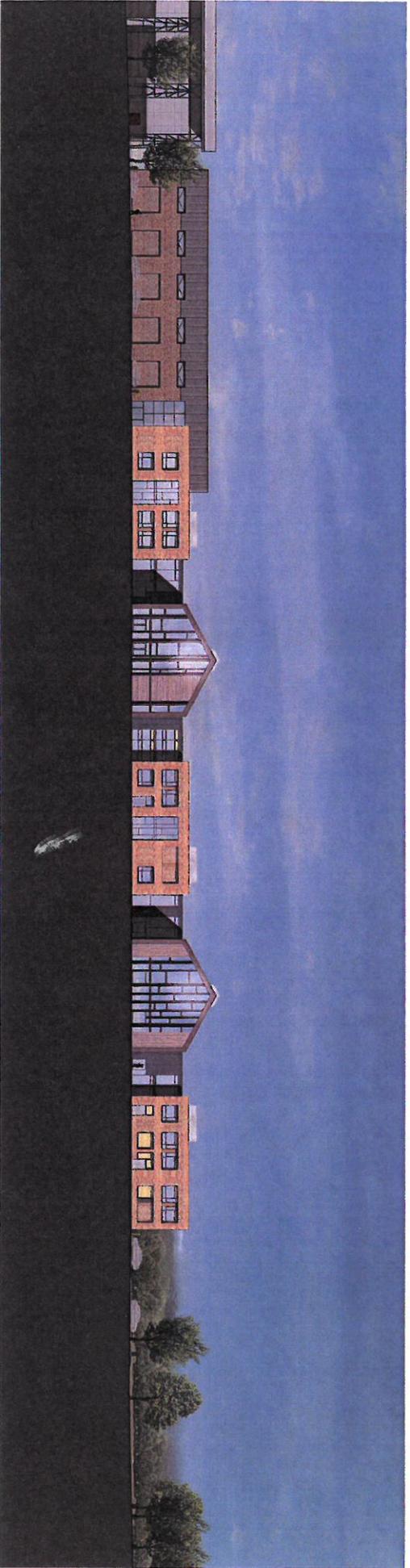
Aerial View from South West



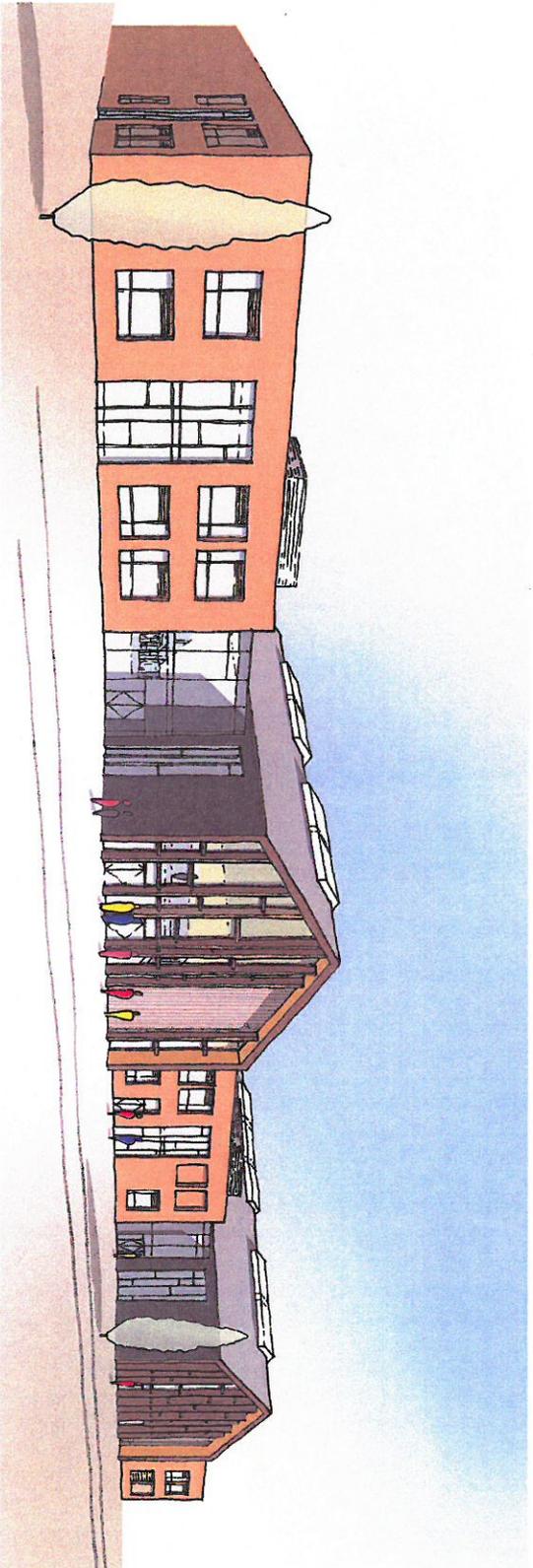
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3 Architectural Design

Proposed Elevations



West elevation looking from the existing sports centre to the tree belt



Main entrance facade showing the two community 'barns'

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