



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **TUESDAY 15 MARCH 2016 AT 6.30 PM**

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

Andy Couldrick
Chief Executive
Published on 7 March 2016

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
John Kaiser	Bob Pitts	Malcolm Richards
Rachelle Shepherd-DuBey	Chris Singleton	Wayne Smith

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.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
114.	Winnersh	APPLICATION NO. 152359 - HATCH FARM DAIRIES, INCL.42 & 44 KING STREET LANE, WINNERSH Recommendation: Conditional approval, subject to a Legal Agreement.	5 - 80
115.	Barkham; Finchampstead South	APPLICATION NO. 153336 - NINE MILE RIDE EXTENSION, ARBORFIELD GARRISON SDL Recommendation: Conditional approval.	81 - 110
116.	Emmbrook	APPLICATION NO. 152649 - MATTHEWSGREEN FARM, MATTHEWSGREEN ROAD, WOKINGHAM Recommendation: Conditional approval.	111 - 166
117.	Shinfield South	APPLICATION NO. 153258 - MARLBOROUGH HOUSE, BASINGSTOKE ROAD, SPENCERS WOOD Recommendation: Conditional approval, subject to a Legal Agreement.	167 - 190
118.	Coronation	APPLICATION NO. 160167 - 44 TIPPINGS LANE Recommendation: Conditional approval.	191 - 214

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

CONTACT OFFICER

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Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
152359	18/13	Winnersh	Winnersh	Head of DM&RS

Applicant Persimmon Homes & Bovis Homes
Location Land At Hatch Farm Dairies, Including 42 & 44 King Street Lane, Winnersh **Postcode** RG41 5AX

Proposal Reserved Matters application (Appearance, Landscaping, Layout and Scale to be considered) pursuant to outline planning consent O/2006/8687 relating to the erection of 433 dwellings, associated amenity space, car parking including garaging, internal access roads (accessed from approved Phase 1 Winnersh Relief Road between King Street Lane and Lower Earley Way) and private drives, pedestrian and cycle links, hard and soft landscaping including public open space, infrastructure provision including provision of surface water drainage and foul drainage (including foul water pumping station), undergrounding of power lines and other associated works.

Type Major Reserved Matters

PS Category 1

Officer Justin Turvey

FOR CONSIDERATION BY Planning Committee on 15th March 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The Reserved Matters application site is Land at Hatch Farm Dairies, an allocated housing site in the Adopted MDD for 'around 431' dwellings under policy SAL01 as well as open space to serve the site under policy SAL04.

Outline permission (with Access considered) was granted in 2014 for up to 433 dwellings, a link road including new junctions with King Street Lane and Lower Earley Way (forming Phase 1 of the Winnersh Relief road), a primary school, play areas, open space including a Community Woodland and a Country Park, flood compensation and flood protection works and undergrounding of electricity power lines.

Planning conditions relating to the matters such as mitigation of flood risk; protection and enhancement of wildlife; landscaping and tree protection; lighting, air quality, noise, contamination and pollution protection; provision of parking and garaging, control of noise and construction hours and drainage matters were imposed on the Outline consent (appended for reference). The Outline consent also included a S106 Agreement which secured:

- Construction of Winnersh Relief Road Phase 1.
- Junction improvement works to King Street Lane to include additional work to future proof junction for full Winnersh Relief Road.
- Contribution towards highway improvements works along Lower Early Way.
- Construction of a 2 form entry School and associated pitches or transfer of site to Council for community purposes and package of financial contributions towards education.
- Provision and transfer of the Country Park to the Council.

- Contributions towards infrastructure, facilities and services within the wider local area which includes flexibility for the Council to determine how these contributions are used.
- Provision of 26% of the dwellings on site as affordable housing.

This Reserved Matters application has been submitted to secure approval of Appearance, Landscaping, Layout and Scale.

Approximately half of the site (largely to the west and south of the WRR) would be given over as a Country Park. The residential development would be situated adjacent to the existing residential development to the east of the site, outside of the floodplain. All homes are proposed in Flood Zone 1; none would be located in Flood Zones 2 or 3. Subject to the conditions imposed at Outline stage, the development is acceptable in relation to flood risk and in terms of drainage.

The proposed location and layout of the residential development responds to the constraints of the site and makes good use of the land available for housing. The proposed character areas are considered to respond to the context of the site and its neighbours. Throughout the site, the applicant has provided a good range of housing types and styles of an acceptable design and detailed appearance.

The housing responds well to the existing residential development adjoining the site, and is well screened and separated from it. All front to front, side to back/front and back to back separation distances are met, and there are no concerns relating to loss of privacy, daylight and sunlight or overbearing. All units would exceed minimum internal space standards and all houses have rear gardens of at least 11m in accordance with the BDG.

The WRR has consent. Subject to a S106 Agreement to secure the delivery and future maintenance of non-adoptable areas of highway within the site to an appropriate standard and for the non-adoptable areas to be maintained in perpetuity, there is no objection to the internal road arrangement. The level of parking proposed exceeds the Council's adopted standards.

The proposal would result in the provision of a publically accessible Country Park with an adequate car park, would also provide additional open space within the residential element of the site, and would be appropriately landscaped. These matters are controlled through the S106 Agreement and planning conditions associated with the Outline consent. As such, there is no objection to the development in terms of trees and landscaping.

Measures to protect the residents of the scheme from noise have been included at Outline stage and an additional condition is proposed at this stage. Moreover, a 'low noise' tarmac surface is proposed for the M4 as part of Highways England's current proposals for a smart motorway. It is considered that the noise mitigation measures proposed in the Environmental Statement (ES) and conditioned at Outline and Reserved Matters stages would ensure that occupiers of the development would not be detrimentally affected by road noise.

The Outline application included provision of a school; however, the S106 Agreement allows for the school site to be retained for education/community use with education contributions payable to the Council. As such, the site can be transferred to the Council

and retained for education/community use in the future. This current Reserved Matters application does not prevent a future application for a primary school coming forward separately should the school be required in the future.

Therefore, the scheme is compliant with the development plan and is recommended for approval, subject to the completion of a Legal Agreement to secure the delivery and future maintenance of non-adoptable areas of highway, and further planning conditions as listed below.

PLANNING STATUS

- Allocated Housing Site
- Major development location (in part)
- Countryside (in part)
- Area of Archaeological Potential
- Area liable to flooding (part of site)
- Contaminated land consultation zone
- Site with mineral extraction potential
- Wind turbine consultation zone
- Overhead cables buffer zone
- Tree Preservation Order
- Affordable Housing Thresholds

RECOMMENDATION

APPROVE RESERVED MATTERS subject to:

a) completion of a S106 Legal Agreement to confirm the extent of adoptable highway, require the delivery and future maintenance of non-adoptable areas to an appropriate standard and for the non-adoptable areas to be maintained in perpetuity as such; and

b) the conditions and informatives listed below:

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2006/8687 dated 19/11/14 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Reason: For the avoidance of doubt and to ensure that the conditions imposed on the original permission remain in force other than as expressly hereby varied.

2. This permission is in respect of the submitted application plans and drawings referenced:

Site Location Plan 01-186-801
Colour Site Layout Plan 110927/CSL B
Site Layout – Scheme 2 110927/SL/01 L
Site Layout – Sheet 1/3 110927/SL/02 F
Site Layout – Sheet 2/3 110927/SL/03 F
Site Layout – Sheet 3/3 110927/SL/04 F
Materials Plan 01 110927/MP/01 C
Materials Plan 02 110927/MP/02 C
Materials Plan 03 110927/MP/03 C
Parking Plan 11/0927/PP C
Refuse Plan 110927/RP A
Storey Heights Plan 110927/SHP C

Street Scenes – Sheet 1/2 110927/SS01 A
 Street Scenes – Sheet 2/2 110927/SS02 A
 Tenure Plan – Affordable Housing Locations 110927/TP C
 Boundary Treatment – Closed Board Fence 110927/BT/CB
 Boundary Treatment – Screen Wall 110927/BT/SW
 Elevation Style Distribution Plan 110927/ESDP C
 Boundary Sections (Sheet 1/2) 110927/BS01
 Boundary Sections (Sheet 2/2) 110927/BS02
 Design Rationale A
 302 – Elevations (1) 110927/HT/302/EL1 B
 302 – Elevations (2) 110927/HT/302/EL2 B
 302 – Elevations (3) 110927/HT/302/EL3
 302 – Floor Plans 110927/HT/302/FP
 303 – Elevations (1) 110927/HT/303/EL1
 303 – Elevations (2) 110927/HT/303/EL2 B
 303 – Elevations (3) 110927/HT/303/EL3
 303 – Floor Plans 110927/HT/303/FP
 306 – Elevations (1) 110927/HT/306/EL1 A
 306 – Elevations (2) 110927/HT/306/EL2 A
 306 – Elevations (3) 110927/HT/306/EL3 B
 306 – Elevations (4) 110927/HT/306/EL4
 306 – Floor Plans 110927/HT/306/FP A
 308 – Elevations (3) 110927/HT/308/EL3 B
 308 – Elevations (4) 110927/HT/308/EL4 B
 308 – Floor Plans 110927/HT/308/FP
 401 – Elevations (1) 110927/HT/401/EL1 B
 401 – Elevations (2) 110927/HT/401/EL2 B
 401 – Floor Plan 110927/HT/401/FP A
 402 – Elevations (1) 110927/HT/402/EL1 A
 402 – Floor Plan 110927/HT/402/FP
 404 – Elevations (1) 110927/HT/404/EL1 B
 404 – Elevations (2) 110927/HT/404/EL2 A
 404 – Elevations (4) 110927/HT/404/EL4 A
 404 – Elevations (5) 110927/HT/404/EL5
 404 – Floor Plan 110927/HT/404/FP A
 410 – Elevations (1) 110927/HT/410/EL1 B
 410 – Elevations (2) 110927/HT/410/EL2
 410 – Floor Plans 110927/HT/410/FP A
 501 – Elevations 110927/HT/501/EL B
 501 – Floor Plan 110927/HT/501/FP
 502 – Elevations (1) 110927/HT/502/EL1 B
 502 – Elevations (4) 110927/HT/502/EL4 B
 502 – Floor Plan 110927/HT/502/FP A
 504 – Elevations 110927/HT/504/EL C
 504 – Floor Plan 110927/HT/504/FP A
 506 – Elevations (1) 110927/HT/506/EL1 A
 506 – Elevations (3) 110927/HT/506/EL3 A
 506 – Floor Plans 110927/HT/506/FP A
 4BW-B – Elevations (1) 110927/HT/4BW-B/EL
 4BW-B – Elevations (2) 110927/HT/4BW-B/EL2
 4BW-B – Floor Plan 110927/HT/4BW-B/FP
 2BF-B – Elevations 110927/HT/2BF-B/EL
 2BF-B – Floor Plans 110927/HT/2BF-B/FP A
 2B-B – Elevations 110927/HT/2B-B/EL A
 2B-B – Floor Plans 110927/HT/2B-B/FP
 3B-B - Elevations 110927/HT/3B-B/EL B
 3B-B – Floor Plans 110927/HT/3B-B/FP

4B-B – Elevations 110927/HT/4B-B/EL B
 4B-B – Floor Plans 110927/HT/4B-B/FP
 Ancillary Buildings – Single Garage 1-B – Elevations & Plan 110927/AB/SG1-B/EP
 Ancillary Buildings – Single Garage 2-B – Elevations & Plan 110927/AB/SG2-B/EP
 Ancillary Buildings – Double Garage 1-B – Elevations & Plan 110927/AB/DG1-B/EP
 Ancillary Buildings – Double Garage 2-B – Elevations & Plan 110927/AB/DG2-B/EP
 Ancillary Buildings – Double Garage 3-B – Elevations & Plan 110927/AB/DG3-B/EP
 Ancillary Buildings – Triple Garage-B – Elevations & Plan 110927/AB/TG-B/EP
 Ancillary Buildings – Quad Garage-B – Elevations & Plan 110927/AB/4G-B/EP
 Ancillary Buildings – Bin & Cycle Store Block C – Elevations & Plan 110927/AB/BCS/EP
 Ancillary Buildings – Cycle Store Block D – Elevations & Plan 110927/AB/CS/EP
 2BF – Elevations (1) 110927/HT/2BF-P/EL1 A
 2BF – Floor Plans 110927/HT/2BF-P/FP A
 Grazely – Elevations (1) 110927/HT/GRA/EL1 A
 Grazely – Elevations (2) 110927/HT/GRA/EL2 A
 Grazely – Elevations (3) 110927/HT/GRA/EL3 A
 Grazely – Floor Plans 110927/HT/GRA/FP A
 Hatfield – Elevations (1) 110927/HT/HAT/EL
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 Hatfield – Floor Plans 110927/HT/HAT/FP
 Clayton – Elevations (1) 110927/HT/CLA/EL1 B
 Clayton – Floor Plans 110927/HT/CLA/FP A
 Clayton A – Elevations (1) 110927/HT/CLA-A/EL1 A
 Clayton A – Elevations (2) 110927/HT/CLA-A/EL2 B
 Clayton A – Elevations (3) 110927/HT/CLA-A/EL3 A
 Clayton A – Elevations (4) 110927/HT/CLA-A/EL4 A
 Clayton A – Floor Plans 110927/HT/CLA-A/FPA
 Knightsbridge – Elevations (1) 110927/HT/KNI/EL1 A
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 Knightsbridge – Elevations (3) 110927/HT/KNI/EL3 A
 Knightsbridge – Elevations (5) 110927/HT/KNI/EL5
 Knightsbridge – Floor Plans 110927/HT/KNI/FP A
 Lumley – Elevations 110927/HT/LUM/EL A
 Lumley – Floor Plans 110927/HT/LUM/FP A
 Longford – Elevations 110927/HT/LOG/EL
 Longford – Floor Plans 110927/HT/LOG/FP
 Wolvesey – Elevations (2) 110927/HT/WOL/EL2
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 Wolvesey – Elevations (4) 110927/HT/WOL/EL4 A
 Wolvesey – Floor Plans 110927/HT/WOL/FP
 Mayfair – Elevations (1) 110927/HT/MAY/EL1 A
 Mayfair – Elevations (2) 110927/HT/MAY/EL2 A
 Mayfair – Elevations (3) 110927/HT/MAY/EL3 A
 Mayfair – Floor Plans 110927/HT/MAY/FP A
 Chillingham – Elevations (1) 110927/HT/CHI/EL1 A
 Chillingham – Elevations (2) 110927/HT/CHI/EL2 B
 Chillingham – Floor Plans 110927/HT/CHI/FP A
 Hadleigh – Elevations (1) 110927/HT/HAD/EL
 Hadleigh – Elevations (2) 110927/HT/HAD/EL2 A
 Hadleigh – Elevations (3) 110927/HT/HAD/EL3
 Hadleigh – Floor Plans 110927/HT/HAD/FP A
 Newton – Elevations (1) 110927/HT/NEW/EL1 B
 Newton – Elevations (4) 110927/HT/NEW/EL4 B
 Newton – Floor Plans 110927/HT/NEW/FP A
 2B-P – Elevations 110927/HT/2B-P/EL A
 2B-P – Floor Plans 110927/HT/2B-P/FP
 3B-P – Elevations 110927/HT/3B-P/EL A

3B-P – Floor Plans 110927/HT/3B-P/FP
 4B-P - Elevations 110927/HT/4B-P/EL A
 4B-P – Floor Plans 110927/HT/4B-P/FP A
 4BB-P – Elevations 110927/HT/4BB-P/EL A
 4BB-P – Floor Plans 110927/HT/4BB-P/FP B
 Ancillary Buildings – Single Garage 1-P – Elevations & Plan 110927/AB/SG1-P/EP
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 Ancillary Buildings – Double Garage 1-P – Elevations & Plan 110927/AB/DG1-P/EP
 Ancillary Buildings – Double Garage 2-P – Elevations & Plan 110927/AB/DG2-P/EP
 Ancillary Buildings – Triple Garage-P – Elevations & Plan 110927/AB/TG-P/EP
 Ancillary Buildings – Triple Garage 2-P – Elevations & Plan 110927/AB/TG2-P/EP
 Ancillary Buildings – Bin Store Block E & F – Elevations & Plan 110927/AB/BS/EP
 Blocks A & B - Elevations 110927/HT/BLOCK A-B/EL A
 Blocks A & B – Floor Plans 110927/HT/BLOCK A-B/FP A
 Block C - Elevations & Floor Plans – Affordable 110927/HT/BLOCK C/EP A
 Block D - Elevations & Floor Plans – Affordable 110927/HT/BLOCK D/EP A
 Block E - Elevations & Floor Plans – Supported Independent Living 110927/HT/BLOCK E/EP
 Block F - Elevations & Floor Plans – Supported Independent Living 110927/HT/BLOCK F/EP
 Flood Compensation Works – Proposed Contours 5067.401 B
 Finished Floor Levels 5067.546 B
 Residential Road layout 5067.547 B
 Development Phasing 5067.557
 Vehicles Tracking - Car 5067.558
 Vehicles Tracking - Refuse Vehicle 5067.559 B
 Section 38 Extents 5067.565
 Residential Road Junctions 1 5067.566
 Residential Road Junctions 2 5067.567
 Residential Road Junctions 3 5067.568
 Construction Details On site Works 5067.585
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 Road and Sewer Sections On site Works – Sheet 3 5067.816
 Road and Sewer Sections On site Works – Sheet 4 5067.817
 Road and Sewer Sections On site Works – Sheet 5 5067.818
 Road and Sewer Sections On site Works – Sheet 6 5067.819
 Road and Sewer Sections On site Works – Sheet 7 5067.820
 Road and Sewer Sections On site Works – Sheet 8 5067.821
 Tree Survey – Sheet 1/10 JSL2097_700 A
 Tree Survey – Sheet 2/10 JSL2097_701 A
 Tree Survey – Sheet 3/10 JSL2097_702 A
 Tree Survey – Sheet 4/10 JSL2097_703 A
 Tree Survey – Sheet 5/10 JSL2097_704 A
 Tree Survey – Sheet 6/10 JSL2097_705 A
 Tree Survey – Sheet 7/10 JSL2097_706 A
 Tree Survey – Sheet 8/10 JSL2097_707
 Tree Survey – Sheet 9/10 JSL2097_708
 Tree Survey – Sheet 10/10 JSL2097_709
 Tree Survey Schedule JSL2097_750
 Arboricultural Assessment & Method Statement JSL2097_775 C
 Tree Removal Protection Plan – 1/9 JSL2097_710 D
 Tree Removal Protection Plan – 2/9 JSL2097_711 D
 Tree Removal Protection Plan – 3/9 JSL2097_712 D
 Tree Removal Protection Plan – 4/9 JSL2097_713 D
 Tree Removal Protection Plan – 5/9 JSL2097_714 D
 Tree Removal Protection Plan – 6/9 JSL2097_715 D
 Tree Removal Protection Plan – 7/9 JSL2097_716 D

Tree Removal Protection Plan – 8/9 JSL2097_717 D
 Tree Removal Protection Plan – 9/9 JSL2097_718 D
 Site Wide Landscape Masterplan – 1/3 JSL2097_100 C
 Site Wide Landscape Masterplan – 2/3 JSL2097_101 C
 Site Wide Landscape Masterplan – 3/3 JSL2097_102 C
 Landscape Zoning Plan JSL2097_103 A
 Residential Scheme – Soft Landscape Proposals 1/12 JSL2097_510 A
 Residential Scheme – Soft Landscape Proposals 2/12 JSL2097_511 A
 Residential Scheme – Soft Landscape Proposals 3/12 JSL2097_512 A
 Residential Scheme – Soft Landscape Proposals 4/12 JSL2097_513 A
 Residential Scheme – Soft Landscape Proposals 5/12 JSL2097_514 A
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 Residential Scheme – Soft Landscape Proposals 9/12 JSL2097_518 A
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 Residential Scheme – Soft Landscape Proposals 11/12 JSL2097_520 A
 Residential Scheme – Soft Landscape Proposals 12/12 JSL2097_521 A
 Typical Tree and Shrub Palette JSL2097_550 A
 Residential Scheme – Hard Landscape Proposals 1/4 JSL2097_201 A
 Residential Scheme – Hard Landscape Proposals 2/4 JSL2097_202 A
 Residential Scheme – Hard Landscape Proposals 3/4 JSL2097_203 A
 Residential Scheme – Hard Landscape Proposals 4/4 JSL2097_204 A
 Buffer Zone Provision Plan JSL2097_110 A

The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

3. The external surfaces of the residential units hereby permitted shall be as per the schedule in Pegasus letter reference: DH/JL/CIR.P.1037 dated 02/02/2016 as follows:

Walling:

Istock Ellistown Leicester Autumn Multi
 Istock Leicester Multi Cream Stock
 Istock South Holmwood Surrey Light Multi
 Istock Ellistown Leicester Weathered Red
 Istock Dorket Head Hardwicke Minster Beckstone Mixture

White Render

Forterra Eco Stock Chelsea Smoked Red Stock

Forterra Eco Stock Atherstone Buff

Forterra Kimbolton Red Multi

Forterra Village Harvest Multi

Forterra Eco Stock Atherstone Red Multi

Roofing:

Russell Lothian Rustic Peat

Russell Cottage Red

Russell Highland Anthracite

Forticrete Gemini - Slate Grey

Forticrete Gemini - Mixed Russet

Forticrete Gemini -Sunrise Blend

The distribution of materials shall be as per the following plan references:

1. 110927_MP 01 Rev C

2. 110927_MP 02 Rev C

3. 110927_MP_03 Rev C

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

Relevant policy: Core Strategy policies CP1 and CP3

4. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be carried out to agreed timescales and approved in writing by the local planning authority. If no contamination is encountered during the development correspondence confirming this fact shall be submitted to the LPA upon completion of the development.

Reason: To ensure that any contamination on the site is remediated to protect the existing/proposed occupants of the application site and adjacent land

Relevant policy: NPPF Section 11 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3.

5. No building shall be occupied until a parking management strategy for the site to secure management and enforcement of the parking layout shown on drawing number 110927/PP Rev C (dated 28/01/16) is submitted to and approved in writing by the Local Planning Authority. The vehicle parking shall be retained in accordance with the approved details and parking management strategy and shall remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity.

Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

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

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel.

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

7. Notwithstanding the approved plans, the garage door openings shall be a minimum of 2.385m wide.

Reason: In the interests of highway safety and convenience.

Relevant policy: Core Strategy policies CP3 & CP6.

8. Plots 118 -188, 310 – 329, 349 – 363 and 398 – 432 shall not be occupied until the glazing and façade/measures employed to achieve appropriate internal noise levels as detailed within letter reference: \\BRIG-LW-02\Projects\Jobs_8001-9000\8409e\Rev2\8409e_Letter_20160301.docx and Plot Schedule reference: 8409e_Assessment_Rev2_20160229.xlsx received 03/03/2016, or alternative scheme as may be approved by the Council, has been installed at the premises.

Any equipment shall thereafter be retained, operated and maintained in its approved form and in accordance with the manufacturer's recommendations for so long as the use hereby permitted remains on site.

Reason: To ensure satisfactory noise attenuation measures are installed.

Relevant policy: NPPF Section 11, Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06

9. Prior to commencement of development, full drainage details shall be provided demonstrating that the drainage design network restricts the runoff from all storms (greater than the 1 in 2 year up to the 1 in 100 year +30% storm) to the QMED discharge rate without any flooding of the onsite network. The 1 in 1 year, and 1 in 2 year storms will discharge at the equivalent greenfield runoff rates. Discharge volumes from the site shall be no greater than the equivalent greenfield volumes.

Reason: In order to avoid adverse environmental impact upon the community.

Relevant policy: National Planning Policy Framework, Core Strategy policy CP1, MDD Policies CC09 & CC10.

Informatives

1. The applicant is reminded that planning permission is granted subject to conditions, many of which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
2. Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.
3. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:
 - addressing concerns relating to neighbour impact;
 - allowing for amendments to the scheme to be submitted for consideration; and
 - Extending the application deadline to allow for it to be considered by Committee

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

PLANNING HISTORY

152947	Application for submission of details to comply with the following
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	conditions of planning consent O/2006/8687 dated 19/11/2014: 5. Details of boundary treatments. 6. Details of hard and soft landscaping. 13. Details of external lighting. Pending.
152805	Application for submission of details to comply with the following condition of planning consent O/2006/8687 (dated 19/11/2014): 12. Noise assessment. Pending.
152755	Application for submission of details to comply with the following conditions of planning consent O/2006/8687 (dated 19/11/2014): 4. Phasing plan/strategy. 16. Detailed scheme to deal with contamination. Pending.
152684	Application for submission of details to comply with the following conditions of planning consent O/2006/8687 (dated 19/11/2015): 3. Site survey. 15. Construction Environment Management Plan. 21. Construction Method Statement. 22. Construction Traffic Management Plan. 26. Lower Earley Way junction. 29. Existing water supply infrastructure. 30. Sustainable drainage scheme. 32. Management of site during construction, including spoil prevention measures. 34. Surface water drainage scheme. 36. Details of flood compensation scheme. 43. Detailed landscape/habitat scheme. 45. Water detention basins. 51. Details for relocation of power lines. Pending.
152640	Application for submission of details to comply with the following conditions of planning consent O/2006/8687 (19/11/2014). 10. Landscape Management Plan. 14. Air Quality. 23. Road Construction. 35. Bridges and Culverts. 44. Japanese Knotweed. 49. Protected Species. Pending.
152693	Application for submission of details to comply with the following conditions of planning consent O/2006/8687 (19/11/2014): 8. Arboricultural Impact Assessment. 40. Scheme for provision and management of buffer zones. 42. Scheme for provision and management of compensatory habitat creation. 46. Buffer zone alongside non-main watercourses/drainage ditches. 48. Scheme for mitigation for impact on bats. 52. Programme of archaeological work. Pending.
152306	Application for submission of details to comply with the following condition of planning consent O/2006/8687 (19/11/2014). 8. Arboricultural Method Statement and Scheme of Works. Pending.
O/2006/8687	Proposed Development of land at Hatch Farm Dairies for the construction of up to 433 dwellings with associated internal access roads, garaging and car parking. A Link road including new junctions with King Street Lane and Lower Earley Way (forming Phase 1 of the Winnersh Relief road). Primary School (up to 2 form entry) including associated pitches / play area. Play Areas. Open space including a Community Woodland and a Country Park. Engineering operations to provide for flood compensation and flood protection. Other associated works including landscaping, creation of swales and ponds as part of the sustainable Urban Drainage proposals (SUDs) and sewage treatments works. Undergrounding of electricity power lines. Demolition of an existing dwelling (no 44 King Street Lane). Approved 19/11/2014.

Chatsworth Avenue – adjoining development site granted on appeal in February 2003 for erection of 209 dwellings (now constructed).

SUMMARY INFORMATION

Site Area	50.4 hectares			
Country Park Area	24.4 hectares			
Existing residential units	2			
Proposed residential units	433 as follows:			
	TYPE	PRIVATE	AFFORDABLE	TOTAL
	1 bed apartment	6	20	26 (6%)
	2 bed apartment	11	13	24 (6%)
	2 bed house	67	39	106 (24%)
	3 bed house	97	24	121 (28%)
	4 bed house	81	17	98 (23%)
	5+ bed house	58	0	58 (13%)
	TOTAL	320 (74%)	113 (26%)	433
Proposed parking spaces	587 allocated spaces			
	278 unallocated and visitor spaces			
	209 garage spaces			

CONSULTATION RESPONSES

Environment Agency	No objection
Thames Water	No comments received
SGN (Gas)	No objection
Natural England	No objection
Highways England	No objection
Sport England	No objection
Police Architectural Liaison Officer	Concerns that the development must be conditioned to meet 'Secured by Design' standards, that proposed footpaths which provide excessive permeability should be removed and that additional defensible space is required to front of some properties.
WBC LUTT	No objection
WBC Highways	No objection subject to Legal Agreement, conditions (5, 6 & 7) and existing conditions on Outline consent
WBC Biodiversity	No objection following amendments to scheme
WBC PROW	No objection following amendments to scheme
WBC Trees and Landscape	No objection following amendments to scheme
WBC Environmental Health	No objection subject to condition (9) and existing conditions on Outline consent
WBC Drainage	No objection subject to condition (10) and existing conditions on Outline consent
Berkshire Archaeology	No objection
WBC Affordable Housing	No objection
WBC Education	No objection
Winnersh Parish Council	No objection. Comment that: <ul style="list-style-type: none"> - To ensure reasonable access to the rest of Winnersh. - The Council strongly supports the principles of SUDS being maintained by WBC.

	- To ensure that WBC takes steps to provide the second stage of the relief road.
Woodley Town Council Earley Town Council	No comment. Aware that not for consideration at Reserved Matters stage but do question design of the Lower Earley Way junction and how junction and area would be impact when M4 closed.
Local Members	No comments received

REPRESENTATIONS

54 letters received with regards to the following (summarised):

- Development must be kept out of flood plain (See paragraphs 46 – 48)
- Development would be in flood plain/increase flood risk (See paragraphs 46 - 48)
- Increase in flood risk to surrounding residents (See paragraphs 46 - 48)
- Increased risk of sewage flooding (See paragraphs 46 - 48)
- Ditch by Welby Crescent has been culverted (See paragraphs 46 - 48)
- Maintenance of drainage ditches/swales, ponds (See paragraph 52)
- Loddon should be dredged (See paragraphs 46 - 48)
- SuDS must be adopted by WBC (See paragraph 52)
- Development will increase traffic/make traffic worse (See paragraphs 34 - 36)
- Not enough parking to serve the development (See paragraphs 38, 39)
- Scheme should have a segregated cycleway (See paragraphs 34 – 35, 43)
- Lack of bus stops/bays (See paragraphs 34 – 35, 43)
- Road network cannot support further development (See paragraphs 38, 39)
- Winnersh Relief Road Phase 2 should be built at same time (Officer note: not a material consideration. This application is for Reserved Matters approval of the Hatch Farm Dairies scheme)
- Too many traffic lights in the area already (See paragraphs 38, 39)
- Relief road would be a rat run (See paragraphs 38, 39)
- Location of site office (Officer note: not a material consideration under this application. Controlled through condition on the outline consent)
- Impact of construction traffic (Officer note: not a material consideration under this application. Controlled through condition on the outline consent)
- Construction vehicles may park in surrounding residential streets (Officer note: not a material consideration. Controlled through condition on the outline consent)
- Access for emergency vehicles (See paragraph 37)
- Changes to appearance of the relief road bridge (Officer note: not a material consideration. Controlled through condition on the outline consent)
- Country Park car park should be on other side of road (See paragraphs 38, 39, 43, 54)
- Lack of crossing points across relief road (See paragraphs 38, 39, 43)
- Safety of children travelling to school (See paragraphs 38, 39, 43)
- New power pylon will be visible to residents and destroy natural beauty (Officer note: not a material consideration. Controlled through condition on the outline consent)
- Undergrounded power line is hazard to health (Officer note: not a material consideration. This matter was considered at Outline stage)
- Tree at risk from undergrounding of power cable beauty (Officer note: Controlled through condition on the Outline consent)

- Light pollution (See paragraph 68)
- Noise pollution from new residents (See paragraphs 63 - 66)
- Noise pollution from M4/relief road (See paragraphs 63 - 66)
- Country Park will not be attractive to use due to noise (See paragraphs 63 - 66)
- Working hours are not stringent enough (Officer note: not a material consideration. Controlled through condition on the outline consent)
- Sewage station could affect children's health (Officer note: no evidence has been submitted to support this assertion)
- Density of development out of keeping with surrounding area (See paragraphs 13, 14)
- Housing design and layout out of keeping with surrounding area (See paragraphs 18 - 26)
- Proposed housing is bland (See paragraphs 18 - 26)
- There are no 3 storey houses nearby (See paragraph 24)
- Outline was clear that only two storey development was proposed (See paragraph 24)
- Loss of privacy/overlooking (See paragraphs 28 - 30)
- Loss of light/overshadowing (See paragraphs 28 - 30)
- Impact upon wildlife (See paragraphs 61 – 62)
- Increase in rodents during construction health (Officer note: not a material consideration)
- Lack of sustainable technology (See paragraph 73)
- School site should be kept for this purpose (See paragraphs 71 - 72)
- School scheme should go ahead (See paragraphs 71 – 72)
- Impact upon existing amenities (schools, doctors, dentists, libraries, leisure centres, shopping facilities) (See paragraph 12)
- Impact upon property values (Officer note: not a material consideration)
- Impact upon insurance premiums (Officer note: not a material consideration)
- Not clear where boundary of property is (Officer note: not a material consideration)
- Loss of views (Officer note: not a material consideration)
- Loss of green space (See paragraphs 54 - 60)
- Loss of dog walking areas (See paragraphs 54 - 60)
- Missed opportunities for bridleway provision (See paragraphs 54 - 60)
- Play areas should be maintained (See paragraphs 4, 54 - 60)
- Impact/loss of Great Crested Newts (See paragraphs 61 - 62)
- Additional affordable housing required (Officer note: The level of affordable housing (26%) was secured at Outline application stage based on an independently assessed viability and is not reconsidered under this Reserved Matters application)
- Affordable housing should be spread across the development (See paragraph 75)
- Affordable housing has been placed closest to noise/air pollution sources (See paragraph 75)
- Affordable units are too close to existing properties (See paragraph 75)
- Developer should have to reapply given time since original consent (Officer note: Outline consent was issued in November 2014 and the Reserved Matters application has been submitted well within the required time limit for the submission of Reserved Matters application/s)
- Scheme has been 'snuck through' (Officer note: This is an allocated site and has

been the subject of significant levels of public consultation and interest at every stage)

- Country Park could become an attraction
- New housing is badly needed to help availability and affordability
- No objection to development if new road is completed before houses
- The relief road will alleviate traffic issues

Three additional objections received following reconsultation relating to:

- Concern re allocation of parking spaces (See paragraphs 38 - 39)
- Impact upon archaeology (See paragraph 70)
- Current activity on site (Officer note: not a material consideration)
- Concern re flooding of the WRR (See paragraphs 46 – 48)
- Noise pollution from M4/relief road (See paragraphs 63 - 66)
- Missed opportunities for Country Park provision (See paragraphs 54 - 60)
- Junctions may not be wide enough (See paragraph 37)
- Lack of cycle parking (See paragraph 40)
- Some units are too close together (See paragraph 29)
- Proposed housing is bland (See paragraphs 18 - 26)
- Overlooking/overbearing (See paragraphs 28 - 30)
- Loss of privacy (See paragraphs 28 - 30)
- Lack of provision for public transport (See paragraphs 34 – 35, 43)
- Lack of detail re drainage solutions (See paragraphs 49 - 52)
- Construction noise (Officer note: not a material consideration. Controlled through condition on the outline consent)
- Applicant has paid some attention to objections raised by residents which is welcomed

APPLICANTS POINTS

- Development accords with the principles established at outline stage.
- The approved scheme provides significant benefits through provision of WRR, Country Park and infrastructure contributions.
- The development would not increase flood risk on site or on other sites.
- The development would provide an attractive environment for occupiers and surrounding residents.
- The proposed layout and detailed appearance of the development is acceptable.
- The proposed level of parking is acceptable.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, Density and Affordability

	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heath Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP11	Proposals Outside Development Limits
	CP17	Housing Delivery
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC06	Noise
	CC07	Parking
	CC08	Safeguarding Alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk
	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
	TB23	Biodiversity and Development
	TB25	Archaeology
	SAL01	Allocated Housing Development Sites
	SAL04	New Open Space Associated with Residential Development within and Adjoining the Borough
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide

PLANNING ISSUES

Description of Development:

1. The application site is Land at Hatch Farm Dairies, Including 42 & 44 King Street

Lane, Winnersh, an area of approximately 50 hectares bounded by Lower Earley Way to the north west, the existing settlement of Winnersh to the north and east, the M4 to the south and the River Loddon to the west. The site comprises primarily agricultural land with some scrub land and trees / hedges along the boundaries. The topography of the site is relatively flat, although it does slope gently to the north.

2. The site was identified as a reserve housing site under previous Local Plan (2004) policies WH3 and PW131 and was subsequently released by the Council for development. The allocation was for 400 dwellings, open space, provision of part of the Winnersh Relief Road (WRR) and a Primary School. This allocation was carried through to the Adopted Manging Development Delivery Document (MDD) (2014) where 'around 431' dwellings were identified for the site under policy SAL01 as well as open space to serve the site under policy SAL04.
3. An Outline planning application (with access only to be considered) was submitted in 2006 (Reference: O/2006/8687), relating to the provision of up to 600 dwellings. However, during the course of the of the application submission, the Environment Agency revised its flood data and zoning with respect to the River Loddon. On this basis the proposed development was significantly revised and the number of houses reduced, and in November 2014 the following scheme was granted Outline consent:
 - Construction of up to 433 dwellings with associated internal access roads, garaging and car parking.
 - A Link road including new junctions with King Street Lane and Lower Earley Way (forming Phase 1 of the Winnersh Relief road).
 - Primary School (up to 2 form entry) including associated pitches pitches / play area.
 - Play Areas.
 - Open space including a Community Woodland and a Country Park.
 - Engineering operations to provide for flood compensation and flood protection.
 - Other associated works including landscaping, creation of swales and ponds as part of the sustainable Urban Drainage proposals (SUDs) and sewage treatments works.
 - Undergrounding of electricity power lines.
 - Demolition of an existing dwelling.
4. The Outline consent also included a S106 Agreement which secured a package of contributions to mitigate the impact of the development, including:
 - Construction of Winnersh Relief Road Phase 1.
 - Junction improvement works to King Street Lane to include additional work to future proof junction for full Winnersh Relief Road.
 - Contribution towards highway improvements works along Lower Early Way.
 - Construction of a 2 form entry School and associated pitches or transfer of site to Council for community purposes and package of financial contributions towards education.
 - Provision and transfer of the Country Park to the Council.
 - Contributions towards infrastructure, facilities and services within the wider local area which includes flexibility for the Council to determine how these

contributions are used.

- Provision of 26% of the dwellings on site as affordable housing.
5. The Outline consent establishes the principle of development on the site, and includes a number of planning conditions relating to the matters such as the maximum quantum of development; mitigation of flood risk; protection and enhancement of wildlife; landscaping and tree protection; lighting, air quality, noise, contamination and pollution protection; provision of parking and garaging, control of noise and construction hours and flooding and drainage matters.
 6. Following on from the Outline consent, this Reserved Matters application has been submitted to secure approval of Appearance, Landscaping, Layout and Scale.
 7. Conforming with the indicative plans submitted at Outline stage, the plans and details submitted with the application show that approximately half of the site (largely to the west and south of the WRR) would be given over as a Country Park. The residential development would be situated adjacent to the existing residential development to the east of the site, out of the floodplain.
 8. Three road junctions are shown onto the WRR, with several more pedestrian links to the WRR and surrounding existing residential development. Technical drawings have been submitted to show tracking and access details, as well as parking plans to show allocated, unallocated and visitor parking.
 9. The development is laid out in four 'Character Areas', showing lower density housing towards the northern, eastern and western edges of the residential development, with higher density development to the centre of the site.
 10. Although the development would be largely housing based, flats are proposed within the scheme. The houses would be largely two storeys, although some bungalows, two and a half storey and three storey dwellings are proposed. Detailed plans have been submitted to show the appearance of each housetype.

Principle of Development:

11. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
12. The principle of the development of up to 433 dwellings on this site was established by the approval of the Outline planning permission reference O/2006/8687. As described above, that permission included a S106 Agreement which secured infrastructure and the provision of affordable housing, and included a number of planning conditions to ensure the development would be acceptable. That consent included the approval of Access (including the WRR), and therefore the only matters that can be considered under this Reserved Matters application are the Appearance, Landscaping, Layout and Scale of the proposal.

Character of the Area:

Density:

13. The quantum of development on the site was established by the Outline consent, which granted permission for up to 433 dwellings. This equates to approximately 36 dwellings per hectare overall (excluding any areas of open space or other uses such as the Country Park, school site and existing woodland), although the differing character areas mean that parts of the site are less dense than others, and the edges of the site tend to have lower density detached and semi-detached family homes (at around 20 dwellings per hectare) compared to the higher density central part of the site (at over 40 dwellings per hectare). Parts of the site would be denser than some of the adjoining residential development, such as the 1970's development along Welby Crescent, but is less dense than more recent residential development which adjoins the site along Jersey Drive and Guernsey Way.
14. Overall, the quantum and density of development accords with that envisaged at Outline stage, as does the principle of a higher density within the site and lower density towards the edges of the site i.e. towards the WRR and existing residential estates adjoining the site, and there is no objection in planning terms.

Housing Mix

15. Policy TB05 of the MDD requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households. The accommodation on site would be provided in houses and apartments as the table below illustrates:

	PRIVATE	AFFORDABLE	TOTAL
1 bed apartment	6	20	26 (6%)
2 bed apartment	11	13	24 (6%)
2 bed house	67	39	106 (24%)
3 bed house	97	24	121 (28%)
4 bed house	81	17	98 (23%)
5+ bed house	58	0	58 (13%)
TOTAL	320 (74%)	113 (26%)	433

16. Flats form a relatively small part of the overall mix (12% of the overall number of units), and the scheme is geared towards the provision of family houses, which is considered to be appropriate for the site.

Character, Design and Layout

17. Core Strategy Policies CP1 (Sustainable Development) and CP3 (General Principles for Development) and the Borough Design Guide require high quality design that reflects its context. The details submitted with the application, including the detailed drawings, Design and Access Statement and 'Design Rationale' document, seek to demonstrate how the proposal meets this aim.
18. At Outline stage the applicant undertook an appraisal in which the proposed

development was assessed in terms of its landscape character impact. The appraisal set out the constraints of the site and the potential impact of the development on the landscape setting and its visual amenity. The assessment established the sensitivity of the site and its capacity to accommodate the proposed change of use to residential. The outcome of this assessment indicated that provided adequate landscape mitigation measures are implemented, the site can accommodate development of the scale proposed. Given the contained nature of the site, it was considered at outline stage that a scheme could be developed which had limited impact upon the countryside and on views of the site from external vantage points.

19. The Outline submissions were supported by an illustrative Masterplan demonstrating that the site was capable of accommodating the scale of development proposed. Whilst future Reserved Matters application/s were not conditioned to conform with the Masterplan, the site does have significant constraints which have informed the proposed location of the residential development in this application. Work undertaken at Outline stage and further hydraulic modelling confirms that the western and north western parts of the wider site are located within the floodplain and are therefore not proposed for residential development. As identified in Policy SAL04 of the MDD, open space including a Country Park is proposed for the site, and would be located partly in areas of the site which flood. Further constraints include the M4 motorway to the south of the site, existing green corridors which run across the site, and the approved WRR which would run through the site for 1.7km, connecting Lower Earley Way and King Street Lane. These factors mean that the Reserved Matters application does closely resemble the Masterplan in terms of the location of development within the site, and the residential development is therefore largely confined to the eastern, southern and central parts of the site, adjoining the existing residential development of Winnersh.
20. The Reserved Matters application proposes four main character areas to respond to the different circumstances and constraints of the site and to add variety and interest to the development. Running through the middle of the residential development would be the 'Central Lane'. This is the central spine of the development, away from existing residential development in Winnersh and the more rural setting of the Country Park. This section of the development would have comparatively higher density two storey terraced and three storey semi-detached dwellings as well as small three storey flat blocks by the land reserved for education/community use. The layout would be similar to a 'Homezone' type approach, with low level boundary treatments to frontages, shared surfaces and parking interspersed with trees to the front of the units served by the spine road. Adjoining the Central Lane to either side would be 'Linking Streets'. These would provide a transition to the lower density areas at the edges of the site and would be largely two storey detached, semi-detached and short terraces of dwellings with parking in garages and on frontages. Together, the Central Lane and Linking Streets form a type of grid pattern, contrasting with the less formal road layouts on other parts of the site. At the boundaries of the residential development of the site a 'Rural Edge' style is proposed. This would be a lower density of development, consisting largely of two storey detached and semi-detached dwellings with larger gardens and on-site parking (although a 2 x two storey flat blocks are proposed at the very southern end of the residential development). The last character area proposed by the applicant is the 'Southern Square' which

would be a small number of two storey and single storey units forming a square at the southern end of the development. It is considered that these character areas respond well to the particular contexts of the site and that this is an appropriate design approach.

21. The northern end of the residential development is proposed in the Rural Edge style of low density two storey family homes. It would adjoin Lydiaville Mobile Home Park and Miller Drive to the east and the Chatsworth Ditch and land reserved for education/community use beyond this to the south. It would contain a small cul-de-sac of 29 houses served from the WRR with further pedestrian links to the south.
22. The second access from WRR is further south and serves the majority of the residential development, land reserved for education/community use and Country Park Car Park. Adjoining the existing residential development to the east (Jersey Drive and Guernsey Way) and the WRR to the west the applicant proposes to use the Rural Edge style with higher density Linking Streets and the Central Spine further from the edges of the site. The Central Spine contains the majority of the three storey buildings proposed for the site, which would generally be located at corners, as well as two storey terraces. It is considered that the distance from existing residential development allows this section of the site to establish its own character without being harmful to existing character of residential development in the area, and the grid pattern 'perimeter block' approach used on this section of the site is therefore appropriate in this context. This approach also accords with Section 4 of the Borough Design Guide, which states 'residential development should typically be based on the design principle embodied in perimeter blocks'.
23. The third access from WRR serves the southernmost part of the site, which contains houses and flats in the Linking Streets and Rural Edge styles as well as the Southern Square. The southern part of the site contains a two way vehicular link through to the central part of the site, as well as numerous pedestrian links to the WRR, existing residential development adjoining the site and the central part of the residential development. Amendments have been secured in this section of the site to move the proposed dwellings further from existing residential properties (discussed in further detail below) and to simplify the layout and provide additional footpaths to make the development more legible and user friendly.
24. In terms of proposed heights, two storey housing would be approximately 7.5 – 8.5m in height, two and half storey housing would be approximately 8.5 - 10m in height whilst three storey housing would be approximately 10.5 - 11m in height. Two storey flat blocks would be approximately 9 - 10m, with three storey blocks 11.5m approximately. The proposed housing would be largely two storey, although there would also be single storey bungalows, two and half and three storey housing and some two and three storey flat blocks, which was envisaged at Outline stage and referred to in the Committee Report for that application. At the edges of the site, towards existing residential development and public vantage points of the site from the WRR and Country Park development would be largely two storeys, with some two and a half storey development, and this is considered to be in keeping with the existing nature of the residential development adjoining the site. Away from the edges of the residential site,

larger two and a half and three storey buildings are proposed; however, these are generally not evident from the edges of the site and would not harm public views of the site. In addition, there are examples of two and half and three storey houses on the adjoining Jersey Drive site as well as three storey residential and commercial buildings in Winnersh along Reading Road, and this scale of development is therefore not unprecedented within the wider area.

25. A key aspect of achieving a high quality scheme is the use of materials and hard and soft landscaping (discussed in further detail below) within a development. The applicant has submitted details of materials – the elevational treatments would comprise mostly stock brick, however, multi stock and render are proposed for some house types. Amendments have secured a reduction in the use of render on elevations across the site, and it is considered that the various proposed elevational finishes would break up the overall colour and texture of the development and provide some variety to the general appearance of the development. The proposed roof tiles are varieties of red, grey and black to the different housetypes to add interest and variety. Overall it is considered that the approach to the design and external finishes of the development would be appropriate to the character and appearance of the development and surrounding area and would provide a successful and well-designed scheme. It is proposed that the approved materials are conditioned (Condition 3).

26. In summary, the proposed location and layout of the development responds to the constraints of the site (including the requirement to keep the residential outside of the flood plain) and makes good use of the land available for housing. The proposed character areas are considered to respond to the context of the site and its neighbours. Throughout the site, the applicant has provided a good range of housing types and styles of an acceptable design and detailed appearance.

Residential Amenities:

27. The NPPF and Core Strategy policies CP2 and CP3 seek to ensure that all new development should be high quality in design and does not cause detriment to the amenities of adjoining land users or their quality of life. The Council within its adopted Borough Design Guide reinforces this and sets out the minimum recommended standards for new developments in terms of separation distances to existing properties including back to flank (12m) and back to back (22m) situations.

28. Much of the existing residential development along the boundary of the site is notable for a green buffer, which results in the existing housing being set well away from the site; this is particularly evident in the more recent Jersey Drive Development. In response to this, the northern and central section of the residential units on this site would also be set well off the boundaries, and as such, the front to back and back to back separation distances between properties along Jersey Drive/Guernsey Way and the properties proposed are at least 30m, and generally significantly more than this. In addition, there is a significant vegetative screen between large parts of the two sites. Further south, the existing development along Delane Drive, Welby Crescent and Eden Way backs on to the site, and therefore does not provide the same buffer to the site boundary as the more recent development (it is also noted that along this stretch the ditch at

the site boundary the ditch has been culverted at some points). It is important to ensure that the proposed development provides a buffer to these properties, and amendments have been secured which ensure a greater separation distance between the site boundary and the proposed residential development. As such, the closest side to back distance along this part of the site is now 18m and the closest back to back distance would be 30m, clearly in excess of the minimum requirements of the Borough Design Guide. In addition, despite meeting the standards as set out in the Borough Design Guide, a number of properties along this part of the site have been reorientated to ensure the privacy of existing residential occupiers is not detrimentally affected. The properties along the edges of the site would generally be two storey; this, combined with the amendments to the orientation and separation distances between dwellings would mean that the development would not result in unacceptable overlooking or overbearing impacts upon existing residents.

29. Within the site, the scheme has been designed so that acceptable separation distances are maintained between proposed properties, and all dwellings meet the minimum 10m front to front, 12m back to flank and 22m back to back separation distances. In addition, the development has been set off the boundaries with surrounding development, with green wedges between the three main sections of the site and to existing dwellings as well as landscaped areas, swales and balancing ponds to set the development off the WRR.
30. In terms of amenity areas, the proposed houses would all include private rear garden areas with a minimum depth of 11m, while the flats would have communal amenity space or balconies associated with them as required by the Borough Design Guide. There would also be a significant amount of open space within the wider site, including the Country Park (which is approximately half the overall site area) and play area within the residential part of the site (the specification of which is controlled through the S106 Agreement agreed at Outline stage). All of these spaces would be readily accessed by future residents and existing surrounding residents, thereby providing good levels of publicly accessible open space on the site. For these reasons the approach to amenity and open space is considered acceptable.
31. The internal space standards for new dwellings are set nationally however a planning judgement can be made where schemes do not meet the standard. The proposal has been checked against the national standards and the majority of dwellings exceed the minimum requirement. In the case of the 5 bed dwellings, the proposal significantly exceeds the standard. However, there are some dwellings which fall below the national standard although this is a relatively minor shortfall (i.e. no more than 4 square metres). These properties have been checked against Wokingham Borough Council's old standards and all of them would exceed these. Additionally, weight should be given to the fact the outline was approved prior to the national standards being set and therefore any design rationale would have taken into account the old standards. On this basis, the minor shortfall below national standards is not considered to result in a harmful impact in planning terms.
32. In terms of security, the areas of parking and recreational use within the residential part of the scheme would be overlooked by residential properties. Comments have been received from the Police Crime Prevention and Design

Officer, which raise concerns regarding the scheme, in particular requesting that footpaths providing 'excessive permeability....where possible be omitted from the development'. The comments then cite the footpath linking Plots 3 and 5 (see below) as an example of this.



33. Although these comments are noted, the pedestrian links to existing development and new links proposed within the site are a positive feature of this scheme and accord with the principles of establishing connectivity within the BDG. In the particular example of Plots 3 to 5, it is considered that the footpath would benefit from surveillance from the adjoining residential units and from the WRR, and forms part of a circular footpath route around that section of the site, which is benefit to the development as a whole. As such, it is not considered reasonable or necessary to require the removal or curtailment of footpaths.

Access and Movement:

34. Core Strategy Policies CP1 and CP6 seek to manage travel demand by a variety of measures, with MDD DPP Policy CC08 identifying specific measures relevant to the site, including provision of phase 1 of the WRR. Delivery of the WRR is an important strategic objective of the Council and is essential as part of the strategic requirements for the borough highway network. Phase 1 of the WRR, which is to be provided as part of this development, has been granted permission and would effectively deliver a vital piece of highway infrastructure for the area, which in its completed form is designed to relieve congestion at the Winnersh Crossroads and provide an alternative route between Winnersh and Reading when the Showcase junction is closed by flooding or accidents.

35. The travel impacts of the development were considered at the outline stage (in line with the Council's modelling protocol) and mitigation was secured through a combination of conditions and the S106 legal agreement, which included provision of the WRR (Phase 1). It is not necessary to repeat the conditions imposed at Outline stage relating to, for example, the Construction Method Statement, provision of the Country Park car park and provision of the junctions with Lower Earley Way and King Street Lane. This proposal merely looks at the

internal layout of the development and not the wider highway issues.

36. It is noted that local residents are concerned by the traffic generated from the additional housing, specifically the impacts upon the local highway network; however, this is not for consideration as part of this application as it has been determined at outline stage that this proposal can be accommodated without significant detriment to the highway network subject to certain improvements being undertaken. As such these concerns are not material to this application.
37. The Council's Highway's Section has considered the internal layout of the development. They advise that not all of the site meets the Council's required standards as service margins of the required widths are not provided on all internal roads. However, the internal layout is acceptable aside from this, the site can be fully serviced by delivery and refuse vehicles and the applicant has confirmed that the developer wishes to enter into a S38 Agreement with the Council to inspect the construction of the development. Once this is completed, the Council would adopt the sections of road leading from the vehicular accesses from WRR, which meet the Council's specifications and the remainder of the site would remain private, managed and maintained by a management company. The applicant would enter into a S106 Agreement with the Council which would bind the applicant to maintain the streets, footways and service/maintenance margins to an acceptable standard and prevent the applicant or residents from seeking adoption in the future. Subject to the completion of this Agreement, the proposed layout of the development is acceptable in terms of highways considerations.
38. Policy CP6 of the Core Strategy and CC07 of the MDD require developments to incorporate parking in line with the Council's standards. The overall parking provision shown on the submitted plans consists of 587 allocated spaces and 278 unallocated and visitor spaces. There are also 209 garage spaces, which have not been included in the overall calculation for provision (as they measure 3m x 6m internally rather than 3m x 7m as required), and a number of units have space for off street parking which has not been formally shown, for example, units 154, 156 and 157 below have sufficient space for additional parking in front of the spaces shown on the plan below:



39. The parking provision as submitted is consistent with the amount of parking required under the Council's parking demand calculator in the parking standards, and the level of provision is therefore considered to be satisfactory, even without the garages and additional spaces which have not been counted towards the provision. A condition is proposed requiring a parking management strategy to ensure the approved parking spaces are properly managed and maintained in the future (Condition 5)
40. As the proposed garages are not 3m x 7m internally, they are not considered adequate for both cars and cycles under the Council's standards. Accordingly, a condition is proposed to ensure the provision of adequate cycle parking for each unit (Condition 6). A condition is also proposed to ensure wider garage doors (2.385m) to meet standards (Condition 7).
41. Excluding the garages, all parking spaces are to the required size and have adequate manoeuvrability.
42. The site contains a public right of way, running south from Jersey Drive towards the M4, which would be retained. The Outline S106 Agreement includes provision of the Country Park and transfer of the land to the Council, which would result in a number of walks for residents and visitors and formalises public access to the site. The scheme also proposes a number of footpaths linking the different sections of the site, as well as pedestrian links to existing footpaths linking to the existing residential development east of the site. The footpath links and resultant connectivity are considered to be acceptable and to represent a positive aspect of the development.
43. Objections have also been received relating to the safety of the WRR, lack of provision of a cycle lane and lack of bus stop provision on the WRR; however, the road has already been approved and does not form part of the consideration of this application. It is noted; however, that bus stops could be placed along the WRR if required at a future date.
44. In summary, the impact of the development upon the surrounding highway network, including the impact of the provision of the WRR, has been considered at outline stage, and found to be acceptable subject to conditions. The internal layout of the development is acceptable in highways terms, subject to a S106 Agreement to maintain the streets, footways and service/maintenance margins to an acceptable standard, and prevent the applicant or residents from seeking adoption in the future. The overall level of parking provision and the allocation of spaces are considered to be acceptable subject to conditions. The development is therefore considered to be acceptable in highway terms subject to the Legal Agreement and conditions imposed at outline stage and proposed at Reserved Matters stage.

Flooding and Drainage:

45. Core Strategy Policy CP1 and MDD Policies CC09 and CC10 establish that new development should avoid increasing, and where possible reduce, flood risk.
46. At outline stage, the applicant undertook a Flood Risk Assessment which

determined that the residential part of the site is not located within areas shown to be at risk of flooding, as indicated by Flood Zone 1 on the Environment Agency's Flood map. Part of the WRR would cross land identified as being at medium or high risk of flooding; however, this has been accepted by the EA as acceptable on the basis that it is essential infrastructure and would not increase flood risk elsewhere.

47. The area of the site which is prone to flooding is located primarily to the western part of the site and also to the north of the proposed houses and land reserved for education/community use. Residents are concerned with the impact the development might have upon the existing nearby developments both down and up stream, in terms of displacement of water and upon drainage. The Council is aware of the history of flooding within the local area and the wider impact that flooding has on the infrastructure, especially the nearby road networks. As such the Council instructed consultants to prepare a Flood Risk Assessment (FRA) for the site in addition to the FRA prepared on behalf of the applicant and worked closely with the EA over the course of the Outline application and produced a Flood Risk Assessment for the relief road (Hatch Farm Dairies Flood Risk Assessment – Addendum to the SFRA Wokingham Borough Council dated November 2010). The detailed information submitted with the Outline application demonstrated that the development would not increase flood risk at this site, or surrounding sites, subject to adherence with imposed planning conditions. Details relating to these conditions have been submitted separately and are subject to consideration by the Council and EA.
48. In relation to this Reserved Matters application, the EA have assessed the updated hydraulic modelling submitted in support of the application. They acknowledge that a part of the WRR would be within the floodplain, as was established and approved at Outline stage, but agree that the residential areas and the school would not be located in areas at risk of flooding (including when a 20% allowance for climate change is factored in). As such, the EA have formally confirmed that they recommend approval of the Reserved Matters application.
49. As well as flooding, drainage issues were fully assessed at outline stage. The Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds and swales, can be accommodated on-site and will mitigate the impacts of the development. Conditions 23, 28, 30, 33 and 34 of the Outline consent require the development to be carried out in accordance with details approved at outline stage or details to be submitted for separate approval.
50. Under this Reserved Matters application, discussions have taken place between the EA, the Council's Drainage Officer and consultant and the applicant which have result in the production of a revised Drainage Strategy (ref: 506.569B) and supporting drainage calculations. On the basis of this additional information, the Council's Drainage Officer advises:

The developer has proposed a system utilising extensive permeable paving and detention basins. The applicant has calculated a QBAR (average annual storm) runoff from the site in the order of 27l/s. The calculations provided demonstrate that SUDS ponds and upstream permeable paving provide sufficient storage to attenuate the 1 in 100

year storm including a 30% increase in rainfall to 27l/s. This represents a significant betterment in terms of the surface water runoff from the site. Furthermore the applicant states in the SMA Letter dated 19th February that the storage has been sized to ensure that there is no flooding during the 1 in 100 year +30% storm.

The masterplan also provides two additional ponds to the southeast to provide improvements to the existing ditch network. Further details of the design of these ponds is anticipated to support the discharge of planning conditions related to drainage.

Further work is required by the consultant to confirm the size and levels of the upstream pipe network; this can be addressed through the discharge of the drainage conditions. As the system they have designed to date does not include the volume that will be provided by the pipe network, it is therefore considered that the assumptions are sufficiently conservative that the drainage network can be further refined without affecting the layout of the development.

Recommend Approval subject to condition (Note: Included as Condition 9 above).

51. It is noted that residents have raised concerns over local flooding from the development at Outline and Reserved Matters stages, but the Council's Drainage Officer and consultants have reviewed the applicants submissions on drainage in relation to the reserved matters and have raised no issues, subject to the conditions already imposed at Outline stage and the additional condition (9) proposed now. Given this, there is no objection to the proposed layout in respect to the reserved matters submission.
52. Comments have been received suggesting that the Council should adopt the SuDS scheme on the site once built. The Outline permission includes the requirement for the SuDS to be built out as approved, but then allows for the developer to either pay a contribution to the Council and allow the Council to adopt the SuDS, or for the management company to adopt them. As such, this matter has been dealt with at Outline stage.
53. On the basis of the advice received from the Environment Agency and the Council's review of the scheme, it is considered that there would be no significant flooding or drainage issues on the site or in the surrounding area (up or down stream of the site), subject to the conditions already imposed at outline stage and Condition 9 above.

Landscape and Trees:

54. As identified above, a significant proportion of the site is given over to amenity land for public use. The S106 for the development includes provision and transfer of the Country Park to the Council, allowing for unfettered public access, as well as parking for the Country Park and a play area. In addition, the scheme is buffered from, and includes the retention of, the woodland ('Winnersh Wood') adjoining Friesian Way and the 'green fingers' which cross through the site.

55. Parking to serve the Country Park is a matter fully controlled under condition 25 of the Outline permission, although 9 spaces have been shown under this Reserved Matters application adjacent to the play area. Whilst objections have been submitted regarding the location and use of this car park, there are various crossing points along the road, including a crossing point close to the car park and an underpass further along the road. In addition, the Country Park is not of a size that would attract a significant number of visitors arriving by car, but rather local residents. Therefore a larger car park, or one located on the other side of the WRR would not be necessary, would result in an additional junction, and may have flooding implications depending on where it was located.
56. In accordance with Condition 1 of the Outline consent, the applicant has submitted landscaping details with this application; it should be noted, however, that landscaping is being considered in more specific detail under conditions placed on the Outline consent, particularly Conditions 6 (full details of hard and soft landscaping, 7 (timetable for landscaping), 8 (Arboricultural Method Statement), 9 (replacement planting), 10 (landscape management plan) and 43 (landscape/habitat scheme for Country Park).
57. It is considered that landscaping is key to the delivery of a successful scheme. The location of street furniture, boundary treatments, hard landscape materials and soft landscape planting are reflected in the concepts set out within the Design Statement and other landscaping details submitted with this application, with the details of these being considered under conditions applications referred to above.
58. The Council's Tree and Landscaping Officer had originally raised concerns regarding the relationship of the proposed houses at the south eastern part of the site to the site boundaries and with the green fingers; however, amended plans have been submitted which increase separation distances to the site boundaries and to the existing retained trees and hedges. The Tree and Landscaping Officer comments that the revised layout drawings are acceptable.
59. Details of the proposed boundary treatments are required under Condition 5 of the Outline consent. However, following a request from officers, the applicant has confirmed that low level railings will be provided to the front of houses along the Central Lane character area to provide these units with defensible space to their frontages.
60. Overall, the proposal would result in the provision of a publically accessible Country Park with an adequate car park, would also provide additional open space within the residential element of the site, would be appropriately landscaped and provide appropriate replacement trees. These matters are controlled through the S106 Agreement and planning conditions associated with the Outline consent. As such, there is no objection to the development in terms of trees and landscaping.

Biodiversity:

61. Core Strategy Policy CP7, carried forward by MDD Policy TB23, requires appropriate protection of species and habitats of conservation value. An ecological appraisal of the site was undertaken as part of the ES, which set out a

mitigation strategy that would provide buffer zones around features such as the Loddon, Winnersh Wood and hedgerows around the site and this mitigation has been brought through to the Reserved Matters application where significant buffers to these features are proposed (the 'Buffer Zones: Provision Plan' is appended to this report), as well as the creation of new habitats within the ponds and swales created as part of the flood compensation works.

62. At Outline stage a number of planning conditions were imposed relating to ecology, including Conditions 6 – 10 (landscaping), 13 (lighting), 40 (buffer zones), 41 (ecological mitigation), 42 (compensatory habitat creation), 43 (landscape/habitat scheme for Country Park), 44 (Japanese Knotweed), 45 (water detention basins), 46 (watercourse buffers), 47 (light spill), 48 (bat mitigation) and 49 (protected species contingency plan), and subject to these conditions which are the subject of separate submissions by the applicant, the Council's Ecologist has confirmed that there is no objection to the proposal in terms of ecological impact.

Environmental Health:

63. Core Strategy Policy CP1 and MDD Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. Sources of noise potentially affecting the residential part of the site include the M4 motorway, which at its closest is approximately 60m from the nearest new dwellings proposed on site (a two-storey flat block at the south-eastern edge of the residential development), and other roads including Lower Earley Way and the WRR. Other sources of noise include the land reserved for educational/community use, as well as noise from the site itself, which could affect the amenity of existing neighbours.

64. The ES submitted with the Outline application considered noise impacts and concluded that, subject to measures to safeguard the amenity of future occupiers, including the siting of units to avoid noise sources where possible and a landscaped buffer along the WRR, the majority of properties would not suffer from unacceptable noise impacts. It went on to note that properties within the development site will all be built with thermal double glazing irrespective of location or orientation and that all properties fronting onto the link road and with an unobstructed view of the M4 will be provided with passive ventilation, such as acoustic trickle vents. The provision of thermal double glazing and appropriate ventilation will reduce the internal noise levels of all the dwellings to within the levels stated in BS8233 (Guidance on sound insulation and noise reduction for buildings). Details have been submitted to show which units will be provided with ventilation and these measures are proposed to be conditioned (Condition 8). The Outline submissions also noted that a number of existing properties would benefit from a reduction in road noise from the screening effect that the proposed residential development would provide.

65. Highways England have applied for an Order granting development consent for the proposed M4 (junctions 3 to 12) smart motorway scheme, and this is currently under Examination by the Planning Inspectorate. It is proposed that this section of the M4 would use active traffic management techniques to increase capacity by use of variable speed limits and hard shoulder running at busy times. In considering what, if any, noise mitigation is required, Highways England have

assessed impacts upon sites with planning permission. Closest to the residential part of the application site the motorway is elevated and as part of the smart scheme there are proposals through the Noise Mapping process to resurface the road with low noise tarmac. At present Highways England have not proposed additional noise protection measures, such as a new noise barrier, along this immediate stretch of motorway; however, the Council has made representations to the Planning Inspectorate requesting that the smart motorway scheme incorporate noise mitigation measures along several stretches significantly beyond those normally considered adequate in order to improve the situation for Wokingham residents. In any event, it is considered that the noise mitigation measures as proposed in the ES and conditioned at Outline and Reserved Matters stages would ensure that the development would not be detrimentally affected by road noise.

66. Construction noise was a matter considered at Outline stage, where construction hours (Condition 11), construction noise (Condition 12), Construction Method Statement (Condition 21) and Construction Traffic Management Plan (Condition 22) were included as conditions of the consent.
67. The Outline consent included the undergrounding of the 132kV overhead power lines. The implications of this were assessed at outline stage, and the details of the undergrounding are controlled through Condition 52 of the Outline consent.
68. In terms of light pollution, lighting is controlled by Conditions 13 (external lighting) and 23 (roads and footways) of the Outline consent which requires lighting details to be submitted prior to commencement. This will ensure adequate lighting is provided without unnecessary harm to the local environment or to residential amenity.
69. Contamination was also a matter considered at Outline stage, where a condition (16) requiring a detailed scheme to deal with any contamination on the site including an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk when the site is developed was placed on the consent.

Archaeology:

70. Core Strategy policy CP3 and MDD Policy TB25 require the archaeological impact of development to be taken into consideration. Condition 52 of the outline consent requires a programme of archaeological work in accordance with a Written Scheme of investigation. This has been partly undertaken and submitted separately under an application to discharge that condition.

Education Provision:

71. At Outline stage, the Council negotiated with the applicant to secure the provision of a two-form entry primary school and the transfer of the school land to the Council. The Council's Education Department advise that at the time the Outline application was submitted, there was a need to provide a school to respond to an increase in the number of children in the area; however, Wheatfield School was subsequently upgraded to meet immediate local need. Although currently local schools are full, projections indicate that the pressure will ease before a school

could be constructed and opened on site and needs generated by the new development could therefore be met through schools already built (supported by other new planned provision). The residential scheme permitted on its own isn't of a sufficient size to require provision of a school, and as such, there is no current plan to build a primary school.

72. The S106 Agreement relating to the Outline development envisaged a situation where the school would not be required, and in that scenario the S106 Agreement allows for the school site to be retained for education/community use with education contributions payable to the Council. As such, the site could be transferred to the Council and retained for education/community use in the future. The Council can allocate the monies towards provision of the school in the future or improving existing schools in the area. This current Reserved Matters application does not prevent a future Reserved Matters or Full application for a primary school coming forward separately should it be required in the future.

Sustainable Design and Construction:

73. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is not required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.

Affordable and Specialist Housing:

74. Core Strategy Policy CP5 requires a mix of tenures. At Outline stage, a S106 Agreement was completed which secured the provision of 26% of the dwellings as affordable on-site (50% social rented, of which up to 12% can be affordable rented) and 50% shared ownership). The application submissions show a broad mix of affordable units, including one and two bedroom supported living apartments, 2, 3 and 4 bedroom houses and 4 bedroom bungalows, which meet the requirements set out by the Council's Strategic Commissioning Section. There is therefore no objection on this basis.

75. The affordable housing would be 'pepper potted' in small clusters across the site (the tenure plan is appended to the report for information), and this approach is considered to be acceptable.

CONCLUSION

The Reserved Matters application is consistent with the principles and parameters established by the Outline planning consent for development of this allocated site. It is considered that the application will result in a quality development in accordance with the Council's spatial strategy and vision and can therefore be recommended for conditional approval.

CONTACT DETAILS

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

Management and Regulatory Services		
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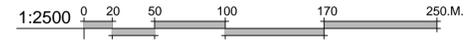


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 Date: AUG '15

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Revisions	Rev	Date	Drawn	Checked
SOUTHERN RED LINE BOUNDARY AMENDED.	A	25/02/14	MJW	

\\SERVER1\DESIGN\CURRENT PROJECTS\BOVIS THAMES VALLEY\0110927_WINNERSH_SITE_LAYOUT\LOCATION PLAN



Project:
 HATCH FARM
 WINNERSH

Drawing Title:
 LOCATION PLAN



carlton
 design partnership

carlton homes, 85a Southway, London, SE16 2NR
 020 7464 4444
 www.carltonhomes.com

Scale: 1:2500 © A1
 Drg No: 110927/LP Rev: A

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Affordable Range			
Bovis allocation			
4B-B	4b7d	6	4 BEDROOM HOUSE
3B-B	3b5p	5	3 BEDROOM HOUSE
2B-A	2b4p	4	2 BEDROOM HOUSE
2B-A-A	2b4p	3	2 BEDROOM APARTMENT
2B-A-B	2b4p	3	2 BEDROOM APARTMENT
1B-A-A	1b2p	2	1 BEDROOM APARTMENT
1B-A-B	1b2p	2	1 BEDROOM APARTMENT
FOG-A	1b2p	2	2 BEDROOM FOG
			1
			57
Persimmon allocation			
4B-B	4b7d	6	4 BEDROOM BUNGALOW
4B-P	4b7d	6	4 BEDROOM HOUSE
3B-P	3b5p	5	3 BEDROOM HOUSE
2B-P	2b4p	4	2 BEDROOM HOUSE
1BCC-A	1b2p	2	1 BED FLAT SUPPORT
1BCC-B	1b2p	2	1 BED FLAT SUPPORT
1BCC-C	1b2p	2	1 BED FLAT SUPPORT
2BCC-A	2b4p	3	2 BED FLAT SUPPORT
2BCC-B	2b4p	3	2 BED FLAT SUPPORT
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			113
			433

Legend

 Affordable Dwellings

 Affordable Areas



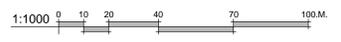
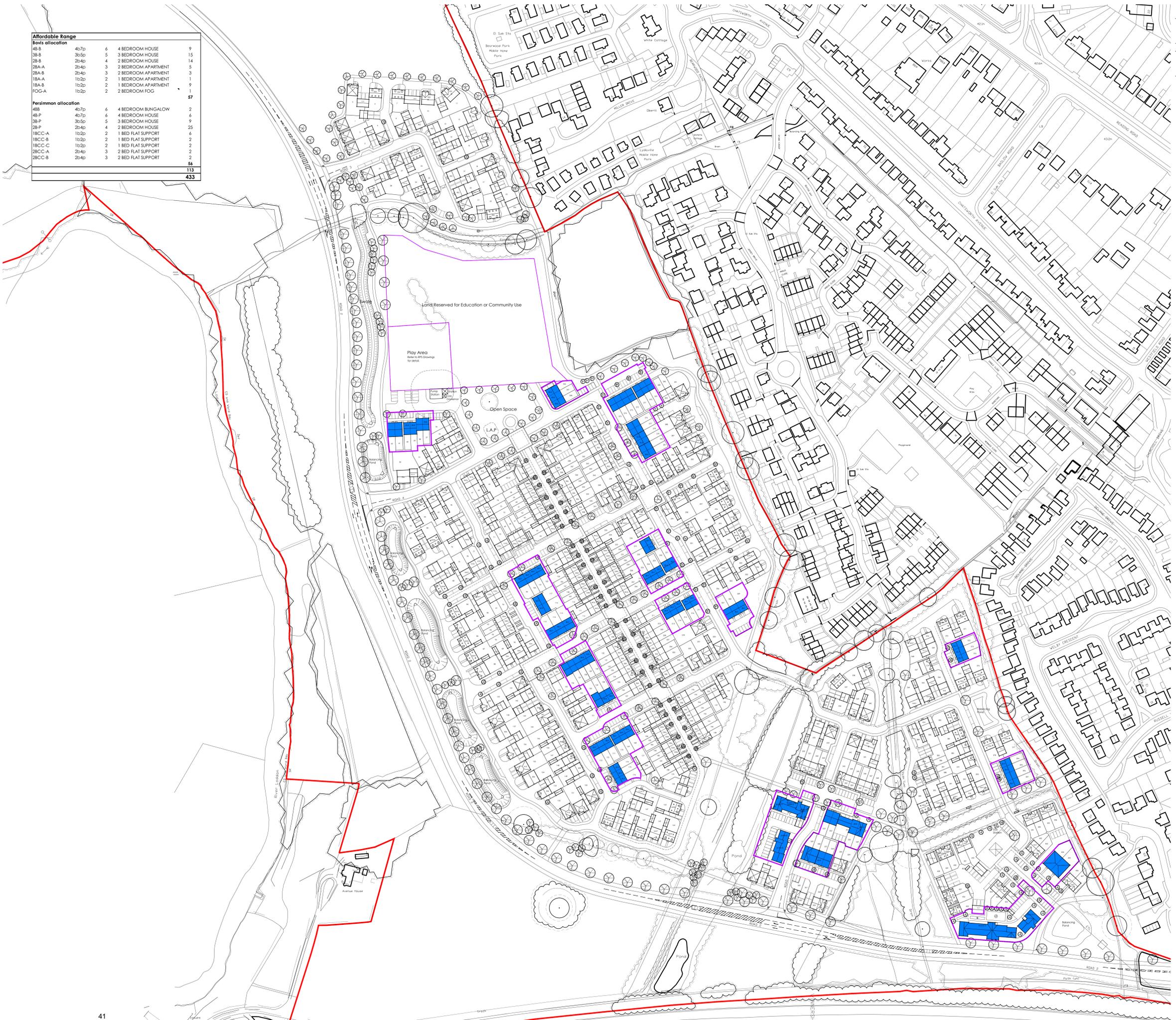
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Revisions

Rev	Date	Drawn	Checked
A	14/01/16	MJW	
			UPDATED IN LINE WITH SITE LAYOUT.
B	27/01/16	MJW	
			UPDATED IN LINE WITH SITE LAYOUT.
C	28/01/16	MJW	
			UPDATED IN LINE WITH SITE LAYOUT.



Project:
HATCH FARM
WINNERSHIP

Drawing Title:
TENURE PLAN
AFFORDABLE HOUSING LOCATIONS



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Dig No: 110927/FP Rev: C

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Revisions

Rev	Date	Drawn	Checked
A	27/01/16	KP	

AMENDMENTS THROUGHOUT THE SITE.



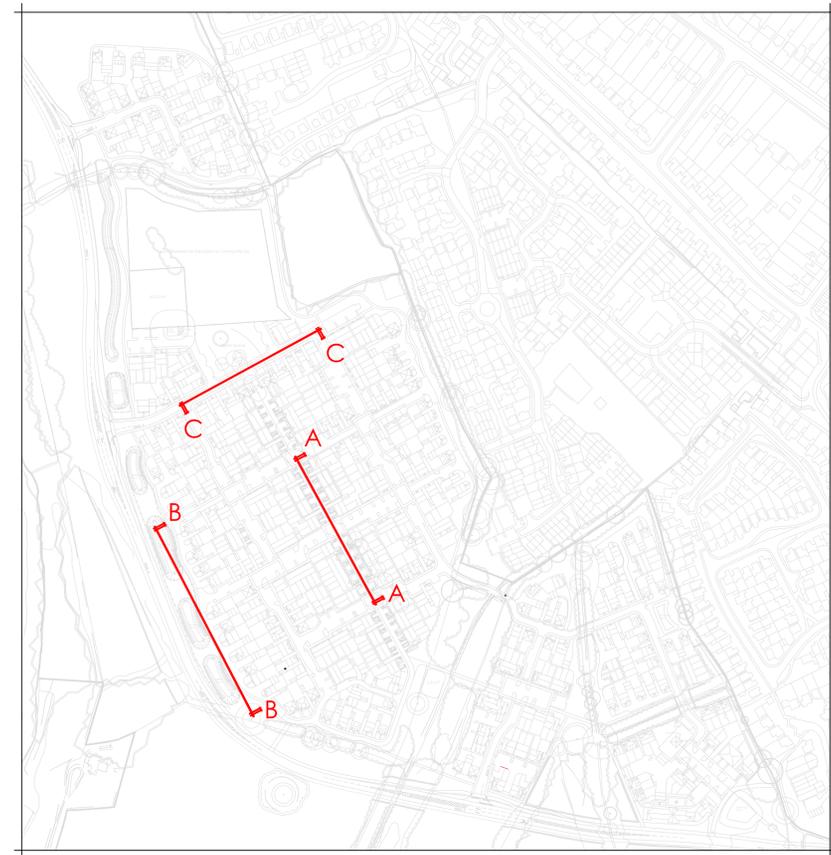
Street Scene A-A



Street Scene B-B



Street Scene C-C



Site Plan Key : N.T.S

Project: LAND AT HATCH FARM DAIRIES WINNERSH

Drawing Title: STREET SCENES SHEET 1



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29 carlton crescent, southampton, SO15 2EW. Tel: 023 80271 1400

Scale: 1:200 @ A1

Dwg No: 110927/SS01 Revision: A



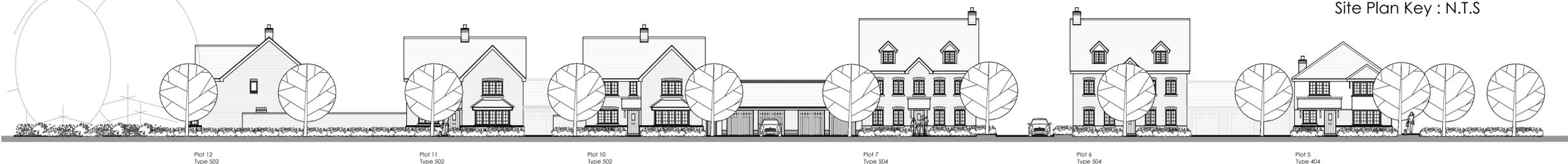
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Revisions			
Rev	Date	Drawn	Checked
A	27/01/16	KP	

AMENDMENTS THROUGHOUT THE SITE.



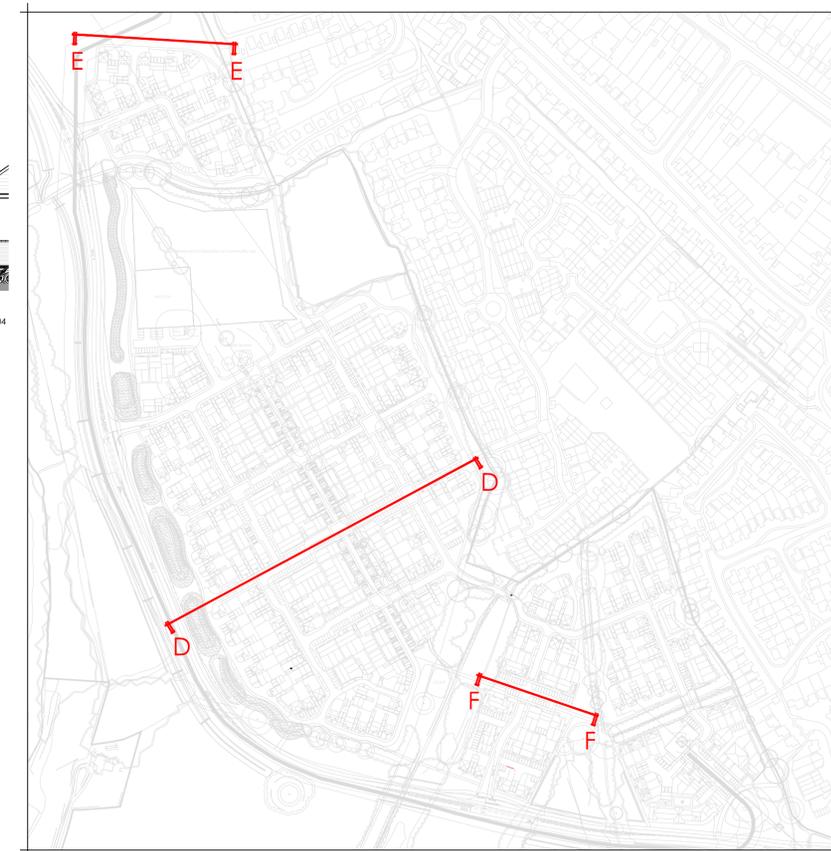
Street Scene D-D



Street Scene E-E



Street Scene F-F



Site Plan Key : N.T.S

Project: LAND AT HATCH FARM DAIRIES WINNERSH

Drawing Title: STREET SCENES SHEET 2



29 Carlton Crescent, Southampton, SO15 2EW. Tel: 023 8071 1400

Scale: 1:200 @ A1

Dwg No: 110927/SS02 Revision: A

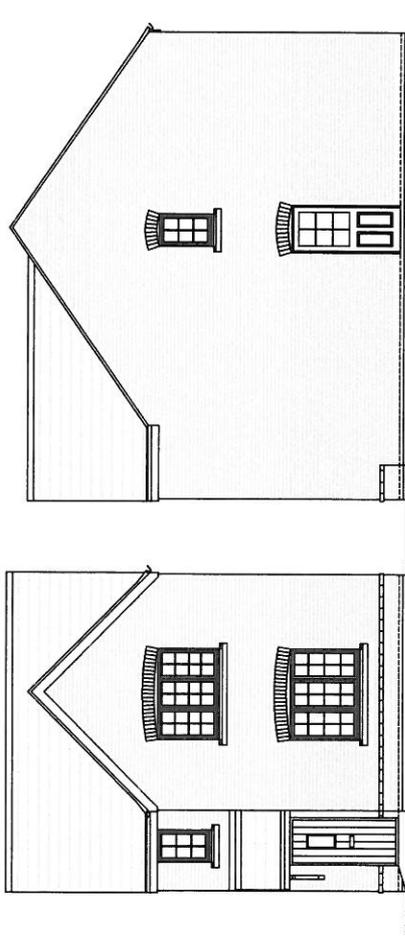


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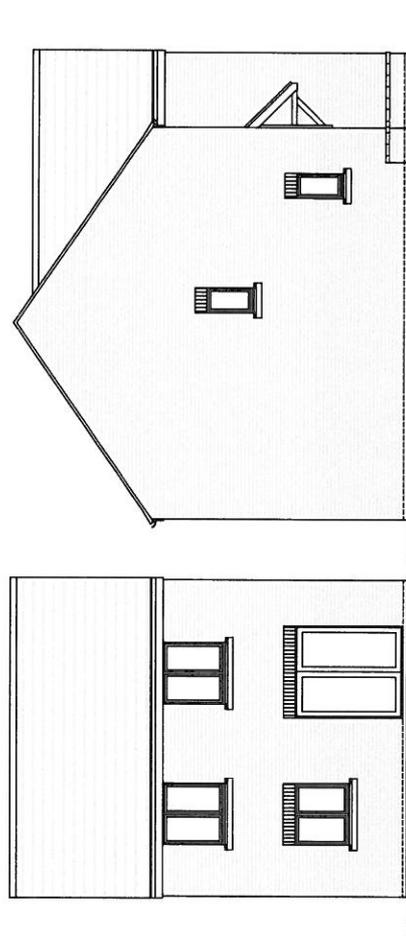
Revisions

Rev	Date	Drawn	Checked



Front Elevation - Rural Edge

As Plots: 399; 401; 407;
 Opp Plots: 398; 400; 406;



Rear Elevation

Side Elevation

Project:
 LAND AT HATCH FARM DAIRIES
 WINNERSH

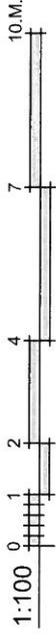
Drawing Title:
 HOUSE TYPE
 HATFIELD
 ELEVATIONS



carlton
 design partnership

Ref: 023 8027 6400
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 9th Floor: 023 8027 6400
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 19th Floor: 023 8027 6400
 20th Floor: 023 8027 6400

Scale: 1:100 @ A3
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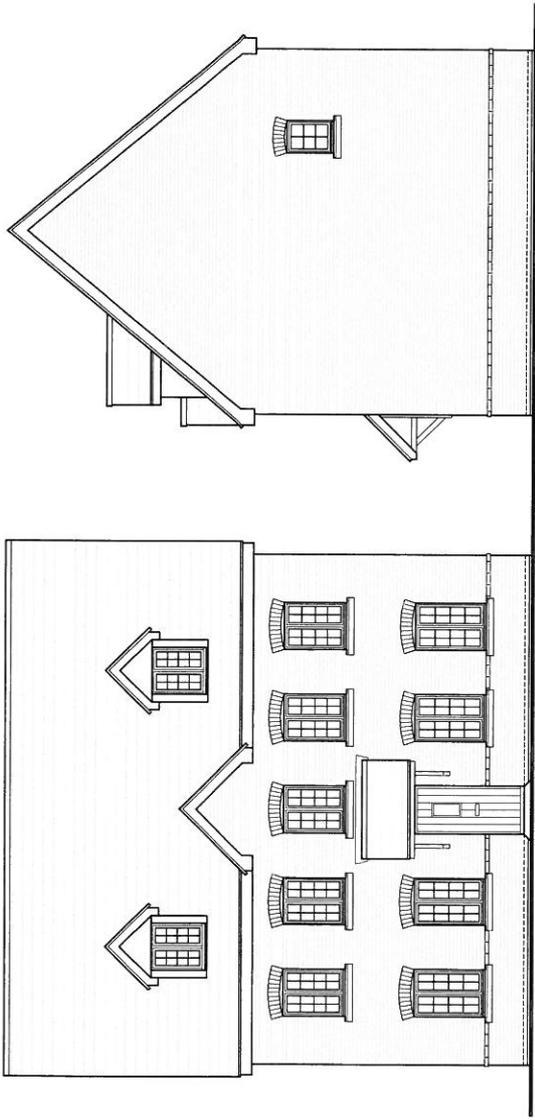
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Drawn by : KP Checked by :
 Date: MAR'15

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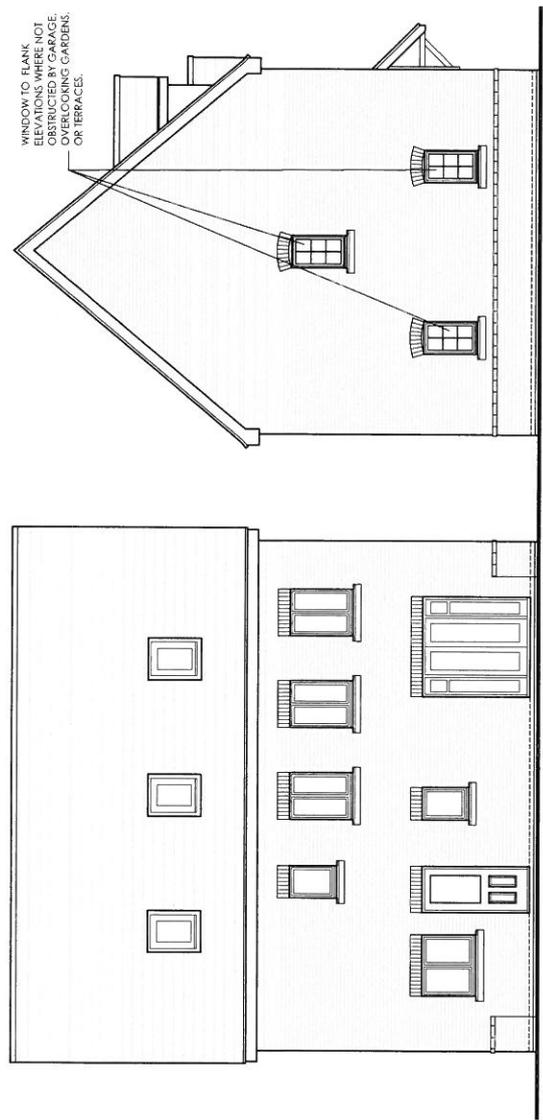
Revisions

Rev	Date	Drawn	Checked
A	22/10/15	KP	
ELEVATIONS CORRECTED			
B	23/11/15	KP	
SIDE ELEVATIONS CORRECTED			
C	27/01/16	KP	
PLOTS REVISED			



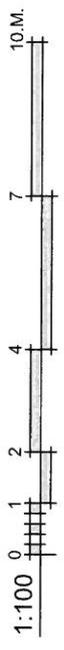
Side Elevation

Front Elevation - Rural Edge
 As Plots: 7; 22; 24; 336;
 Opp Plots: 6; 26; 337;



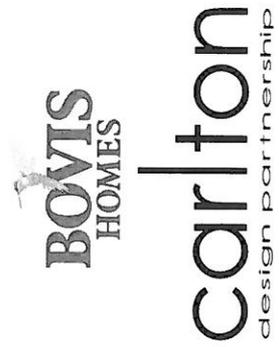
Side Elevation

Rear Elevation



Project: LAND AT HATCH FARM DAIRIES
 WINNERSH

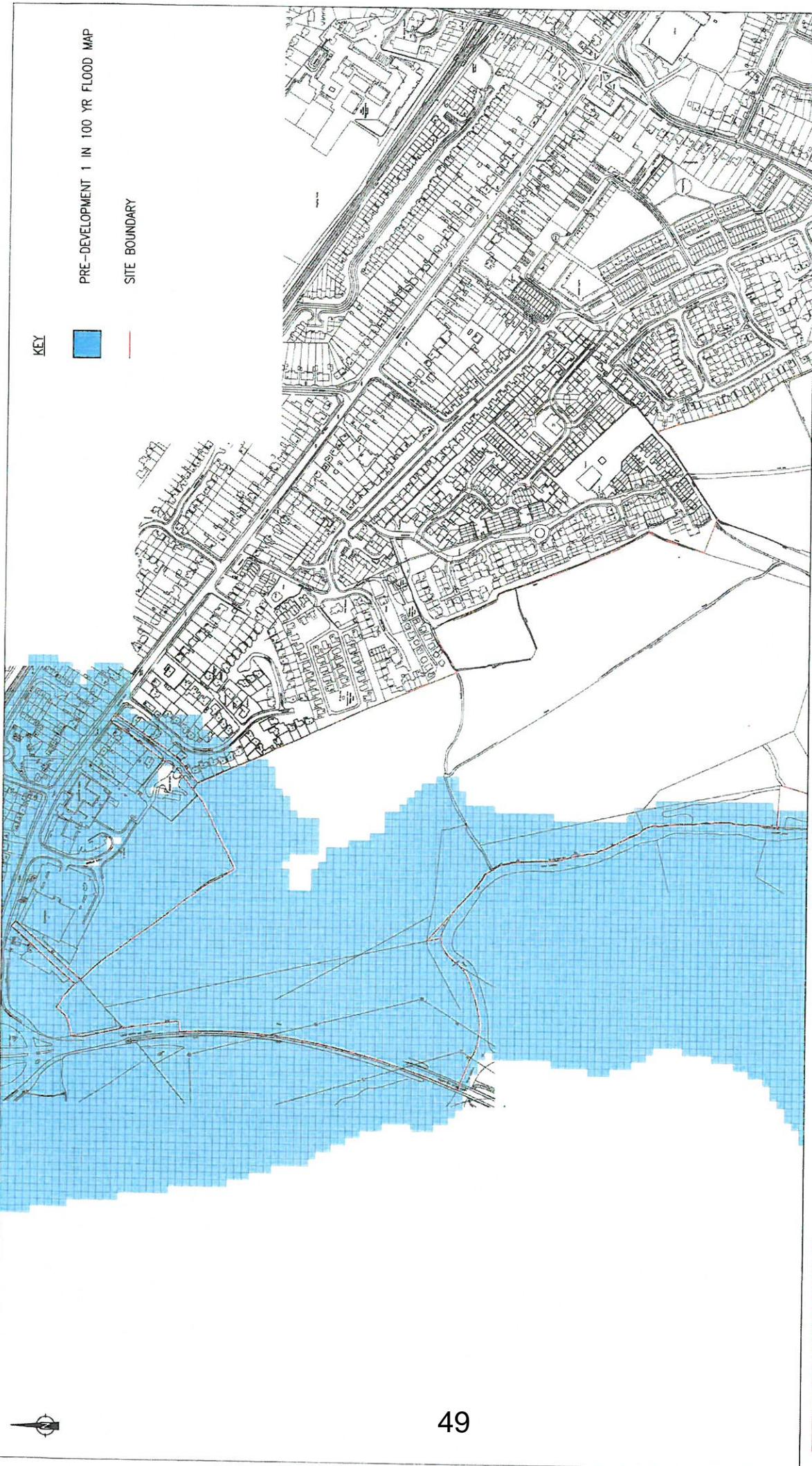
Drawing Title:
 HOUSE TYPE
 504
 ELEVATIONS



Scale: 1:100 @ A3

Dwg No: 110927/HT/504/EL Rev: C

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KEY



PRE-DEVELOPMENT 1 IN 100 YR FLOOD MAP



SITE BOUNDARY

Rev	Description	Drn	Chk	Date	
Preliminary	✓	Approval	✓	Entered	Const

DRAWING STATUS	
DATE	FEB 2016
DRAWN BY	RJM
CHECKED BY	TSW
DRAWING NO	5067.Fig1
SCALE	1:5000
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**HATCH FARM DAIRIES
WOKINGHAM**

**FIGURE 1
PRE-DEVELOPMENT 100YR FLOOD MAP**



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KEY

- POST-DEVELOPMENT 1 IN 100 YR FLOOD MAP
- SITE BOUNDARY
- FLOOD PLAIN COMPENSATION
- WINNERSH RELIEF ROAD
- RESIDENTIAL ZONE

Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary	✓ Approval	Tender	Const	
DRAWING STATUS				
DATE	FEB 2016	DRWN	RJM	CHECKED
				TSW
DRAWING No.	5067.Fig3	SCALE	1:5000	① A3

**HATCH FARM DAIRIES
WOKINGHAM**

**FIGURE 3
POST-DEVELOPMENT 100YR FLOOD MAP**

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**BOVIS
HOMES**

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WOKINGHAM BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Bovis Homes & Persimmon Homes Ltd
C/O Pegasus Planning Group (Mr David Hutchison)
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester, Glos
GL7 1RT

Application Number: O/2006/8687

Parish: Winnersh

Location: Land at Hatch Farm Dairies, Including 42 & 44 King Street Lane, Winnersh.

Proposal: Proposed Development of land at Hatch Farm Dairies for the construction of up to 433 dwellings with associated internal access roads, garaging and car parking.
A Link road including new junctions with King Street Lane and Lower Earley Way (forming Phase 1 of the Winnersh Relief road).
Primary School (up to 2 form entry) including associated pitches / play area.
Play Areas.
Open space including a Community Woodland and a Country Park.
Engineering operations to provide for flood compensation and flood protection.
Other associated works including landscaping, creation of swales and ponds as part of the sustainable Urban Drainage proposals (SUDs) and sewage treatments works.
Undergrounding of electricity power lines.
Demolition of an existing dwelling (no 44 King Street Lane).

Wokingham Borough Council, in pursuance of its powers under the above Acts and Regulations, hereby APPROVE consent subject to the conditions and reasons specified hereunder;

Conditions & Reasons

1) a) Approval of the details of layout, landscaping, appearance and scale of any part of the development within each phase of the development hereby permitted (hereinafter called the "reserved matters") shall be submitted to and approved in writing by the local planning authority before that part of the development is commenced within that phase.

b) Application for approval of the reserved matters shall be made to the local planning authority not later than five years from the date of this permission. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

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).

2) The total number of residential units (Class C3) on the site hereby approved shall not exceed 433 units.

In order to control the parameters of the development. Relevant policy: Core Strategy policies CP1 and CP3, relevant MDD policies and the NPPF.

3) No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point). Applications for approval of Reserved Matters for any phase containing buildings shall include details of finished floor levels for the buildings in that phase. The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3, relevant MDD policies and NPPF.

4) A phasing strategy / plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved phasing strategy / plan unless otherwise agreed in writing with the Local Planning Authority.

In order to ensure a satisfactory form of development relative to local area. Relevant policy: Core Strategy policies CP1 and CP3, relevant MDD policies and the NPPF.

5) Before each phase of the development hereby permitted is commenced details of all boundary treatment(s) for that phase shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be fully implemented thereafter unless agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site

To safeguard amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6, relevant MDD policies and the NPPF.

6) Prior to the commencement of each phase of the development, full details of both hard and soft landscape proposals for that phase 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.

In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and relevant MDD policies and the NPPF.

7) All hard and soft landscape works shall be carried out in accordance with the approved details 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.

In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and relevant MDD policies and the NPPF.

8)

a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works (hereinafter called the Approved Scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site has been submitted to and approved in writing by the local planning authority. The Scheme of Works may be submitted on a phased basis and details can relate to part or all of a given phase. No development or other operations shall take place except in complete accordance with the Approved Scheme and the approved phasing of the related works.

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

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

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

9) 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.

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 are. Relevant policy: Core Strategy policy CP3, relevant MDD policies and the NPPF.

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

In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3, relevant MDD policies and the NPPF.

11) No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 7:00am and 6pm Monday to Friday and 8.00am to 1pm Saturdays and at no time on Sundays or Bank or National Holidays, unless otherwise agreed in writing by the Local Planning Authority.

To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3, relevant MDD policies and the NPPF.

12) Before the development hereby permitted commences a scheme shall be submitted to and approved in writing by the local planning authority to assess construction and operational noise and specifies the provisions to be made for the control of any significant noise levels found to be emanating from the site. The approved scheme shall be fully implemented and retained throughout the construction phase of the development.

To protect the occupiers of nearby premises from unreasonable noise levels. Relevant policy: Core Strategy policies CP1 and CP3, relevant MDD policies and the NPPF.

13) Prior to commencement of development within each phase of the development details of any external lighting on the site for that 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.

In the interests of amenity, protection of biodiversity and highway safety. Relevant policy: Core Strategy policies CP1, CP3, CP6 and CP7, relevant MDD policies and the NPPF.

14) No development shall take place until an air quality impact assessment has been submitted to and approved in writing by the local planning authority. The surveys, mitigation and contingency measures contained within the assessment, shall be implemented in accordance with the approved assessment unless otherwise approved in writing by the local planning authority.

In the interests of amenity, protection of biodiversity and highway safety. Relevant policy: Core Strategy policies CP1, CP3, CP6 and CP7, relevant MDD policies and the NPPF.

15) No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The surveys, mitigation and contingency measures contained within the assessment, shall be implemented in accordance with the approved assessment unless otherwise approved in writing by the local planning authority.

In the interests of amenity, protection of biodiversity and highway safety. Relevant policy: Core Strategy policies CP1, CP3, CP6 and CP7, relevant MDD policies and the NPPF.

16) No development shall take place until a detailed scheme to deal with contamination on the site has been submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk when the site is developed. Development shall not commence in those areas found to be contaminated until the measures approved in the scheme for those areas have been implemented.

To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: Core Strategy policy CP1 and CP3, relevant MDD policies and the NPPF.

17) 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), all of the garage accommodation on the site shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6, relevant MDD policies and the NPPF.

18) No part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space for that building has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space shall not be used for any purpose other than parking and the turning space shall not be used for any purpose other than turning.

To provide adequate off-street vehicle parking and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6, relevant MDD policies and the NPPF.

19) Any reserved matter applications submitted pursuant to condition 1 which includes new buildings shall include details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] those buildings. The approved cycle storage/ parking shall be provided prior to the occupation of the building that it is intended to serve, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6, relevant MDD policies and the NPPF.

20) No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 5 metres measured from the carriageway edge.

To avoid spillage of loose material onto the carriageway, in the interests of road safety. Relevant policy: Core Strategy policy CP6, relevant MDD policies and the NPPF.

21) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period unless otherwise approved in writing by the Local Planning Authority. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities and how the highway will be kept clean from mud and other materials arising from the site,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

22) No development shall commence until a "Construction Traffic Management Plan" has been submitted and approved in writing with the Local Planning Authority. The plan shall set out measures to monitor traffic congestion in the vicinity of the site and to manage and control the timing and routing of construction vehicles so as to minimise any conflict with anticipated congestion in the wider local area. The development shall be implemented and maintained in accordance with the agreed construction traffic management plan.

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

23) Prior to the commencement of each phase of the development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting for that phase shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details for each phase of development to road base level before the building(s) that they serve are occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

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

24) The dwelling/building shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

In the interests of highway safety and convenience. Relevant Policy: Core Strategy policy CP6, relevant MDD policies and the NPPF.

25) Prior to occupation of the 50th dwelling details of car parking to serve the Country Park spaces shall be submitted to and agreed in writing with the Local Planning Authority. The details shall include details of materials, adequate car and cycle parking facilities to meet the Councils parking standards and provide on-site turning and access from the Winnersh Relief Road with adequate sight lines in each direction. The car parking shall be provided in accordance with the agreed details before occupation of the 150th dwelling.

In the interests of highway safety and convenience. Relevant Policy: Core Strategy policy CP6, relevant MDD policies and the NPPF.

26) No other development shall commence until works comprising a new junction at Lower Earley Way including visibility splays have been provided unless otherwise agreed in writing with the Local Planning Authority. Thereafter no dwelling shall be occupied until the junction has been completed including provision of visibility splays in accordance with the approved plan drawing numbered 2005.1916.23 Rev A.

In the interests of highway safety. Relevant Policy: Core Strategy policy CP6, relevant MDD policies and the NPPF.

27) Prior to the occupation of the school, a Travel Plan shall be submitted to, and approved in writing by the Local Planning Authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to

and from the site, other than by the 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.

To encourage the use of all travel modes. Relevant Policy: Core Strategy CP6, relevant MDD policies and the NPPF.

28) All the hard surfacing shall be constructed from porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area within the curtilage of the development, in accordance with details to be submitted to and approved in writing by the local planning authority prior to the commencement of development. The hard surfacing shall be constructed in accordance with the so-approved details and thereafter so-retained.

To prevent increased flood risk from surface water run-off. Relevant policy: NPPF and MDD policies CC09 and CC10.

29) Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

To ensure that the water supply infrastructure has sufficient capacity ensure to cope with the/this additional demand.

30) Prior to the commencement of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

i) a timetable for its implementation, and;

ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

To prevent increased flood risk from surface water run-off. Relevant policy: MDD Policies CC09 and CC10 and NPPF.

31) None of the dwellings shall be occupied until works for the disposal of foul and storm water sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the local planning authority.

In order to ensure satisfactory provision is made. Relevant Policy: MDD policies CC09 and NPPF.

32) No development shall take place until proposals for management of the site during construction, including measures to prevent spoil or building materials being deposited or stored within the area of the site liable to flood, are submitted to and approved in writing by the local planning authority and the works shall be implemented in accordance with the approved details.

To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity. Relevant policy: MDD Policy CC09 NPPF.

33) Development shall be carried out in accordance with the Flood Risk Assessments; Hatch Farm Dairies Flood Risk Assessment - Addendum to the SFRA (Wokingham Borough Council) dated November 2010 and the Updated FRA and Drainage Statement for Bovis Homes and Persimmon Homes dated June 2010.

To prevent the increased risk of flooding, and to protect water quality. Relevant policy: MDD Policies CC09 and CC10 NPPF.

34) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of hydrological and hydrogeological context of the development, has been submitted to and approved 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:

- i) details of the SUDs features considered and proposed for the development, including those mentioned within the submitted FRA. Consideration to be given to the use of in particular, those mentioned with the Wokingham Borough Council Sustainable Development SPD. These should include green roofs, permeable paving, swales, and rainwater harvesting, as examples.
- ii) where infiltration for the residential properties is proposed, full infiltration tests to be carried out in accordance with BRE 365 demonstrating that this is feasible.
- iii) detailed design for each phase of the development including demonstration that each phase is able to cope with up to the 1 in 100 year plus allowance for climate change storm event, and will not increase flood risk either on or off site.
- iv) existing and proposed runoff rates and volumes for each phase of the development
- v) details on the surface water runoff from the proposed link road and management of that runoff.
- vi) detailed design of the detention pond used to ease flooding in the neighbouring estate, as discussed in the submitted FRA.
- vii) details of how the scheme shall be maintained and managed after completion

To prevent the increased risk of flooding and to ensure the future maintenance of the site. Relevant Policy: MDD Policies CC09, CC10 and NPPF.

35) Prior to the commencement of development, details shall be submitted of the clear span bridges and road culverts, crossing the floodplain and watercourses on site.

To prevent the increased risk of flooding. Relevant Policy: MDD Policies CC09 and NPPF.

36) Prior to the commencement of development, details shall be submitted of any floodplain compensation scheme for the development. This will include an assessment of potential to increase floodplain storage on site to benefit the wider area, and achieve a potential opportunity in line with the Catchment Flood Management Plan.

To prevent the increased risk of flooding. Relevant Policy: MDD Policies CC09 and NPPF.

37) Existing watercourses on-site shall remain open, other than where they need to be covered to allow for necessary access crossings.

To prevent the increased risk of flooding that would otherwise be caused by a reduction in flood storage capacity and impedance of floodwater flows, and to protect and enhance nature conservation interests. Relevant Policy: MDD Policies CC09 and NPPF.

38) Details of all new crossings (whether temporary or permanent) including footbridges of any of the watercourses (existing or proposed, and including ephemeral watercourses) shall be submitted to and approved in writing by the Local Planning Authority. The crossings shall be constructed in accordance with the approved details

To prevent the increased risk of flooding that would otherwise be caused by a reduction in flood storage capacity and impedance of floodwater flows, and to protect and enhance nature conservation interests. Relevant Policy: MDD Policies CC09 and NPPF.

39) Any walls or fencing constructed (permanent or temporary) within that part of the site liable to flood shall be designed to be permeable to flood water.

To prevent obstruction to the flow and storage of floodwater, with a consequent increased risk of flooding. Relevant Policy: MDD Policies CC09 and NPPF.

40) Prior to the commencement of development a scheme for the provision and management of a buffer zone (minimum 15m) alongside the River Loddon, important hedgerows, nature woodlands, watercourses and wetland features on the site shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority.

The scheme shall include:

- plans showing the extent and layout of the buffer zone
- details of the planting scheme comprising of locally native species

- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term (the buffer zone cannot be included in residential curtilages or school grounds and should be transferred to the Council as semi natural greenspace).
- details of any proposed footpaths which should be outside the buffer zone where possible and be designed to avoid areas of habitat of sensitivity to disturbance
- details of lighting. These should be no light spillage on rivers corridors and adjacent buffer habitat due to its negative impacts the wildlife which depend on these habitats.

To protect biodiversity on the site. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF, UK Biodiversity Action Plan and Article 10 of the Habitats Directive.

41) The mitigation and contingency measures outlined in the Ecology Chapter of the hereby approved Environmental Statement shall be implemented in accordance with the details unless otherwise agreed and approved in writing by the local planning authority.

To protect biodiversity on the site. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF .

42) No development shall take place until a scheme for the provision and management of compensatory habitat creation (including a phasing programme for the proposed scheme of works) for the loss of wildlife corridors has been submitted to and agreed in writing by the local planning authority. Thereafter the development shall be implemented in accordance with the approved scheme.

To protect biodiversity on the site. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF.

43) No development shall take place until a detailed landscape / habitat scheme for the provision of the Country Park has been submitted to and agreed in writing by the local planning authority. Thereafter the development shall be implemented in accordance with the approved scheme. The scheme may be implemented on a phased basis and shall include the following elements:

- detail extent and type of new planting (NB planting to be of native species) details of maintenance regimes;
- details of any new habitat created on site;
- details of lighting on the site in areas adjacent to natural habitat such as woodland, wetland, hedgerows and tree lines.

To protect biodiversity on the site. Relevant policy CP1, CP3, CP7, MDD policy TB21, TB 23 and NPPF.

44) Prior to the commencement of development, a detailed method statement for the removal or long-term management / eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, strimming or soil movement. It shall also contain

measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

To prevent its spread as a result of the development. Japanese knotweed is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act 1981.

45) The proposed water detention basins shall be constructed in accordance with a scheme and phasing programme which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development.

To ensure that the proposed water detention basins are developed in a way that contributes to the nature conservation value of the site in accordance with national planning policy by providing suitable habitats for wildlife. Relevant policy NPPF and MDD policy TB23.

46) A Buffer Zone a minimum of 5 metres wide alongside the non-main watercourses/drainage ditches within the site shall be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences.

To protect and conserve these habitats. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF.

47) There shall be no light spill into the watercourse, adjacent river corridor habitat, or areas of importance to wildlife, particularly corridors for commuting bats.

To protect biodiversity along the watercourses. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF.

48) Prior to the commencement of the development, a scheme of mitigation for impacts on bats shall be submitted to and approved in writing by the local planning authority. The works shall then be carried out in accordance with the approved details and time scale.

To protect and conserve these habitats. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF.

49) No development shall take place (including demolition and site clearance) until full details of a protected species and reptiles contingency plan has been submitted to and approved in writing by the LPA. The plan shall include:

(a) surveys during the relevant survey period by an agreed expert;

(b) details of appropriate mitigation measures and contingency plans should such reptiles be found to be present.

The plan shall be carried out as approved.

In order to ensure protection of protected species which may be on the site. Relevant policy CP1, CP3, CP7, MDD policy TB23 and NPPF.

50) Provision shall be made for services, including cable TV pre-ducting, to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no overhead wire cables or other form of overhead servicing shall be placed over or used in the development of the application site or subsequently.

In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3, NPPF.

51) Prior to the commencement of development details for the relocation and undergrounding of the 132kV overhead power lines shall be submitted to and approved in writing by the local planning authority.

In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3, NPPF.

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

To allow adequate archaeological investigation before any archaeological remains are disturbed by the approved development. Relevant Policies: NPPF and MDD Policy TB25.

53) The King Street Lane junction, hereby approved, shall not commence operation until the vehicular access proposed has been formed and provided with visibility splays shown on the approved drawing number 2005.1916.024 Rev B.

In the interests of highway safety and convenience. Relevant Policy: Core Strategy policy CP6, relevant MDD policies and NPPF.

Informatives

Policy

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 (NPPF)

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

Managing Development Delivery Local Plan Document (MDD Local Plan) adopted February 2014: CC01, CC02, CC03, CC04, CC05, CC06, CC07, CC08, CC09, CC10, TB05, TB07, TB08, TB21, TB23, TB25 and SAL01.

Sustainable Design and Construction SPD adopted 2010
Wokingham Borough Council Design Guide: Borough Guide Design SPD June 2012
Affordable Housing SPD adopted June 2011.

The councils parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan (Feb 2014) and referred to in para. 4.38 of the adopted Core Strategy.

Number of Dwellings on Site

The applicant is informed that the development proposal is for a maximum of (up to) 433 dwellings units on the site. This upper limit is subject to further detailed assessments (as per conditions above) and therefore the number of units could be reduced if the location proposed for housing is found to be unacceptable.

Pedestrian Crossing

A pedestrian study is required to establish whether the pedestrian refuge crossings are safe or whether toucan or signalised pedestrian crossings are required to access the Country Park. This can only be established when the WRR comes into operation.

Travel Plan

The requisite Travel plan would need to comply with the latest national and WBC guidance:

- <http://www.wokingham.gov.uk/transport/transport/sustainabletravel/>

Local labour

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.

Thames Water

Water Comments

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. With regard to the proposed development Thames Water would require phasing in accordance with Government Guidance PPS12 to ensure suitable water supply infrastructure is in place in time to serve the new development. To ensure Thames Water has sufficient lead-in time to provide such additional services, development phasing should be controlled by a planning condition or Section 106 agreement of the Town & Country Planning Act.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand, 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.

Supplementary Comments

Waste Water - It is unclear from planning documents how waste water will be disposed of from this development. There appears to be contradicting information as to whether the development will construct a private Sewage Treatment Works (STW), adoptable STW or whether wastewater will be discharged to the public sewer system. Consultation with Thames Water Developer Services is recommended to ensure that wastewater infrastructure and/ or treatment non-infrastructure is in place to drain this development.

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.

Environment Agency

Flood Defence Consent

Under the terms of the Water Resources Act 1991, and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or, within 8m of the River Loddon. We recommend that the applicants contact us at their earliest convenience to discuss the requirements for the Flood Defence Consent. We offer free pre-application service for the consenting, to utilise this please contact:

authorisations.se@environment-agency.gov.uk

Nature Conservation

Bird nesting and roosting sites should be built into new structures at the site through the incorporation of ledges, crevices and holes, where possible. Bat roosts should also be incorporated into the design of buildings where possible. This includes the use of bat bricks, roost units, boxes and/or slates. The Environment Agency can advise further on this.

Green roofs

Any losses of habitat can be replaced through the use of green roof systems on the flat roofs of the buildings. This not only recreates important habitat but can be combined with sustainable drainage and energy conservation. The incorporation of beneficial biodiversity features in design is in compliance with PPS9 and PPS3. Latest National planning guidance states that it is reasonable to expect all new development to propose full mitigation and compensation measures for any ecological impacts, which is naturally greater in a previously ecologically valuable site and a Greenfield site such as Hatch Farm. In addition, guidance also states that development should seek to incorporate features to enhance biodiversity. The Environment Agency supports such an approach to planning for new development and would encourage liaison with ourselves to discuss suitable and appropriate mitigation and enhancement measures for this site. The site

holds great potential to incorporate such ecologically friendly and sustainable techniques which help provide long-term solutions to the issues of habitat loss and flooding.

Green roofs have a number of benefits for new developments. As well as making buildings more thermally efficient, they can also prolong the life of a roof, manage the extremes of temperature and humidity, moderate surface water run-off, provide greenspace for people and wildlife and help to reduce air pollution and noise.

Environmental benefits include:

- Attenuation of storm water run-off
- Run-off attenuation reduces sewer overflows
- Option of cleaning and recycling grey water for use on site
- Reduction in the 'urban heat island' effect
- Helping to absorb greenhouse gasses (particularly CO₂) and giving off oxygen
- Reducing diurnal/seasonal temperature changes in roof
- May reduce water/sewer charges
- Thermal insulation of the building - cooling effect in summer and potential contribution towards reduction in heat loss in winter

Such concepts need to be incorporated into plans at the earliest stage possible.

Buffer zones

The 15m vegetated buffer zone shall be provided of locally native plant species, of UK genetic provenance, alongside the River Loddon. This buffer zone shall be measured from the top of the bank and shall be free of structures, hard standing, fences and public pathways.

Buffer zones to watercourses are required for the following purposes:

- (i) to allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat;
- (ii) to provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals;
- (iii) to provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range of linked habitats;
- (iv) to allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself. This mix of conditions encourages proliferation of a wide range of aquatic species, including fish;
- (v) to allow, where appropriate, for the regrading of banks to a lower and safer profile, in areas where there is public access;
- (vi) to prevent overshadowing of watercourses by buildings; and
- (vii) to reduce the risk of accidental pollution from run-off.

The corridor adjacent to a watercourse provides important habitat for the terrestrial life-stages of many aquatic insects e.g. dragonflies. In order that this river corridor can be of benefit to wildlife it should remain undeveloped and in a natural state.

Legal Agreements

This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act dated the contents of which relate to this development.

Highway Issues

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.

The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under S278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

Undergrounding of Power Cables

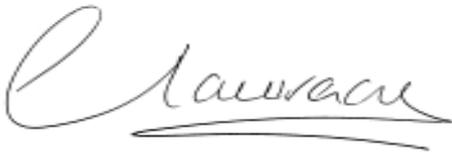
Details should be submitted to the local planning authority to advise that the power lines comply with the 1998 ICNIRP guidelines on exposure to EMFs in the terms of the 1999 EU Recommendation.

To comply with the code of the practice "Power Lines: Demonstrating compliance with EMF public exposure guidelines, dated February 2011 (Dept for Energy and Climate Change).

Link Road

The applicant is advised that the alignment of the Link Road shall be constructed in accordance with the submitted drawing (Proposed Link Road; plan reference: 2005.1916.055) unless amendments are otherwise agreed in writing with the Local Planning Authority.

Signed



Clare Lawrence
Head of Development Management
Date: 19/11/14

Should you require further guidance or information on the conditions and/or reasons set out in this decision notice please contact the Planning Case Officer, Connor Corrigan on telephone number: 0118 974 6451 or by email at: connor.corrigan@wokingham.gov.uk

An officer report on the application and the decision will be available to view online at www.wokingham.gov.uk within a few days of the date of the decision, or otherwise can be viewed in the council offices at Shute End, Wokingham.

DISCHARGE OF CONDITIONS – This consent may contain conditions that require further approval by submission of an application for approval of details reserved by condition and the appropriate fee. Application forms can be obtained for this purpose by visiting the Planning Portal web-site at:
http://www.planningportal.gov.uk/uploads/appPDF/X0360Form027_england_en.pdf
Alternatively a paper version of the form can be requested by phoning Wokingham Borough Council on 0118 974 6000

APPEALS – There has been change in the deadlines for appeals for householder applications. If your application was valid on submission and submitted on or after 6th April 2009 then you must lodge any appeal within 12 weeks of date of this decision. Please read the notes below for full details of these changes.

NEW DWELLINGS – If this notice relates to approval of new dwellings please ensure that you contact the Council to arrange for an address and post code to be allocated. Details can be obtained from Viv Conlon on 0118 974 6321.

ACCESS TO PRIVATELY OWNED LAND - The applicant is reminded that this permission does not give right of entry to land not in the ownership of the applicant. Permission must be sought from any other landowner(s) if access is required.

BUILDING REGULATIONS - If this notice grants permission to proceed with the proposal the applicant is reminded that it relates to planning permission only and does not constitute approval under any other legislation including Building Regulations.

FIRE REGULATIONS - In accordance with the Berkshire Act 1986, when Building Regulation applications are submitted for building(s) or extensions, the Local Authority will reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show the following: -

- i) that there will be adequate means of access for the fire brigade to the building(s) or the extended building(s); and
- ii) that the building(s) or extension(s) will not render inadequate any existing means of access for the fire brigade to a neighbouring building.

WASTE MANAGEMENT REGULATIONS - In accordance with the Site Waste Management Plans Regulations 2008, where the estimated cost of construction exceeds £300,000, the main contractor or their agent must prepare and maintain a site waste management plan. Further information can be found in the document entitled 'Non – statutory guidance for site waste management plans' (Defra - April 2008) which can be downloaded from the Defra web site at: <http://www.defra.gov.uk/environment/waste/topics/construction/pdf/swmp-guidance.pdf>

The Town & Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order – This decision has been made in accordance with the requirements of the National Planning Policy Framework (NPPF) March 2012.

TOWN AND COUNTRY PLANNING ACT 1990

APPEALS TO THE SECRETARY OF STATE

- If you are aggrieved by the decision of your local planning authority to refuse permission, or to grant permission subject to conditions, you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If this is a decision to refuse planning permission for a **householder application**, if you want to appeal against the decision, you must do so **within 12 weeks** of the date of this decision.
- If this is a decision on a planning application relating to the same or substantially the same land and development as is **already the subject of an enforcement notice** and if you want to appeal against the decision, you must do so within 28 days of the date of this decision.
- **If an enforcement notice is served** relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months (or 12 weeks in the case of a householder appeal) of the date of this decision, whichever period expires earlier.
- In all other cases, if you want to appeal against the decision then you must do so within 6 months of the date of this decision.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs.
- The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by the Secretary of State.

PURCHASE NOTICES

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for that Park, or in any other case the district council (or county council which is exercising the functions of a district council in relation to an area for which there is no district council), London borough council or Common Council of the City of London in whose area the land is situated). This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

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Woodley Town Council

Clare Lawrence - Team Leader Development Management
Wokingham Borough Council
Shute End
Wokingham
Berkshire

Deborah Mander - Town Clerk
The Oakwood Centre
Headley Road
Woodley
Berkshire
RG5 4JZ

Telephone 0118 9690356

Fax

Case Officer : Justin Turvey

Date 18/11/2015

Application No :152359

Type :

Status : 0 New Application

Date Received :04/11/2015

Applicant : Persimmon Homes and Bovis Home
c/o agent

Agent/Architect : Mr David Hutchison
Pegasus, Pegasus House
Querns Business Centre
Whitworth Road, Cirencester
Gloucestershire, GL7 1RT

Location : Land at Hatch Farm Dairies
Incl 42 & 44 King Street Lane
Winnersh

Parish :

N.G.R. :

Road Class :

Proposal : ADJOINING PARISH CONSULTATION

Reserved matters application (appearance, landscaping, layout and scale to be considered) pursuant to outline planning consent O/2006/8687 relating to the erection of 433 dwellings, associated amenity space, car parking including garaging, internal access roads (accessed from approved Phase 1 Winnersh Relief Road between King Street Lane and Lower Earley Way) and private drives, pedestrian and cycle links, hard and soft landscaping including public open space, infrastructure provision including provision of surface water drainage and foul drainage (including foul water pumping station), undergrounding of power lines and other associated works.

TOWN AND COUNTRY PLANNING ACT 1990 - LOCAL COUNCIL OBSERVATIONS

Woodley Town Council have considered the Application No 152359 and observations thereon are as follows :

No comment.

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Whilst not objecting to this application the Committee **COMMENTED** that:

- The extension could be overbearing the adjacent property
- The adjacent property could be affected by loss of light

3 152843 1c Locksley Gardens R Rogers

Householder application for the proposed erection of a first floor side extension and a single storey rear extension to dwelling.

4 152955 32 Robinhood Lane P Kumar

Householder application for the proposed erection of a single storey and first floor side/rear extensions to dwelling.

5 152959 50 Woodward Close R Rogers

Householder application for the proposed erection of a single storey pitched roof extension and part garage conversion into habitable accommodation.

6 152359 Land at Hatch Farm Dairies J Turvey

Reserved Matters application (Appearance, Landscaping, layout and Scale to be considered) pursuant to outline planning consent O/2006/8687 relating to the erection of 433 dwellings, associated amenity space, car parking including garaging, internal access roads (accessed from approved Phase 1 Winnersh Relief Road between King Street Lane and Lower Earley Way) and private drives, pedestrian and cycle links, hard and soft landscaping including public open space, infrastructure provision including provision of surface water drainage and foul drainage (including foul water pumping station), undergrounding of power lines and other associated works.

Whilst not objecting to this application the Council **COMMENTED** :

- To ensure reasonable access to the rest of Winnersh
- The Council strongly supports the principle of SUDS being maintained by WBC
- To ensure that WBC takes steps to provide the second stage of the Relief Road

Click [here](#) to report this email as spam.

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Justin Turvey

From: Clive Hudson <clerk@winnersh.gov.uk>
Sent: 25 February 2016 13:56
To: Justin Turvey
Subject: comments re 152359 Hatch Farm Dairies

Hello Justin

Thank you for sending me the revised plans requested regarding the hatch farm dairies development. The Winnersh Parish Council discussed the changes this week and has no objection to the changes.

Regards
Clive Hudson
Parish Clerk
Winnersh Parish Council
0118 9780244

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Jackie Norriss

From: Web Site Feedback
Sent: 24 February 2016 13:56
To: Planning Enquiries
Subject: Planning application comment form - sent from website
Categories: Jackie

Entry ID: 589511

Submitted On: 24/02/2016

Submitted From: <https://www.wokingham.gov.uk/planning-and-building-control/planning-application/comment-on-planning-application/>

Submitted By: User not logged in ()

Name: Earley Town Council

Address including postcode: Council Offices Radstock Lane Earley Reading RG6 5UL

Tell us what you want to do: Comment

Planning application number: 152359

What are your comments: Whilst not related to the Reserved Matters revised Planning Application for Land at Hatch Farm, Councillors were still of the opinion that difficulties could arise with general traffic volume in the area. They questioned how the design of the junction at Hatch Farm Dairies/Lower Earley Way will deal with the level of traffic anticipated and how this will impact on the Mill Lane roundabout, the peripheral road and the showcase roundabout. Also, how would this junction and local area be impacted when the M4 was shut.

Thank you for sending us your planning application comment.

Click [here](#) to report this email as spam.

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Agenda Item 115.

Development Management Ref No	No weeks on day of committee:	Parish	Ward	Listed by:
153336	12	Finchampstead, Barkham	Finchampstead South, Barkham	SDL Major Development Proposal

Applicant Crest Nicholson Operations Limited C/O Savills
Location Arborfield Garrison and adjoining land **Postcode** RG2 9NQ
Proposal Reserved Matters application pursuant to planning consent O/2014/2280. The application relates to the Nine Mile Ride Extension, School Access Road and A327 Roundabout. Details of access, appearance, landscaping, layout and scale to be considered.
Type Reserved Matters
PS Category 7
Officer Nick Chancellor

FOR CONSIDERATION BY Planning Committee on 15/03/2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

This application relates to land east of the A327, south of Barker Close and straddling Sheerlands Road within the designated Arborfield Garrison Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2014/2280 and establishes the principle of access to the site together with development parameters. Full planning permission was granted under the same application for a new roundabout on the A327, which is to form the northern access to the Nine Mile Ride Extension road (NMRE), the subject of this reserved matters application.

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document, together with the outline planning permission.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services, ensuring that developments are of a high quality and sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The outline application for Arborfield Garrison was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Arborfield Garrison and triggers for its delivery.

A masterplan for the northern section of the Arborfield SDL was approved through the outline application, along with a number of other plans. These plans show the NMRE as a primary street, connecting the development to the A327, and providing a direct route to the district centre / secondary school. A southern connection to a later phase of the road (linking to the existing Nine Mile Ride / Park Lane junction) is also planned; however, this component of the road falls outside of the site boundary and is not the subject of the current application.

The current application seeks permission for details of the road's access, appearance, landscaping, layout and scale. The application is before the Planning Committee as it is a major highways infrastructure development that is recommended for approval. The proposal is for a key piece of highways infrastructure which forms part of the wider Arborfield development and is considered to be sustainable development that facilitates the delivery of the wider SDL, in accordance with the Core Strategy and Arborfield Garrison SPD. As set out within the body of this report, the reserved matters proposals are consistent with the relevant parameters of the outline permission. The application is considered to adequately mitigate its impacts and is acceptable; therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

An application to discharge conditions of the outline planning permission has also been submitted in parallel to the reserved matters and seeks formal approval for other detailed matters such as flooding and drainage associated with the development. It should be noted that a Flood Risk Assessment was submitted and approved as part of the Outline scheme for this site and the wider Arborfield Garrison.

PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Green route (A327)
- Adjacent to byway 18, located immediately to the south of the site
- Thames Basin Heaths Special Protection Area 5km
- Farnborough aerodrome safeguarding consultation zone
- Potentially contaminated land
- Landfill gas consultation zone
- TPOs served
- Bat roosts

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Plans

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

Drawing Title	Drawing Number	Version	Received by the LPA
Highway Layout Sheet 1 of 2	60312043/CIV/NMRE/001	P5	14/12/2015
Highway Layout Sheet 2 of 2	60312043/CIV/NMRE/002	P5	14/12/2015

Informatives

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. This permission should be read in conjunction with the legal agreements under Section 106 of the Town and Country Planning Act that relates to the site, the contents of which relate to this development.
3. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: (e.g.):
 - planning issues relating to ecology;
 - addressing concerns relating to highway safety;

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

4. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
5. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
6. 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/S278 of the Highways Act 1980.
7. 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.

8. 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.
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. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
10. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
11. 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>
12. 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.
13. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.

PLANNING HISTORY		
SO/2010/0611	EIA scoping opinion	23/4/2010
O/2013/0600	Outline application for 2000 dwellings and supporting infrastructure.	Withdrawn 19/11/2013
O/2014/2280	OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up	Approved 02/04/2015

	<p>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.</p> <p>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.</p>	
152156	<p>Application for submission of details to comply with condition 32 of planning consent O/2014/2280: 32. Walking, cycling and equine strategy.</p>	Replied 12/10/15
152158	<p>Application for submission of details to</p>	Replied 12/10/15

	comply with condition 6 of planning consent O/2014/2280: 6. Phasing strategy.	
152235	Application for submission of details to comply with condition 13 of planning consent O/2014/2280: 13. Landscape strategy.	Replied 05/10/15
152157	Application for submission of details to comply with the following condition of planning consent O/2014/2280 (dated 01/04/2015): 33. Phased public transport strategy.	Replied 26/11/15
152609	Application for submission of details to comply with the following condition of planning consent O/2014/2280902/04/2015). 71. Protection of Retained Buildings.	Replied 8/12/15
152907	Application for submission of details to comply with the following condition of planning consent O/2014/2280 (relating to parcels X,Y,S1,S2,U1,AA,F,G,T,SC1,NMR, Arborfield Garrison): 69. Archaeology	Replied 12/01/16
152082	Application for submission of details to comply with the following condition of planning consent O/2014/2280. 72. Building recording (site wide).	Replied 12/01/16
160023	Application for submission of details to comply with the following conditions of planning consent O/2014/2280 (dated 02/04//2015) in relation to the Nine Mile Ride Extension phase: 9. Design Code; 10. Materials; 12. Levels; 15. Arboricultural Implications Statement; 16i. Retention of trees; 17. Aged & Veteran Trees Strategy; 18. Landscape and Ecology Management Plan; 19. Hedgerows; 20. Bats; 21. Reptiles; 22. Ecological permeability; 23. Non-native Invasive Species management plan; 26. Road design; 28. Car parking; 29. Cycle parking; 40. Compensatory Storage; 41. Design Floodplain model; 42. Access and egress; 43. Foul/Surface Water; 44. Sustainable Drainage; 45. Drainage System; 46. Wetland Features; 51. Code for Sustainable Homes; 52. Carbon Emissions; 53. Lifetime Homes; 54. Water Butts and Composting; 55. Water consumption; 56. Refuse and Recycling Store; 57. Lighting; 71. Retained buildings; 72. Building Recording; 14. Hard & Soft Landscaping Scheme - part discharge.	Pending
160271	Prior notification application for the proposed	Pending

	demolition of buildings R11, 9, 3A, 63, 3, 60, 64, 6, 5A, 5B, 5C, 10, R100 to enable the development of parcels R and C1/2 of the Arborfield strategic Development location.	
160331	Full application for temporary access road to provide dedicated access to the WBC Secondary School facility.	Pending

SUMMARY INFORMATION

Site Area: 4.92ha
 Previous land use: Part agricultural / part MoD barracks (Secure Residential Institution - use class C2A)
 Proposed land use: Public highway

CONSULTATION RESPONSES

Arborfield Parish	No objection
Barkham Parish	<p>“The Parish Council question whether the access to the school site would be better served with a roundabout rather than a right filter lane. The Transport Document states that ‘right turning vehicles not exceeding one vehicle at any of the junctions in all scenarios’, the Parish Council question whether this is a realistic scenario at school peak times.</p> <p>Traffic calculations deal with peak hour rates: the school peak lasts for much less than an hour, more like 15 or 20 minutes, and during that period, the rate is likely to be about three times the hourly average rate: the not exceeding one vehicle figure implies that the right turn capability is running at under 50%, if the school peak rate were to be used in the calculations, it would result in a much higher queue figure and possibility a transient overload.”</p> <p><i>[Officer note: The operational assessments take account of the potential for more traffic than is forecast. The highways officer considers that it is likely that the proposed junction will work within capacity. However, at Secondary Schools at the end of the school day time (3-4pm), there can often be problems mainly due to inconsiderate parking by those collecting children. To help address this there is a planning condition attached to the Secondary School planning permission relating to these traffic management issues. A roundabout with additional highway capacity, has some advantages, but they are less good for cyclist safety and the priority junction as designed has been tested to accommodate the anticipated forecast flows and is considered appropriate]</i></p>

“On studying the plans for the road, the footways and cycle ways do not run continuously on the same side of the road forcing pedestrians/cyclists to cross the road multiple times. We understand that part of the reason for this is that the greenway (including cycling and equestrian provision) is supposed to run just to the north of the east-west section of NMRE. The cycleway on the south side of NMRE should be continuous around the bend, with an appropriate crossing point near to the school entrance. Clearly this needs addressing. This cycleway will serve several development parcels to the south of the proposed A327 entrance. As the plans stand, the proposed crossing near the NMRE/ Sheerlands Road crossing needs to be a controlled crossing as it will be quite a busy junction and with poor sight lines given the bend in NMRE.”

[Officer note: The 3m wide pedestrian and cycle route was agreed at the outline stage to be on one side of the road. It switches sides at Sheerlands Road to be on the side of the road where the main usage would be expected. So it is needed along the frontage of the District Centre and near to the Secondary School. It should be noted that along the green corridor a further pedestrian and cycle route will be provided, although more recreational in character. With regard to the safety of the pedestrian and cycle crossing, the scheme has been subject to a Road Safety Audit and this issue was not identified as a road safety concern]

“The Nine Mile Ride Extension Transport document Part 2 3.3.6 refers to a Relief Route on land which is safe guarded ‘Wokingham Borough Council have the ability to construct a relief route which would by-pass the secondary school and District Centre on land safe guarded as part of the outline planning permission’. The Parish Council question whether WBC should be financially responsible for the construction of a relief route should this be required in the future. The applicant is, in effect, saying ‘if our calculations are wrong WBC can pick up the tab’.”

[Officer note: The S106 has been finalised and cannot be revisited at this stage; note however that the agreement can only include financial contributions that are deemed necessary for the development itself. The need for a relief route is

	<p><i>not triggered by the NMRE phase and may not be required by future phases. However, the land is safeguarded for potential future use.</i></p>
<p>Finchampstead Parish</p>	<p>“Senior School entrance - we strongly disagree with this implementation. Firstly the traffic model statistics are for the hours of 8-9am and 5-6pm, we envisage the busy period to be between 3-4pm. We perceive the problem to be leaving the school campus and turning north towards Arborfield which we believe most of the traffic will do. A priority junction would cause a significant tailback of traffic trying to leave this junction. Our recommendation is that, the only viable solution should be with the implementation of a roundabout or a mini roundabout which would give more priority to vehicles leaving the school site. This solution would also be preferred for the District Centre junction.”</p> <p><i>[Officer note: See above note in response to Barkham Parish Council comment]</i></p> <p>“Safety Valve Route - We strongly object to the principle of a new road bypassing the school and district centre, resulting in a likely increase in the speed of traffic using the NMRE.”</p> <p><i>[Officer note: If it was to be implemented, then it would be so only if there were significant delays to traffic past the District Centre and the LPA is endeavouring to ensure this is avoided. The design of any relief valve would ensure that traffic is encouraged to comply with the 30mph speed limit]</i></p> <p>“Footways and cycle ways - we understand that WBC intends to use a multi-surface pathway using a different set of standards to those being implemented by AGLC. It is important that both parties adhere to the same standards.”</p> <p><i>[Officer note: It is assumed that the FPC may be referring to Greenways, where the council is considering using special flexi-pave surfacing (composed partly of rubber) that is suitable for pedestrians, cycles and horses. In locations where there are services below such as NMRE, this is not considered to be a suitable material and tarmac or paving will be used].</i></p> <p>“After Sheerlands Rd Junction (east), the footpath and cycleway cross over from one side of the road</p>

	<p>to the other side, (the plans show that the footway is on one side and the cycleway the other) we cannot understand why? In fact WBC are proposing a combined cycle/footway on the northern side of the existing Nine Mile Ride, this is not consistent with the footway being on the south side of Nine Mile Ride extension at this point. We believe the footway In the AGLC should only be on one side. It is correct at the Reading Rd roundabout and should not cross over after Sheerlands Rd but continue round passed the District Centre and school and join up with the proposed footway in Nine Mile Ride. This also gives a consistent footway for pedestrians walking to the school.”</p> <p><i>[Officer note: See above note in response to Barkham Parish Council comment]</i></p>
Swallowfield Parish Council	No comments or objections
WBC Ward members	No comments received
Archaeology	No objection
Biodiversity officer	No in principle objection, subject to receipt of a satisfactory Landscape and Ecology Management Plan, Hedgerow Management Plan, Bat Mitigation Strategy (all controlled by condition, to be considered separately to the Reserved Matters application).
WBC Highways	See main section of the report
Environment Agency	No objection
Environmental Health	No objection
WBC Flooding and drainage	No objection
Tree and Landscape Officer	No objection, subject to a satisfactory Landscaping Scheme (controlled by condition 14 of the Outline planning permission, to be discharged separately).
Public Rights of Way	No comments received
Thames Water	<p>No objection following clarification that a foul water drainage strategy is required by condition 43 of the outline planning permission. TW note that this strategy will need to be assessed by the LPA in consultation with the sewage undertaker.</p> <p><i>[Officer note: condition 43 of the outline planning permission requires a foul drainage strategy to be agreed in consultation with the Sewage Undertaker prior to the commencement of development. A foul drainage strategy has been submitted to discharge condition 43 and will be assessed separately to the current reserved matters application].</i></p>
REPRESENTATIONS	
One letter of objection received:	

“We have lived in Arborfield for 15 years and understand that the houses are coming but do not understand why we are considering a new road up through the fields and a new roundabout on the A327. Why would you not use the existing Sheerlands Road and existing junction to expand the route in and out. The noise from this road will already impact the existing houses as the traffic increases on the A327 without building a road closer to the houses through the middle of the fields. I get that it will help with access to the new homes which is easier for you but not convenient for those that already live here.”

[Officer note: The NMRE forms part of the development access road and the outline planning permission establishes the principle of a new strategic highway connection to Arborfield SDL (Movement and Access Parameter Plan). It is not considered that the NMRE will cause significant harm to existing residents in terms of noise pollution].

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
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
CC06 - Noise
CC07 - Parking
CC08 - Safeguarding alignments of the Strategic Transport Network & Road

Infrastructure

CC09 - Development and Flood Risk (from all sources)

CC10 - Sustainable Drainage

TB12 – Employment Skills Plan

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

TB25 - Archaeology

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)

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)

Arborfield and Newland Village Design Statement (adopted 26/03/2015)

PLANNING ISSUES

Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL). 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. 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.
2. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle of development for up to 2,000 new dwellings together with a district centre, neighbourhood centre, secondary school, primary school and two areas of Suitable Alternative Natural Greenspace (SANGS).
3. 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.

4. The details approved under the outline planning consent established parameters for the development including general site layout, the quantum of development, a network of primary streets together with locations for housing, open space, density and general heights of buildings. This included an anticipated location for the NMRE within the site. Access to the site via the NMRE was also established in detail, including full detail of a new roundabout junction to A327 Reading Road.
5. The Outline application was supported by a transport assessment which included traffic model testing in the forecast year of 2026 with the entire SDL development. The key components agreed for the NMRE were:
 - A route through the Arborfield SDL development;
 - A cross section of the road with a minimum 6.1m carriageway, 2m tree lined avenue, a 2m footway one side and a 3m shared pedestrian and cycle route;
 - A 30mph speed limit;
 - A release valve road alignment that could bypass the district centre area if this became congested.
6. The outline consent also included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
7. The current application seeks reserved matters approval for the alignment of a section of new primary road to provide access to the SDL (known as the Nine Mile Ride Extension) and comprises details of access, appearance, landscaping, layout and scale for this road only. Other relevant detailed considerations including flooding and drainage, ecology, materials, highway construction design, flooding and drainage and lighting are controlled by conditions pursuant to the Outline planning permission. A separate application to discharge these conditions has been submitted in parallel with the Reserved Matters application and is not subject to formal assessment within this report. It should be noted that this does not prevent determination of this application.

The character of the area

8. Core Strategy Policies CP1, Sustainable Development and CP3, General Principles for Development require a high quality design that respects its context. This requirement is amplified by MDDL Policies CC03, Green Infrastructure, Trees and Landscaping and TB21, Landscape Character and the Arborfield SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure (including designated Green Routes such as the A327), retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.
9. The juxtaposition of different lands uses and how these relate to the landscape character of the area was considered at the outline stage: the Land Use Parameters Plan establishes the broad distribution of uses across the site and - together with the Open Space Parameter Plan - the landscape structure for the development. In conjunction with the Movement and Access Parameter Plan sets out a primary street network, including the NMRE. The application demonstrated how parts of the existing landscape structure could be retained and incorporated to ensure that the development would integrate well in the landscape context.
10. The NMRE site corresponds to an area of land to the east of the A327, south of Barker Close and straddling Sheerlands Road; a tree lined unrestricted road. The western part of the site (between the A327 and Sheerlands Road) is agricultural land (open fields), whereas the eastern section (east of Sheerlands Road, north of byway 18) forms part of the former Rowcroft Barracks.

Proposal – access and movement

11. The proposal is for 720m of new highway connecting 50m east of the A327 roundabout (consented, not yet constructed) to the boundary of the applicant's land at Byway 18 and linking with land at Hogwood Farm, the southern development parcel of the SDL. There are two main sections; the A327 to Sheerlands Road and Sheerlands Road to Byway 18. The alignment and cross section of the road is consistent with that shown indicatively within the outline planning permission.

Cycling and Pedestrian route

12. A 3m shared pedestrian and cycle route is provided along the full length of the road, together with several crossings with refuges. The route is in accordance with the principles agreed as part of the outline application, namely, that it would be along one side of the road only, switching sides at Sheerlands Road to be where the main usage is expected, i.e. along the frontage to the district centre and secondary school. West of Sheerlands Road, an east-west green recreational corridor will be provided to the north of the NMRE. The alignment of the road is considered acceptable and the route has been subject to a Road Safety Audit in which no safety concerns have been identified.

West of Sheerlands Road

13. The section from the A327 junction to Sheerlands Road comprises 410m, with a 6.1m carriageway width for most of its length, widening for a pedestrian refuge on the approach to Sheerlands Road to accommodate a right turn lane. The alignment includes several gentle bends to help create character and to discourage drivers from speeding.
14. North of the highway is a stream and green corridor that will connect to a recreational pedestrian and cycle route. This also contains a series of balancing ponds that are required for drainage purposes. The footway provision is to the north and the shared pedestrian and cycle route to the south.
15. There are two accesses into parcels of land to the north and three to the south. One of these to the south is designed to function as the 'release valve' that the Borough could construct to allow traffic to bypass the District Centre section of the NMRE, if found to be required in future. The NMRE development does not trigger the need for a relief valve / bypass road and is not necessary for the current application to be determined.

Junction with Sheerlands Road

16. At the junction with Sheerlands Road there is a right turn lane and a pedestrian and cycle crossing facility. The main cycle route following the NMRE crosses the road here, but will also connect to the north with a green corridor route envisaged within the outline application masterplan (adjacent to the stream). This green corridor will provide a safe pleasant route for pedestrians, cyclists and house riders.

East of Sheerlands Road

17. The section east of Sheerlands Road comprises a 310m length of road. The road bends to the south and extends to the southern boundary of the Outline planning application site at byway 18. The alignment tends to be straight except for the sharp 90 degree bend at chainages [note: chainages are markers indicated within the application's technical drawings] 460-530m. The bend is a strong feature of the scheme and it should be an effective speed reduction measure.
18. The carriageway is 6.1m for most of its length, widening to accommodate a right turn lane on the approach to the district centre and secondary school parcels, and throughout the bend.
19. Just south of the bend (chainage 550m) is the access to a future parcel reserved for a District Centre, located to the east of the road. This includes a right turn lane and a pedestrian crossing refuge. Initially this access will be used by the temporary Secondary School.
20. Along this section, footway provision is to the south and west of the road

whereas a shared pedestrian and cycle route is to the north and east, adjacent to the Secondary School and proposed District Centre parcel.

21. At chainage 700m near to the end of the proposals is the (permanent) access to the new Secondary School, currently under construction. This junction includes a right turn lane and a pedestrian crossing tied in with Byway 18. There are two accesses into parcels of land to the west across the road from the District Centre. It should be noted that final access to the District Centre could change as part of the reserved matters for this parcel.
22. At chainage 720m the scheme stops, but an indicative layout of the highway extending southwards is also shown. It is anticipated that the road will continue southwards and eastward within the southern half of the SDL (land at Hogwood Farm, outside of the application site boundary). This southern section of the Nine Mile Ride extension will be brought forward by Wokingham Borough Council through a future planning application in order to connect the current proposal to the existing Nine Mile Ride / Park Lane junction.

Phasing

23. It is understood that the highway will be constructed in three main phases:
 - Phase 1 (chainage 410-550m): Sheerlands Road to the District Centre access, which will initially function as an access to the temporary Secondary School;
 - Phase 2: (chainage 550-720m): District Centre and temporary Secondary School accesses;
 - Phase 3: (chainage 0-410m): A327 junction to Sheerlands Road.
24. The applicant has indicated that they will endeavour to provide access to the temporary and permanent secondary schools in the early phases and to coincide, as closely as possible, with the opening of the school in September 2016. The road provides access to the school for all modes of transport, as well as improved walking and cycling access. The phasing proposed is considered acceptable.

Highway Safety

25. Highway safety is a priority for any highway design and due to the close proximity of the secondary school and future district centre this is especially important. Notably, safe access is necessary for pedestrians and cycles to access these land uses.
26. The scheme has been reviewed by officers and is subject to Road Safety Audits at Stage 1 and Stage 2 which identified no major issues. A Road Designer's Response has been produced for the Stage 1, which has resulted in some

minor improvements to the design, however the proposal remains acceptable.

Operational Assessment

27. A Transport Assessment (TA) has been submitted to support the planning application. It is noted that concerns were raised by representatives regarding traffic and congestion. The TA includes operational assessments of the key junctions to estimate if they have adequate highway capacity. They used the forecast year in 2026 AM and PM peak hours with a base forecast and sensitivity testing applying a different trip distribution and increases to the NMRE flows.
28. Assessments were carried out at the key junctions of Sheerlands Road, the District Centre and the Secondary School. All appear to operate satisfactorily, in the PM peak a modest queue was identified at the District Centre access. However, it is not yet known exactly what the district centre phase will include (a development design brief is anticipated later in 2016) and this will be reassessed as part of the reserved matters for this parcel.
29. The future junction capacity requirement will depend on what is agreed within a subsequent reserved matters application for the district centre. Officers required that the applicant provide an indicative plan (not part of the current application) which demonstrates that a small roundabout with access to the district centre could be accommodated, should this be required. The highway officer has indicated that such a roundabout would be capable of alleviating any potential queuing arising from the district centre phase. Such a measure could therefore be retrofitted at a later date in conjunction with a future reserved matters planning application. On this basis, the proposed road design is considered acceptable.

Public Transport

30. The current application does not include a bus interchange or bus stops at this time, although the district centre development phase is anticipated to give rise to the need for one. Such a facility could either be provided within the district centre itself or as a bus stop layby within the Nine Mile Ride Extension. As outlined above, because the specification of the District Centre is unknown, it is not currently proposed to include a bus interchange within the Nine Mile Ride Extension application.
31. Again, an indicative plan has been provided (not part of the current application) which demonstrates that suitable laybys could be delivered within a future reserved matters land parcel. This facility could therefore be brought forward as part of a future application if later deemed to be necessary by the Local Planning Authority.
32. School buses will be capable of accessing the temporary and permanent

secondary school sites and school bus turning areas are to be provided. However, this does not form part of the current application. Public bus route 3 (the Leopard) could also potentially provide a service to within 300m of the secondary school and district centre. This is not required in the early phases of the SDL and can be brought forward as part of subsequent phase of development (for example, the district centre or residential parcel Q). It is considered that the development has adequately demonstrated that public transport can be satisfactorily accommodated.

Traffic regulation orders and speeds limits – Sheerlands Road

33. It is noted that issues over highway speeds has been raised. Although separate to the current planning application, it is anticipated that there will be a Traffic Regulation Order to reduce the speed of Sheerlands Road on the approach to the construction site. This is likely to extend the existing 30mph limit further southwards, as a temporary Traffic Regulation Order.
34. In the longer term, Sheerlands Road will be closed to traffic south of NMRE to coincide with when it is completed. This is expected to be applied by way of a Stopping Up Order and the road will be downgraded to be used as pedestrian / cycling route within the SDL.

Flooding and Drainage

35. The Environment Agency, Thames Water and WBC Flood Risk Officer raise no in-principle objection to the application.
36. A Flood Risk Assessment has been produced in support of the application and includes drainage proposals across a series of detailed drawings. These show the 1:100 year with climate change flood extents approved by the Environment Agency (design option 9) and ponds sized to cater for the 100 year flood event with an allowance for climate change. The ponds have also been located outside the climate change flood extents.
37. With the exception of a small section at the roundabout that is within the climate change flood outline, the remainder of the roads have been located outside the climate change flood extents. Given that the basins have been sized with extra capacity, the small encroachment at the roundabout can be catered for and is considered acceptable.
38. The drainage pipes within the road network have also been sized to cater for events up to an including the 30 year flood event with a 30% allowance for climate change.
39. There are number of outstanding details that still need to be clarified in order to discharge relevant conditions pertaining to compensatory floodplain storage, detailed floodplain modelling and safe pedestrian access and egress (outline

conditions 40-42). A conditions application has been submitted and will be assessed separately to this application.

40. Condition 43 of the outline planning permission stipulates that a foul water drainage strategy is required for the NMRE phase and prevents water from being discharged into public sewers until such a strategy is agreed. Details have been submitted to discharge this condition and will be assessed by the LPA (in consultation with the Sewage Undertaker) in due course. This does not prevent determination of this application.
41. In summary, the reserved matters application is considered to be acceptable in flooding and drainage terms, subject to compliance with the above mentioned conditions pursuant to the outline planning permission.

Residential Amenity – Impact upon Existing Properties

42. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. The site is located approximately 180m away from the nearest existing residential development at Barker Close and would not therefore give rise to any significant impacts on residential amenity.

Residential Amenity – Impact upon Future Occupants

43. The NMRE will serve as route from which residential parcels D, E, F, G, H, I, J and Q will be accessed via secondary streets. It is not anticipated that the NMRE will give rise to any adverse effect on residential amenity, for example, through noise; however, this will be assessed through subsequent reserved matters applications for each parcel.

Biodiversity

44. Core Strategy Policy CP7, Biodiversity and MDDL Policy TB23: Biodiversity and Development, require appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
45. Outline planning conditions 18 – 23 require consideration of ecological constraints to be considered within the design of NMRE phase, and where appropriate, mitigation of any potential impacts.
46. The application is supported by a Landscape and Ecology Management Plan which is considered to be broadly in accordance with the mitigation, contingency and enhancement features set out in the outline application Environmental Statement. A number of detailed issues pertaining to wildlife crossings and species mix are currently being negotiated and will be resolved

prior to the commencement of development.

47. The NMRE involves the loss of an existing hedgerow. Therefore, a hedgerow mitigation strategy has been provided in support of the planning application and includes compensatory hedgerow planting in order to mitigate the loss. The applicant has indicated that there will be 195m of replacement planting within a linear park which is proposed immediately to the north of the application site. Subject to further minor changes to the strategy, it is anticipated that the development is capable of meeting requirements of outline condition 19 and is acceptable.
48. The NMRE will result in the loss of two trees with known bat roosts and crosses the footprint of building 57 which has a confirmed Common Pipistrelle roost. A number of bat boxes are proposed to be installed as agreed within the Outline planning application. The exact number of boxes required and additional planting to reinforce suitable dark commuting corridors away from artificial lighting is being assessed under separate conditions application.
49. A suitable reptile mitigation strategy has been provided in accordance with outline condition 21.
50. In summary, the reserved matters application is considered to be capable of meeting the relevant ecology requirements, subject to appropriate mitigation and minor amendments to the detail of strategies (set out above), as required by outline conditions 18-23 prior to the commencement of development. The WBC ecology officer has raised no in-principle objection to the application.

Trees and Landscape

51. It was recognised as part of the Outline planning application that a number of trees would need to be removed in conjunction with the NMRE phase. The detailed design of the road has highlighted the requirement to remove 5 further trees in addition to those shown to be removed at Outline. These consist of four category B trees and one category C tree, but do not include any additional TPO trees. The impact on trees has been fully assessed and is considered to be acceptable, subject to appropriate replacement planting.
52. The application is also supported by a hard and soft landscaping scheme which includes verge tree planting along much of the route. It is considered that acceptable landscaping can be secured within the proposed layout, subject to further dialogue with the applicant on the precise location of trees, given the need to ensure visibility for road users. Hard and soft landscaping are controlled by condition 14 of the outline planning permission and will be discharged separately to this application. .

53. A method statement for arboricultural works has previously been agreed for the NMRE site under conditions application 160023. This provides for the retention and protection of trees in accordance with the British Standard. On this basis the impacts of the development is considered acceptable.

Archaeology

54. Core Strategy Policy CP3 and Submission MDD DPD Policy TB25 require the archaeological impact of development to be taken into consideration.

55. A Written Scheme of Investigation (WSI) has been approved by the LPA under conditions application 152907. The scheme has established a “strip, map and record” process, to be undertaken once site enabling works are complete. Following the completion of the fieldwork, a report will be produced and submitted to the County archaeologist.

56. Berkshire Archaeology have advised that it is not necessary for investigations to be completed prior to determination of the current application. The agreed process is in line with best practice and will allow for a comprehensive exploration of archaeological potential, as well as mitigation (detailed excavation and recording) where appropriate.

CONCLUSION

The application proposal provides the first stage of a direct link between the existing Nine Mile Ride and the A327 and forms the main strategic highway connection to the Arborfield SDL. The development is required in the short term to provide access for all modes of transport to a new secondary school, currently under construction and to serve the northern development parcel of the SDL.

The detailed design complies with relevant parameters established and agreed by the Outline planning permission, which themselves reflect the Council’s adopted policies and guidance for development within the Arborfield SDL. The development provides for a safe, functional and attractive development access in line with the Council’s spatial strategy. Where necessary appropriate mitigation has been provided to overcome impacts and therefore the scheme can be recommended for approval.

CONTACT DETAILS

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

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Mr Nick Chancellor
Senior Planning Officer
Wokingham Borough Council
Civic Offices, Shute End,
Wokingham RG40 1BN

January 28th 2016

Dear Nick

Comments on application reference number 153336 Nine Mile Ride Extension

- Senior School entrance - we strongly disagree with this implementation. Firstly the traffic model statistics are for the hours of 8-9am and 5-6pm, we envisage the busy period to be between 3-4pm. We perceive the problem to be leaving the school campus and turning north towards Arborfield which we believe most of the traffic will do. A priority junction would cause a significant tailback of traffic trying to leave this junction. Our recommendation is that, the only viable solution should be with the implementation of a roundabout or a mini roundabout which would give more priority to vehicles leaving the school site. This solution would also be preferred for the District Centre junction.
- Safety Valve Route – We strongly object to the principle of a new road bypassing the school and district centre, resulting in a likely increase in the speed of traffic using the NMRE.
- Footways and cycle ways - we understand that WBC intends to use a multi-surface pathway using a different set of standards to those being implemented by AGLC. It is important that both parties adhere to the same standards.
- After Sheerlands Rd Junction (east), the footpath and cycleway cross over from one side of the road to the other side, (the plans show that the footway is on one side and the cycleway the other) we cannot understand why? In fact WBC are proposing a combined cycle/footway on the northern side of the existing Nine Mile Ride, this is not consistent with the footway being on the south side of Nine Mile Ride extension at this point. We believe the footway in the AGLC should only be on one side. It is correct at the Reading Rd roundabout and should not cross over after Sheerlands Rd but continue round passed the District Centre and school and join up with the proposed footway in Nine Mile Ride. This will also give a consistent footway for pedestrians walking to the school.

Yours sincerely

Cllr Gordon Veitch
Planning Committee Chair

Encs NMRE Transport Statement part 1 p15
 NMRE Transport Statement part 2 p1

Nick Chancellor

From: Penny Stoodley on behalf of Development Control
Sent: 29 January 2016 11:12
To: Nick Chancellor; Planning Enquiries
Subject: FW: Nine Mile Ride Extension ~[UNCLASSIFIED]~

From: BPC Clerk and BVH [<mailto:clerk@barkham-parishcouncil.org.uk>]
Sent: 28 January 2016 10:45
To: Development Control
Subject: Nine Mile Ride Extension

For Nick Chancellor

153336

Reserved Matters Application - Nine Mile Ride Extension, School Access Road and A327 roundabout.

The Parish Council question whether the access to the school site would be better served with a roundabout rather than a right filter lane. The Transport Document states that "right turning vehicles not exceeding one vehicle at any of the junctions in all scenarios", the Parish Council question whether this is a realistic scenario at school peak times.

Traffic calculations deal with peak hour rates: the school peak lasts for much less than an hour, more like 15 or 20 minutes, and during that period, the rate is likely to be about three times the hourly average rate: the "not exceeding one vehicle figure implies that the right turn capability is running at under 50%, if the school peak rate were to be used in the calculations, it would result in a much higher queue figure and possibility a transient overload.

Also on studying the plans for the road, the footways and cycle ways do not run continuously on the same side of the road forcing pedestrians/cyclists to cross the road multiple times. We understand that part of the reason for this is that the greenway (including cycling and equestrian provision) is supposed to run just to the north of the east-west section of NME. The cycleway on the south side of NME should be continuous around the bend, with an appropriate crossing point near to the school entrance. Clearly this needs addressing. This cycleway will serve several development parcels to the south of the proposed A327 entrance. As the plans stand, the proposed crossing near the NME/ Sheerlands Road crossing needs to be a controlled crossing as it will be quite a busy junction and with poor sight lines given the bend in NME.

The Nine Mile Ride Extension Transport document Part 2 3.3.6 refers to a Relief Route on land which is safe guarded "Wokingham Borough Council have the ability to construct a relief route which would by-pass the secondary school and District Centre on land safe guarded as part of the outline planning permission". The Parish Council question whether WBC should be financially responsible for the construction of a relief route should this be required in the future. The applicant is, in effect, saying "If our calculations are wrong WBC can pick up the tab".

Regards

Judith Neuhofer

Clerk to Barkham Parish Council

NP

Jackie Norriss

From: Penny Stoodley on behalf of Development Control
Sent: 14 January 2016 11:35
To: Planning Enquiries; Nick Chancellor
Subject: FW: Attn: Nick Chancellor - 153336 - Nine Mile Ride Extension, Arborfield Garrison, Wokingham ~[UNCLASSIFIED]~

Categories: Jackie

From: Liz Halson [mailto:clerk@swallowfieldpc.gov.uk]
Sent: 14 January 2016 10:09
To: Development Control
Subject: Attn: Nick Chancellor - 153336 - Nine Mile Ride Extension, Arborfield Garrison, Wokingham

Dear Mr Chancellor

153336 – Nine Mile Ride Extension, Arborfield Garrison, Wokingham

I am writing to let you know that Swallowfield Parish Council has no comment on this application.

Regards

Liz

Mrs. Liz Halson
Parish Clerk
Swallowfield Parish Council
Parish Office
Swallowfield Street
Swallowfield
Reading
Berks
RG7 1QX

Email: clerk@swallowfieldpc.gov.uk
Telephone: 01189 885929

Click [here](#) to report this email as spam.

From: Arborfield & Newland Parish Council [mailto:parishclerk@arborfield.org.uk]
Sent: 04 February 2016 11:46
To: Nick Chancellor
Subject: Re: 153336 - Nine Mile Ride Extension ~[UNCLASSIFIED]~

Hi Nick,

Apologies for the delay getting back to you, we may be too late now anyway!

Following discussion it was agreed that the Parish Council has no further comments to make on this.

Thanks for your patience.

Kind Regards,

Alison Ward
Parish Clerk
Arborfield & Newland Parish Council
The Parish Office, Arborfield Village Hall
Eversley Road, Arborfield, Berkshire, RG2 9PQ

0118 976 1489

www.arborfield.org.uk

The Parish Office is open 10am - 12noon, Monday to Thursday

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Development Management Ref No	No weeks on day of committee	Parish of	Ward	Listed by:
152649	24	Wokingham Town	Emmbrook	Major Development

Applicant Bovis Homes and Gleeson Developments

Location Land at Matthewsgreen Farm, Matthewsgreen Road, Wokingham, Berkshire

Proposal Reserved Matters application pursuant to Outline Planning Approval O/2014/2242 (Phased development of approximately 760 dwellings, including 60 units of assisted living homes / older person accommodation, and a local centre (including retail, a primary school and community facilities) – approved 02/04/2015) for the construction of the Northern Distributor Road (NDR) within the development site including footways and associated highways works.

Type Reserved Matters Application

PS Category 7

Officer David Smith

FOR CONSIDERATION BY Planning Committee on 03.02.2016

REPORT PREPARED BY Delivery Programme Director

SUMMARY

The Matthewsgreen Site forms part of a larger area designated under the Wokingham Borough Core Strategy as the North Wokingham Strategic Development Location (SDL). The subject application is a reserved matters submission made pursuant to outline planning consent O/2014/2242. It seeks detailed permission for the construction of the Northern Distributor Road (NDR) within the development site, including footways and associated highway works. The NDR would enter the site off Toutley Road and cross the site on a west to east axis, connecting into a proposed roundabout Junction along Twyford Road.

At the time of the determination of the outline consent, a final decision had yet to be made by WBC's Executive Committee on the alignment of the NDR west of Bell Foundry Lane. In the event the masterplan for the outline application included the indicative NDR alignment running east to west, dissecting the site with the two main accesses proposed on Twyford Road and Toutley Road; albeit that potential alternatives to the use of Toutley Road were shown running north of the site so as not to prejudice any decision to be made by WBC's Executive Committee. In the event, at its Executive Meeting of 24th September 2015 WBC agreed the deliverable route option of the NDR as per the indicative alignment included in outline masterplan i.e. utilising Toutley Road. The deliverable route of the NDR, utilising Toutley Road, is therefore not subject to consideration under the auspices of this Reserved Matters Planning Application. Rather, the LPA is charged here with considering the alignment and detailed design of the road in as far as it runs through the development site and links the established access points at Twyford Road/Bell Foundry Lane and Toutley Road.

This is an allocated site in the adopted Development Plan for the borough. Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings across Wokingham with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be delivered in four SDLs, of which North Wokingham is one. By concentrating its housing delivery in the four identified SDLs, Wokingham has been able to more strategically plan for and deliver the social, environmental and highways infrastructure necessary to support this significant population growth; whilst at the same time protecting other more sensitive areas of the borough from inappropriate and unsustainable development. The ability of the SDLs to deliver a significant number of homes phased over the plan period (as allocated) is therefore significant if Wokingham Borough Council is to maintain a five year supply of housing and resist speculative development of other unallocated sites elsewhere in the borough.

The NDR is a piece of infrastructure identified as necessary to facilitate the housing delivery required in the North Wokingham SDL. The NDR will provide an attractive tree lined route with segregated pedestrian and cycle routes. It has been designed to meet its operational requirements in terms of capacity, function and safety.

These design requirements have necessitated a development corridor width for the road in excess of what was envisaged at the time the outline application was determined which, regrettably, necessitates the loss of some trees/vegetation. Notwithstanding, the provision of landscaped verges and segregated pedestrian/cycle ways offer significant benefit in terms of promoting safety, sustainable patterns of movement and linkages to the existing residential areas; whilst the increased buffer to the existing residential properties on Toutley Road provides amenity benefit above and beyond the arrangement shown in the outline application. In addition, extensive new tree planting is proposed along the length of the NDR which is in addition to the SANG, public space, open space and considerable landscaping (including tree planting) required as part of the residential delivery at the site. The application is also accompanied by a Landscape and Ecological Management Plan; which provides reasonable and appropriate commitment to the protection and/or mitigation for the landscape and ecological interests at the site.

In the circumstances officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the loss of the existing trees and hedgerows as is now shown. There is therefore no justifiable reason to seek an alternative alignment.

WBC's Flood Risk Manager has confirmed that given the engineering design, there will be no flooding for events up to and including the 1 in 100 year flood event with a 30% allowance for climate change. WBC can be satisfied therefore that the development will appropriately manage flood risk.

Moreover, the application will deliver part of the NDR which is identified as a piece of infrastructure necessary to facilitate wider development in this area in accordance with the Council' spatial strategy. There are no other material planning considerations of significant weight that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed above.

PLANNING STATUS

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

- Ground Water Protection Zone
- Landfill Gas Protection Zone
- Minerals Consultation Zone

RECOMMENDATION

That the committee authorise the Head of Development Management to GRANT PLANNING PERMISSION subject to the following conditions:

Conditions and Reasons

Approved Drawings

1. The development hereby permitted shall be carried out in accordance with the following approved plans, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

5225.501, Rev. F – NDR Scheme Layout Overall
 5225.502, Rev. E – NDR Scheme Layout (Sheet 1)
 5225.503, Rev. E – NDR Scheme Layout (Sheet 2)
 5225.504, Rev. E – NDR Scheme Layout (Sheet 3)
 5225.505, Rev. C – NDR Site Clearance (Sheet 1)
 5225.506, Rev. B – NDR Site Clearance (Sheet 2)
 5225.507, Rev. C – NDR Site Clearance (Sheet 3)
 5225.508, Rev. D – NDR Proposed Kerbs and Finishes (Sheet 1)
 5225.509, Rev. C – NDR Proposed Kerbs and Finishes (Sheet 2)
 5225.510, Rev. D – NDR Proposed Kerbs and Finishes (Sheet 3)
 5225.511, Rev. D – NDR Proposed Signs, Road Markings and Lighting (Sheet 1)
 5225.512, Rev. D – NDR Proposed Signs, Road Markings and Lighting (Sheet 2)
 5225.513, Rev. E – NDR Proposed Signs, Road Markings and Lighting (Sheet 3)
 5225.514, Rev. E – NDR Proposed Drainage and Contours (Sheet 1)
 5225.515, Rev. C – NDR Proposed Drainage and Contours (Sheet 2)
 5225.516, Rev. D – NDR Proposed Drainage and Contours (Sheet 3)
 5225.517, Rev. B – NDR Centreline Long Sections Road 20 (Sheet 1)
 5225.518, Rev. B – NDR Centreline Long Sections Roads 31 & 33
 5225.524, Rev. A – NDR Swept Paths
 5225.525, Rev. A – NDR Construction Details Sheet 1
 5225.526, Rev. A – NDR Construction Details Sheet 2
 5225.528, Rev. B – Manhole Schedule
 5225.529 – NDR Swept Paths
 5225.530 – NDR Swept Paths
 5225.531 – NDR Long Sections Road 20 (Sheet 2)
 5225.532 – NDR Long Sections Road 20 (Sheet 3)

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The Landscape and Ecological Management Plans (lead ecology: January 2016) hereby approved shall be implemented as approved and maintained thereafter unless otherwise approved in writing by the local planning authority.

Reason: In the interests of visual amenity and to ensure appropriate ecological mitigation of the development in accordance with the NPPF, Core Strategy Policies CP1, CP3 and CP7 and Managing Development Delivery Local Plan policies CC03 and TB21.

3. The Landscape Management Plan (Floyd Matcham (Dorset) Ltd: December 2015) hereby approved shall be implemented as approved and maintained thereafter unless otherwise

approved in writing by the local planning authority.

Reason: In the interests of visual amenity and to ensure appropriate ecological mitigation of the development in accordance with the NPPF, Core Strategy Policies CP1, CP3 and CP7 and Managing Development Delivery Local Plan policies CC03 and TB21.

4. The road shall not be made available for use until such time as forward vision splays at the junction of the realigned Toutley Road and the NDR (both round the bend for left-turn manoeuvres into Toutley Road and for the NDR pedestrian/cycle crossing) have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety as such details have not been included with the planning application submissions (Core Strategy Policies CP1, CP4, CP6 and CP10)

5. The NDR and the junction immediately to the west of the neighbourhood centre shall not be constructed other than in accordance with details to accommodate a left-in manoeuvre at that junction from the NDR which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety as such details have not been included with the planning application submissions (Core Strategy Policies CP1, CP4, CP6 and CP10)

6. Notwithstanding the details shown on the approved drawings, full details of the toucan crossing near the Neighbourhood centre junction shall be submitted to and approved in writing by the local planning authority before commencement of the relevant part of the development. The toucan crossing shall thereafter only be constructed in accordance with the approved details.

Reason: In the interests of highway safety (Core Strategy Policies CP1, CP4, CP6 and CP10)

7. No deliveries to/from or servicing of the Neighbourhood Centre uses shall occur other than in accordance with a Deliveries and Servicing Management Plan for the relevant Neighbourhood Centre use which has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure safe delivery and servicing operations in connection with the Neighbourhood Centre uses (Core Strategy Policies CP1, CP4, CP6 and CP10).

Informatives:

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.

2. Notwithstanding the details hereby approved, 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 Document marking - Unclassified the Highways Act 1980.

3. 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.

4. 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 months 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.

5. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

6. 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>

7. 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.

RELEVANT PLANNING HISTORY

Application Site

O/2014/2242	Outline application (access considered and all other detailed matters reserved) for a phased development of approximately up to 760 dwellings including 60 units of assisted living homes / older person accommodation a local centre (including retail) a primary school community facilities and associated areas of open space and drainage/ attenuation parking etc. Accesses from Twyford Road, Matthewsgreen Road and Toutley Road. Development would also incorporate the demolition of outdoor storage buildings in employment use and 2 x dwellings (Matters reserved – layout, landscaping, scale, appearance). APPROVED 02/04/2015 SEE APPENDICES A (Outline decision notice) AND B (Outline Masterplan)
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150093	Reserved Matters application pursuant to Outline planning consent number O/2014/2242 for the erection of 100 dwellings (Phase 1), associated amenity space, garaging and parking, internal roads, pathways, sustainable urban drainage with pond and associated landscaping (accessed from approved access on Matthewsgreen Road). APPROVED 30/10/2015
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CONSULTATION RESPONSES

Wokingham Borough Council Consultees

WBC Arboriculturalist – Landscape and Trees	Raises concerns to the removal of tree T6, a large Category A Oak tree currently growing adjacent to Toutley Road as this is an important tree for visual, cultural, historical and ecological reasons. However, the requirement to deliver the NDR is acknowledged, as are the NDR Planting Plans (TD790_04C, TD790_05C & TD790_06C - including 6 replacement Oak trees for the three existing Oaks proposed to be
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	<p>removed to implement the NDR and which are located adjacent to Twyford Road and Toutley Road and are in addition to the proposed avenue trees). Request is made that space for additional Oaks is included within the development site north of Toutley Road as part of the scheme design for that phase to further compensate the loss of tree T6.</p> <p>Advises that the avenue trees proposed to be planted in the 3m wide verges will need to be planted to avoid the visibility splays of the junctions. In addition, no objection is raised to the Landscape & Ecological Management Plan dated January 2016 and the proposed Planting Plans attached to the document.</p>
WBC Ecology	Satisfied that the ecology issues have been dealt with satisfactorily.
WBC Highways	Support the development, subject to the listed conditions
WBC Drainage	Is satisfied that there will be no flooding of pipes, for this part of the NDR, for events up to and including the 1 in 100 year flood event with a 30% allowance for climate change.
External Consultees	
Wokingham District Veteran Tree Association	<p>Raises concern regarding the loss of one significant veteran tree with a bat colony and the loss of a second veteran tree in the subsequent phase of NDR along Toutley Road. These are two of a set of hedge trees along Toutley Road that are not just aesthetically attractive, but significant to the local bio-diversity and amongst the largest English oak trees within Wokingham town.</p> <p>Their estimates are that the largest of these trees (the one within the site) is probably about 230 years old and the smaller one (further along Toutley Road) is about 160 years old.</p> <p>Looking at the satellite image for the area, there are a few large mature oak trees in the fields and along the existing road hedges. It would be a great loss if many or even most of these were lost in the SDL development. Wokingham town has a very green and tree-rich landscape and with some careful planning we should be able to retain these ancient remnants of the Windsor Forest within the new developments.</p> <p>[Officer Comment: The majority of larger trees and important hedgerows have been retained at the site. Regrettably however, not all trees / hedgerows can be protected given the scale of development and the requirement for safe accesses. Given the commitments made in the LEMP, officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the harmful loss of the existing trees and hedgerow.]</p>

REPRESENTATIONS FROM COUNCILLORS AND PARISH COUNCILS

Wokingham Parish Council make the following comments:

1. It appears no notifications have been sent to residents or posted locally for this.
[Officer Comment: Letters of notification were sent out to over 400 neighbouring residential addresses. The application was also advertised by way of site notice and newspaper advert. The LPA therefore has satisfied its advertisement requirements as set out in the T&CP (Development Management Procedure) (England) Order 2015]
2. On Sheet 3 we question why it is necessary to remove the two mature Oak trees for the

access lane to the NDR from Toutley Road.

[Officer Comment: The majority of larger trees and important hedgerows have been retained at the site. Regrettably however, not all trees / hedgerows can be protected given the scale of development and the requirement for safe accesses. Given the commitments made in the LEMP, officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the harmful loss of the existing trees and hedgerow.]

3. On Sheet 1 we question why it is necessary to remove the mature Oak tree on the new Twyford Road roundabout.

[Officer Comment: The removal of the Oak tree is required to facilitate the delivery of the junction. This matter was considered in detail at the time of the determination of the outline application].

4. Some of the plans seem contradictory for example Sheet 2.Site Clearance Plan 5225.506 still seems to show block paving which was rejected in the original submission last year.

[Officer Comment: The block paving is to be removed. This is shown on the layout drawings.]

5. A number of the plans contained in the Landscape and Ecological Management Plan are so small as to be totally illegible and therefore can't even be commented upon.

[Office Comment: The submitted documents are sufficient for purpose. The plans contain a lot of detail as is necessary to support the application. Both WBC's Landscape Officer and Ecology Officer have been able to review the documents without problem and are satisfied with the details contained therein].

6. Section 3.4 of the Landscape and Ecological Management Plan references the need for a Tree and Hedgerow Protection Plan as part of the application. This appears to be missing.

[Officer comment: The Tree and Hedgerow Protection Plan will need to be provided as part of an Arboricultural Method Statement that is required to comply with condition 16 of Outline consent.]

REPRESENTATIONS FROM LOCAL RESIDENTS' GROUPS

Emmbrook Residents Association

No up-dated traffic has been submitted in support of the application. The latest traffic data available therefore is that provided at the outline stage. This does not take into account the 300 dwellings subsequently approved at Keephatch. Neither does it take into account the Council's Executive Committee endorsed "Travelling to Wokingham Town Centre – Our Vision for the Future" which identifies one of the means of reducing town centre traffic could be through "routing through traffic on to the new distributor roads north and south of the town". Taking these issues into account, the transport impacts of the NDR need to be fully reassessed before any further decisions are made.

[Officer comment: The NDR delivery through the Matthewsgreen site is an explicit requirement of the outline planning permission. The LPA's decision to approve the planning permission and secure the NDR delivery was based upon robust transport information presented in the Environmental Statement to support the application. The LPA cannot and need not legitimately require further traffic assessment under the Reserved Matters application which relates solely to matters of detailed design. When determining the Keephatch Beech planning application the LPA were cognisant of all of the extant planning consents in the SDL and of the cumulative impacts of those. When determining the Keephatch application the LPA were fully satisfied that the NDR could still operate successfully despite the additional housing proposed; otherwise it would not have approved the planning application. Also, the 'Travelling to Wokingham Town Centre' document does not set out an absolute intention to routing town centre traffic along the new distributor roads; rather they are potential options which would in the event need further assessment/investigation before they could be legitimately pursued.]

Regarding the alignment of the NDR through the development, the ERA maintains its opposition to routing it through “the most densely populated and used part of the development, thus exposing the maximum number of residents to the greatest possible level of noise and air pollution”.

[Officer Comment: WBC’s Executive Committee agreed the deliverable route option of the NDR at its meeting of 24th September 2015. It is not for re-consideration under the auspices of this Reserved Matters application].

In terms of the amendments, they welcome the omission of the block paved shared surface approach in favour of the ‘boulevard’ design and the addition of the right and left turn lanes and crossings by the school. Their other objections, as set out above, nevertheless remain.

PUBLIC REPRESENTATIONS

Letters were sent out to approximately 430 neighbouring property addresses in the vicinity of the site.

In response 16 responses have been received. These include 12 letters of objection and 4 letters of comment. The letters raise the following concerns:

Road Design:

- At 6.1m wide the road is not big enough to safely carry significant HGV traffic.
- The road does not include right hand turn lanes at many of its junctions into residential streets which impacts both safety and capacity.
- There is no information about the design of the NDR outside of the redline – i.e. further along Toutley Road

[Officer Comment: The road has been designed to meet its operational requirements in terms of capacity, function and safety. Full details of the NDR, as it runs from the Matthewsgreen development site along Toutley Road to Old Forest Road, have not been worked up to any level of detail at this time.]

Toutley Road:

- Loss of Mature Veteran Oak Trees and Mature Hedges along Toutley Road
- The Road alignment could be moved further north into the residential development parcel; which would remove the need for the loss of the tree and hedgerow. Any loss in housing numbers is already compensated by the Keephatch approval and is unlikely to affect development viability.
- There appears to have been no ecological assessment of the tree to be removed opposite 86 Toutley Road
- Toutley Road is less than 6m wide in places and its proximity to existing residential properties makes it unsuitable for a through route with heavy volumes of traffic
- This alignment of the NDR and the increased traffic will make the access/egress to the 1st Emmbrook Scout Group headquarters on Toutley Road extremely hazardous.

[Officer Comment: Given the commitments made in the LEMP, officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the loss of the existing trees and hedgerow. There is therefore no justifiable reason to seek an alternative alignment further north into the residential development parcel. The NDR as it runs through the application site is designed to operational standards in terms of capacity, function and safety and it is fully intended that the section between the site and Old Forest Road, which will be delivered by WBC in due course, will be designed to similar standards. WBC will need to be mindful of the access arrangements

to/from the Scout Group headquarters when it works up that section of the NDR in more detail.]

Twyford Road:

- The loss of 3 Oak trees and 100m of hedgerow along Twyford Road

[Officer Comment: The removal of the Oak trees and hedgerows are required to facilitate the delivery of the junction. This matter was considered in detail at the time of the determination of the outline application].

Construction Impacts:

- Impact of construction traffic
- Construction traffic should only enter through Twyford Road – not Toutley Road or Matthewsgreen Road
- Airborne dust and debris left on the road
- Access to neighbouring properties should be maintained at all times
- Cumulative impacts with other developments occurring

[Officer Comment: Noise, disturbance and inconvenience during the construction period can be appropriately minimised as far as is reasonable through good practice, the Control of Pollution Act and through the existing conditions attached to the outline planning permission.]

Procedure:

- Given the complexity and significance of this application, it would be better dealt with as a full application rather than a Reserved Matters application.
- The application has not been advertised to all people who will be affected.

[Officer Comment: Letters of notification were sent out to over 400 neighbouring residential addresses. The application was also advertised by way of site notice and newspaper advert. The LPA therefore has satisfied its advertisement requirements as set out in the T&CP (Development Management Procedure) (England) Order 2015]

Other matters outside of this Reserved Matters planning application:

- NDR Deliverable Route Option:

Other more suitable routes for the NDR are available and should be progressed

The proposed route is not that identified as the preferred solution from the Council's own public consultation

To have a major road passing right through a residential development ignores the overwhelming majority of residents' views about this which the Council claim to have taken into consideration.

The road should be kept well away from the whole length of old forest road. We are already blighted by traffic from M4 and A329

[Officer Comment: The NDR Deliverable Route Option was approved by WBC's Executive Committee on 25th September 2015. That Deliverable Route Option does not fall for reconsideration under this reserved matters planning application.]

- Access to the new development should be from Twyford Road only.
- Whole development should be rejected as North Wokingham was conditional on the provision of a relief road, not a distributor road, to minimise impact on local residents.
- Three storey development at the site is out of keeping
- Wokingham as a town, does not have the public services to accommodate all these new people.
- There is no evidence that schools provision has been properly planned for.
- Wokingham Train Station is already at capacity during rush hours

[Officer Comment: These other matters were all considerations which will have informed the

decision on the outline planning application. Moreover, they do not fall to be considered under the Reserved Matters applications which relate purely to detailed matters of layout, landscaping, scale and appearance.]

PLANNING POLICY

National Planning Policy Framework

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

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

North Wokingham Strategic Development Location SPD adopted October 2011.

Infrastructure Delivery and Contributions SPD for the Strategic Development Locations adopted October 2011.

PLANNING ISSUES

Site Description

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the North Wokingham Strategic Development Location (SDL). The application site comprises approximately 34 hectares and is situated approximately 2km to the northwest of Wokingham town centre and south of the A329(M). The site is bounded to the south by Matthewsgreen Road, by Toutley Road to the west, by Twyford Road to the east, and by the Ashridge Stream watercourse to the north.
2. The site currently comprises mainly agricultural land, consisting of open fields, ditches, hedgerows and a mixture of trees in terms of age and type. These are primarily located along the site boundaries, although there are some free standing trees throughout the site. There is also a small existing commercial operation located towards the southern boundary along Matthewsgreen Road.
3. Development works have now commenced on a parcel of land within the south western corner of the site. This parcel will accommodate 100 dwellings as phase 1 the development the subject of the outline permission.

Development Proposal

4. The subject application is a reserved matters submission made pursuant to outline planning consent O/2014/2242 (see appendixes A and B). It seeks detailed permission for the internal alignment and design of the Northern Distributor Road (NDR) within the development site, including footways and associated highway works. The NDR would enter the site off Toutley Road and cross the site on a west to east axis, connecting into a proposed roundabout Junction along Twyford Road. It includes landscape and ecological planting along the road verges. The access points into the site from Toutley Road and Twyford Road were approved under the outline consent, albeit subject to the Council's Executive Committee's decision on the final alignment of the NDR.
5. The outline planning application was an environment impact assessment application and an environmental statement was submitted to the planning authority at that time. The environmental statement detailed the environmental impacts of the development and

mitigation strategies required to facilitate the new development.

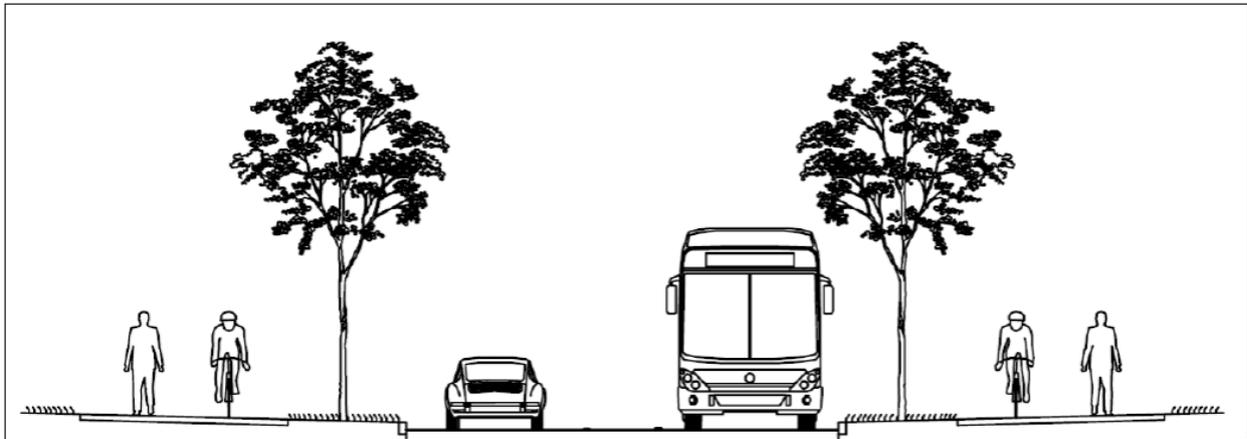
NDR Alignment

6. Policy CP20 of the Core Strategy seeks improvements to transport capacity along the A321 and A329 and the provision of the Northern Distributor Road (NDR). The proposed NDR route, as outlined in WBC's adopted SPD Masterplan, runs from the A329 (near the M4 over-bridge) Forest Road in the west, through the SDL development and eventually to Coppid Beech Roundabout, where a park and ride facility is proposed.
7. At the time of the determination of the outline consent, a final decision had yet to be made by WBC's Executive Committee on the alignment of the NDR west of Bell Foundry Lane. In the event the masterplan for the outline application included the indicative NDR alignment running east to west, dissecting the site with the two main accesses proposed on Twyford Road and Toutley Road. It was shown that the Twyford Road access would be formed by a new roundabout junction linking with Bell Foundry Lane, while a new junction/tie-in would be provided onto Toutley Road. The masterplan did however also identify two options for the NDR to run north avoiding Toutley Road altogether; so as to ensure that the granting of the planning permission would not prejudice any WBC Executive decision on the final NDR alignment.
8. At its Executive Meeting of 24th September 2015, WBC agreed the deliverable route option of the NDR. The decision followed extensive public consultation. The deliverable route option establishes that Toutley Road will form the route between Old Forest Road and the Matthewsgreen development and thereafter the NDR will dissect the Matthewsgreen development site linking into Bell Foundry Lane as per the outline masterplan.
9. On approval of the outline planning application, the LPA accepted the alignment of the NDR linking Twyford Road/Bell Foundry Road and Toutley Road, albeit subject to WBC's Executive Committee's decision on the final alignment of the road. Matters of access were the only detailed matters considered at the outline stage, with all other matters of layout, scale, appearance and landscaping reserved. Having regard to the adopted development plan policies appropriate evidence was provided at the time to support the outline application and to satisfy the LPA that the NDR could be delivered along the proposed route without significant or unacceptable impacts. The deliverable route of the NDR, linking Bell Foundry Lane to Toutley Road through the Matthewsgreen development site, is therefore not subject to consideration under the auspices of this Reserved Matters Planning Application. Rather, the LPA is charged with considering the internal alignment and detailed design of the road in as far as that links the two established access points to the site.

Design

10. The NDR is designed to be a route through the new residential areas, operating a 30/40mph speed limit. The NDR will take the majority weight of the new traffic in addition to existing development traffic. This part of the route will provide a key section of the Council's strategic NDR, which as a whole is identified as a necessary piece of infrastructure required to facilitate the delivery of the housing numbers identified for the North Wokingham SDL. The NDR delivery therefore is part of the Council's strategic response to providing the borough's identified housing needs and associated infrastructure necessary to accommodate the new development.
11. The NDR will provide an attractive tree lined route with segregated pedestrian and cycle routes; as per the aspirations set out in WBC's Executive report. The cross section of the NDR will provide for two landscaped verges either side of the road separating the road

from the pedestrian/cycle paths. The segregated pedestrian and cycle ways will improve pedestrian and cyclist safety and encourage and promote usage of those routes; thus seeking to reduce dependence upon car in favour of more sustainable modes of transport and also integrating the new developments better with the existing residential areas through permeable and navigable neighbourhoods with good linkages. Cyclist priority will be provided at minor junctions to encourage cycling. A cross section of the NDR is provided below.



NDR Cross Section (Source: WBC Executive Committee Report)

12. To the west, the alignment of the road has been shifted slightly into the site and would link into Toutley Road further along Toutley Road (to the north west) than was shown on the original outline drawings; the original outline drawings showed the new road tying into Toutley Road at the earliest possible point (near Brimblecombe Close), with minimal work/alteration to Toutley Road. This amendment has allowed for the road alignment to be shifted further away from the existing residents on the western side of Toutley Road and for the provision of environmental improvements to be introduced such as the landscaped verges and segregated cycle/pedestrian routes in accordance with WBC's design aspirations. It has also enabled the provision of the required vehicle carriageway width to facilitate the functional and safety requirements of the road. This amendment was undertaken in response to concerns raised by residents along the southern side of Toutley Road.

Landscaping and Tree Loss

13. The NDR now shown, where it ties into Toutley Road further to the north west, would result in the loss of a hedgerow, an Ash Tree and a category A 'Veteran' Oak tree from that shown on the original masterplan. It is also likely that the alignment of the new road will also require a further Veteran Oak to be felled to the immediate north west of the site to accommodate the next phase of the road between the application site and Old Forest Road. These trees and vegetation, particularly the Oaks, undoubtedly have visual, cultural, historical and ecological value in the existing landscape. To the east, along Twyford Road, the provision of the new roundabout junction will result in the loss of two oak trees and hedgerow. These trees, trees T30 and T31, are identified as category B and C trees respectively and neither is 'Veteran'.
14. Given the losses, in line with NPPF paragraph 118 (see appendix D) the LPA need to be satisfied before it grants planning permission that the loss of the habitats and veteran trees is outweighed by the need for and benefits of the development in this location. In making this decision the LPA will also need to be mindful of the extent to which the loss would be mitigated and/or compensated by the development.
15. In respect to the need for and benefits of this development, it must be remembered that

this is an allocated site in the adopted Development Plan for the borough. Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings across Wokingham with associated development and infrastructure in the period 2006-2026. As a strategic response to this housing demand, Wokingham has identified that the majority of this new residential development will be delivered in four SDLs, of which North Wokingham is one. By concentrating its housing delivery in the four identified SDLs, Wokingham has been able to more strategically plan for and deliver the social, environmental and highways infrastructure necessary to support this significant population growth; whilst at the same time protecting other more sensitive areas of the borough from inappropriate and unsustainable development. The ability of the SDLs to deliver a significant number of homes phased over the plan period (as allocated) is therefore significant if Wokingham Borough Council is to maintain a five year supply of housing and resist speculative development of other unallocated sites elsewhere in the borough.

16. The road, identified as a piece of infrastructure necessary to accommodate the significant growth anticipated for this part of the borough, has been designed to meet its operational requirements in terms of capacity, function and safety. These design requirements have necessitated a development corridor width for the road in excess of what was envisaged at the time the outline application was determined which, unfortunately, necessitates the loss of the trees/vegetation. Notwithstanding, the provision of the landscaped verges and segregated pedestrian/cycle ways offer significant benefit in terms of promoting safety, sustainable patterns of movement and linkages to the existing residential areas; whilst the increased buffer to the existing residential properties on Toutley Road provides amenity benefit above and beyond the arrangement shown in the outline application. In addition, extensive new tree planting is proposed along the length of the NDR (the Landscape and Ecological Management Plan (LEMP) indicates that there will be in the region of 830 new trees planted) in addition to the SANG, public space, open space and considerable landscaping (including tree planting) required as part of the residential delivery at the site.
17. The loss of the hedgerow and trees along Twyford Road for the roundabout was assessed as part of the outline application. In the event a new hedge will be replanted along the roadside, together with new tree planting, once the works are completed.
18. Moreover, the majority of larger trees and important hedgerows have been retained at the site. Regrettably however, not all trees / hedgerows can be protected given the scale of development and the requirement for safe accesses. Given the commitments made in the LEMP (see comments below), officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the harmful loss of the existing trees and hedgerow.
19. Full details of landscaping have not been provided for the purposes of the RM application, but will follow pursuant to condition 14 of the outline consent which requires full details of both hard and soft landscape proposals to be submitted to and approved in writing by the local planning authority. These details will include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants and an implementation timetable. Through the exercise of this condition, the LPA will ensure that a robust and functional landscaping scheme is brought forward that softens the impact of the road, meets the ecological requirements of the site and mitigates against the loss of the hedgerows and trees.
20. The application is accompanied by a LEMP, which sets out indicative landscaping planting plans. When dealing with the formal submission under condition 14 the LPA will need to ensure that the tree planting does not impinge any visibility sight lines etc.

Nevertheless, the LEMP indicates that extensive tree planting will come forward along the NDR. Thereafter condition 16 of the outline consent will ensure appropriate protection of the trees (identified for retention) during construction.

Transport/Highways Considerations

21. The planning application established at the outline stage the principles of the access points to the site and was accompanied with a full Transport Assessment. It was demonstrated at that time that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the transport interventions that were identified and secured through the planning conditions and the S106 agreement. In terms of the NDR delivery, the current reserved matters application does not deviate from the established access points and indicative alignment approved under the outline planning application.
22. Traffic modelling indicates that the distributor road will enable new development in the North Wokingham SDL and mitigate its traffic impacts on existing residential areas to the south. In this respect the Deliverable Route Option fully mitigates the impacts of development. On all sections, the forecast flow is within the design capacity of a road of this type and indicates a good to satisfactory level of service during peak periods. Traffic flows during the inter-peak, evening periods (after 1900hrs) and at weekends will be significantly lower than those forecast for the weekday peak hours.
23. The plans currently under consideration have been amended from those initially submitted. The amendments include the following:
- Widening of the carriageway width;
 - Realignment of the road where it joins Toutley Road;
 - The omission of block paving and rumble strips along the central section of the NDR;
 - Amendments to the refuges and the addition of a right turn lane at the junction to the school;
 - The addition of a Toucan crossing;
 - Block paving treatment for the NDR pedestrian/cycle routes across all side road junctions;
 - Addition of bus stops;
 - The inclusion of the street lighting design;
 - The details of visibility splays at junctions;
 - Widening of junctions and radii to improve large vehicle tracking; and
 - The removal of a couple of junctions.
24. In light of the revised designs and supporting information, WBC Highways Team has confirmed that the detailed design of the road is acceptable in terms of highways capacity, function and safety. They raise some remedial points in terms of certain of the junctions, but these matters may comfortably be dealt with by the conditions as recommended.

Neighbouring Residential Amenity

25. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users.
26. The NDR alignment and tie in with Toutley Road proposed in this Reserved Matters application follows that shown in the masterplan considered and approved on the determination of the parent outline planning permission. At the time of that determination it was accepted that there are no significant issues apparent in relation to future impacts upon neighbouring residential amenity that would weigh sufficiently against granting planning permission.

27. The NDR, where it ties into Toutley Road, would result in the loss of a hedgerow, an Ash Tree and a category A 'Veteran' Oak tree previously identified as being retained under the outline masterplan. These trees and the hedgerow undoubtedly have amenity value, especially for the residential properties in Toutley Road which directly face them. However, for the reasons set out above officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the harmful loss of the existing trees and hedgerow.
28. The tie in with Toutley Road is also now shown pulled away from the Toutley Road properties as far as possible (without encroaching into the residential parcel to the north) with the insertion of a landscaped verge to the western side of the road – compared to what was indicatively shown at the outline stage. These environmental improvements create a larger buffer between the vehicular traffic on the road and the residential properties, thus decreasing further the impact of the traffic upon the amenity of neighbouring occupiers.
29. Noise, disturbance and inconvenience during the construction period can be appropriately minimised as far as is reasonable through good practice, through the provisions of the Control of Pollution Act and through the existing conditions attached to the outline planning permission. In particular condition 9 of the outline permission requires the submission (for the Council's approval) of a Construction Environmental Management Plan, whereas condition 10 restricts the hours of construction activity.
30. For these reasons, in terms of its impact upon neighbouring residential amenity the development need not fail against the relevant policies of the Development Plan; namely Core Strategy Policy CP3 and policy CC06 of the MDD.

Ecology/Impact on Wildlife/Biodiversity

31. Core Strategy Policy CP7, carried forward by MDD DPD Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
32. The route of the NDR crosses two fields under arable production and a narrow belt of broadleaved plantation woodland which separates the two fields. At the north-western extent of the NDR, the route joins Toutley Road and crosses a species-rich hedgerow with trees, and at the eastern extent the route joins the proposed junction at Twyford Road, which also crosses a species-rich hedgerow with trees. The hedgerows comprise native plants such as hawthorn, blackthorn, field maple, elm, wild rose, hazel, honeysuckle, willow and wild plum.
33. The hedgerows provide nesting habitat for birds and foraging/movement corridors for bats. No badger setts or dormice were recorded within or immediately adjacent to the route and no great crested newts were recorded in the ponds surrounding the survey site. Two transitional bat roosts were recorded in two mature oak trees in the hedgerow adjacent to Toutley Road. In addition, a low slow-worm population was recorded in the west of the NDR area, and stag beetle has previously been recorded approximately 250m south of the NDR area.
34. The application is accompanied by a Landscape and Ecological Management Plan (LEMP). The LEMP is submitted to discharge Conditions 17 (Landscape Management Plan), 20 (Ecological Permeability), 21 (Reptile Mitigation Strategy), 22 (Hedgerow Mitigation and Compensation Strategy) and 24 (Landscape and Ecological Management

Strategy) of the outline approval, in as far as those relate to the delivery of the NDR. The aim of the LEMP is to facilitate the delivery and management of the landscape and ecological aspects of the proposals for the NDR. Landscape and ecological objectives have been produced, for which management prescriptions have been specified. The objectives have been derived from landscape, ecological and arboricultural surveys of the site. The LEMP covers the pre-construction phase, construction phase and the first ten years of the post-construction phase, after which it would be reviewed and updated in agreement with WBC. A monitoring scheme would run in parallel with, and inform, the LEMP. Responsibilities for the delivery of management actions have also been specified.

35. Prior to the start of the NDR works, a reptile translocation would be undertaken to remove the slow-worms from the affected parts of the hedgerow along Toutley Road. The translocation would be undertaken during suitable weather conditions between April and mid-October. A reptile barrier fence would be established around the western part of the NDR.
36. Trees and shrubs would be removed between October and February; outside of the bird nesting season. In addition, bird-nesting boxes would be placed in suitable hedgerows and trees prior to the start of construction.
37. Two common pipistrelle transitional roosts were recorded in two trees along Toutley Road. One of those trees (Tree T6) would be removed during construction of the NDR and an application for a Natural England Bat Mitigation Licence would therefore be required following receipt of planning consent. The LEMP identifies that the licence application would include the following mitigation measures to ensure impacts to roosting bats would be reasonably mitigated:
 - Tree T6 would be 'soft-felled' between March and November (to avoid the sensitive hibernation period) and under the strict supervision of a bat ecologist;
 - 25 bat roost boxes would be placed on suitable trees prior to the removal of the trees; and
 - An ecological review would be undertaken of the lighting proposals associated with the development.
38. The LEMP has been reviewed by WBC's Ecology Officer, who is satisfied with the details contained therein. Given the commitments made within the LEMP, officers are satisfied that appropriate mitigation and compensation will be brought forward to mitigate the loss of vegetation at the site and the potential impact of the development upon protected species. The development therefore will accord with Core Strategy Policy CP7, carried forward by MDD DPD Policy TB23.

Flooding and Drainage

39. The original outline application was accompanied by a full Environmental Assessment, inclusive of the Flood Risk Assessment. Building upon this document, drainage drawings and calculations have been submitted to support the Reserved Matters application. They have been reviewed by WBC's Flood Risk and Drainage Engineer, who is satisfied that that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 30% allowance for climate change. In the circumstances WBC may be satisfied that the application will suitably manage flood risk in accordance with Core Strategy Policy CP1 and MDDL Policies CC09 and CC10.

Land Contamination

40. The site is agricultural in use and low risk in terms of land contamination. Condition 25 of the outline consent requires that before development within a sub-phase is commenced,

a scheme to deal with potential contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. Condition 26 deals with circumstances where contamination is discovered during construction. Matters of contamination therefore will be considered and mitigated pursuant to the requirements of conditions 25 and 26 of the outline permission and do not need further consideration under this Reserved Matters Planning Application.

Archaeology

41. Condition 50 of the outline planning permission requires that no development within the relevant sub phase shall take place within the site other than in accordance with a detailed programme of archaeological work; written details of which must first be submitted to and approved in writing by the LPA. Matters of archaeology will therefore be considered and managed through the planning condition and do not need further consideration under this Reserved Matters planning application.

CONCLUSION

The reserved matters application is consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and guidance for development within the North Wokingham SDL. The NDR is designed to be an attractive route through the new residential areas and is part of the Council's strategic response to providing the borough's identified housing needs and associated infrastructure necessary to accommodate the new development. The road has been designed to meet its operational requirements in terms of capacity, function and safety; whilst the provision of the landscaped verges and segregated pedestrian/cycle ways offer significant benefit in terms of promoting safety, sustainable patterns of movement and linkages to the existing residential areas. Although the development would result in the loss of existing important trees and species-rich hedgerows at the site, officers are satisfied that the need for and benefits of the development in this location, together with the mitigation and compensation proposed, sufficiently weighs against the loss.

Moreover, the application will deliver part of the NDR which is identified as a piece of infrastructure necessary to facilitate wider development in this area in accordance with the Council' spatial strategy. There are no other material planning considerations of significant weight that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed above.

CONTACT DETAILS

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

APPENDICES

- A. Outline Planning Permission Decision Notice**
- B. Outline Parameter Plans**
- C. Application Drawings**
- D. NPPF: Paragraph 118**

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WOKINGHAM BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACTS**PLANNING PERMISSION****Bovis Homes & Gleeson Developments****C/O Savills (Mr Charles Collins)****2****Charlotte Place****SOUTHAMPTON****Hants****SO14 OTB****Application Number:** O/2014/2242**Parish:** Wokingham**Location:** Land at Matthewsgreen Farm, Matthewsgreen Road, .

Proposal: Outline application (access to be considered) for a phased development of approximately 760 dwellings, including 60 units of assisted living homes / older person accommodation, a local centre (including retail), a primary school, community facilities and associated areas of open space and drainage/ attenuation, parking etc. Accesses from Twyford Road, Matthewsgreen Road and Toutley Road. Development would also incorporate the demolition of outdoor storage, buildings in employment use and 2 x dwellings (Matters reserved - layout, landscaping, scale, appearance).

Wokingham Borough Council, in pursuance of its powers under the above Acts and Regulations, hereby **Grants Permission** for the above development to be carried out in accordance with the application and the accompanying plans submitted to the Council subject to compliance with the following conditions, the reasons for which are specified hereunder.

Conditions and Reasons List

Plans

1. This permission is in respect of:

Site Location Plan (Drg No. 2197-A-1000-E)

Design and Access Statement (version 2 dated January 2015)

Land Use Parameter Plan (Drg No. 2197-A-1010-G)

Green Infrastructure Parameter Plan (Drg. No. 21791-A-1011-J)

Access and Movement Parameter Plan (Drg No. 2197-A-1012-F)

Building Heights Parameter Plan (Drg No. 2197-A-1013-J)

Site Survey Plan (Drg No. 2197-A-1002-E)

Site Sections (Drg No. 2197-A-1020-B)

Landscape Strategy Plan (Drg No. 2197-TD100_20A)
Surface Water Drainage Strategy (Drg No. 4676.401)
Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014)
Matthewsgreen Farm, Wokingham (Planning Application No. O/2014/2242) Reptile receptor site at Old Forest Road SANG letter (EAD Ecological Consultants, 27 January 2015, Hedgerow Plan (DWG No TD700_30E)
Matthewsgreen Environmental Statement (October 2014)
Flood Risk Assessment (FRA) and Drainage Strategy for Matthewsgreen Farm (dated October 2014 compiled by Stuart Michael Associates ref: 4676/FRA&DS Issue Status 01 and email correspondence dated 6 January 2015 from Mr Tim Wood
Letter dated 5 December 2014 ref: 4676/TSW/wst from Mr Tim Wood and plans ref: 4676.401.A and 4676.402
Transport Assessment dated October 2014 SMA Ref: 4676/TA, Issue Status: FINAL 01 (and additional Technical Notes 1, 2 and 3, appendice)
Highways Plans
SMA/4676.006D - Highway Masterplan NWDR Option A
4676.007C - Toutley Road Access
4676.009F - A321, Twyford Road Access
4676.010B - Matthewsgreen Road Western Access
4676.011D - Matthewsgreen Road Eastern Access
4676.017E - Junction and Footway Improvements
4676.019D - Toutley Road Access
4676.032 - NWDR Alignment Options
4676.033B - Proposed Toucan Crossing to Cantley Park
4676.034B - Potential Footway Improvements Toutley Rd
4676.035E - Proposed Pedestrian Cycle Link on Matthewsgreen Road
4676.036 - NWDR Alignment Option C
4676.038 - Highway Masterplan NWDR Option B
4676.039 - Highway Masterplan NWDR Option C
4676.044A - Toutley Rd Matthewsgreen Rd Junction Improvement
4676.045 - Proposed Cycleway through Cantley Park - Concept Drawing
4676.047 - Tracking
4676.048 - Proposed Zebra Crossing on Emmbrook Rd
4676.049 - Proposed Pedestrian Cycle Improvements Sewell Rd to Marks Rd
4676.050 - Proposed Pedestrian-Cycle Access & Infrastructure Improvements
4676.051 - Proposed Pedestrian Improvements Millmead to Railwayline
4676.052 - Proposed Pedestrian Improvements Copse Drive to Larch Avenue
4676.053 - Proposed S.106 highway Infrastructure and Contributions
4676.055 - Alternative Potential Footway Improvements
A329 - Old Forest Road Junction - SK05

The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

Reserved Matters

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

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

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

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

Phasing

3. The development represents the Matthewsgreen phase of delivery of the North Wokingham Strategic Development Location and will itself be delivered in sub-phases. Before submission of reserved matters pursuant to Condition 2 a strategy for the sub-phasing of the development based on the Phasing Plan (Drg. Ref: 2197-A-1023-A) shall be submitted to and approved in writing by the Local Planning Authority. The Sub-Phasing Strategy will define:

- i) the development to be delivered within each sub-phase of the development;
- ii) timescales;
- iii) details of the coordination of housing and infrastructure delivery including triggers for delivery of infrastructure and the arrangements to prevent interruption of delivery across sub-phase and phase boundaries;
- iv) whether any part of the sub-phase contains wetland features (e.g. ponds, swales and balancing features).

The development to be delivered under i) and shall be carried out in accordance with the approved Phasing Strategy unless otherwise agreed in writing with the Local Planning Authority.

Reason: to ensure comprehensive planning of the site within the wider North Wokingham 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 CP20 and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Sub Phasing

4. If the Sub-Phasing Strategy requires delivery of infrastructure - for example drainage, ground treatment, highways - in advance of other aspects of the development this shall be the subject of a separate application for approval of reserved matters.

Reason: to secure comprehensive planning and design of the site and to be in accordance with NPPF Policies CP1, CP4, CP6, CP17, CP20 of the Wokingham Borough Core Strategy, Policy CC10 of the Managing Development Delivery Local Plan and the

North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Materials

5. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the buildings shall have first been 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 Wokingham Borough Core Strategy Policies CP1 and CP3, Borough Design Guide, CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014) and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Levels

6. No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished floor levels for that sub phase shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: NPPF and Core Strategy policies CP1 and CP3.

Permitted Development

7. 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, E, F and G 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. Relevant Policies: Core Strategy policies CP1 and CP3.

Lighting

8. No floodlighting or other form of external lighting scheme shall be installed unless it is in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all principle 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.

Construction Management

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

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

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, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy.

Construction Times

10. No work relating to the development hereby approved, including preparation prior to building operations, shall take place other than between the hours of 08:00 am and 6 pm Monday to Friday and 08:00 am to 1 pm Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant Policies: Core Strategy policies CP1 and CP3.

Development Briefs

11. Before submission of reserved matters to comply with Condition 2 for the sub-phases containing:

- i) the Local Neighbourhood Centre
- ii) the Primary School and;
- iii) Community Facilities

as defined on the Land Use Parameter Plan, Drawing No 2197-A-1010-G, 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 Local Neighbourhood Centre, Primary School and Community Facilities Development Briefs, details shall be provided to the Local Planning Authority of the means of public engagement in formulating the design of each Brief.

The Local Neighbourhood Centre Development Brief shall contain:

- i) existing landscape features to be retained;
- ii) the proposed landscape framework, including structural planting;
- iii) layout, land uses, urban form and design principles, housing densities, site coverage and plot ratios;
- iv) details of the proposed housing mix based on size, type and tenure;
- v) details and location of areas of open space;
- vi) details including timing of the provision of a mixed use development incorporating at least 1000m² 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 which no individual unit shall be greater than 450m² (gross internal floorspace);
- vii) a parking and servicing strategy for the commercial, community and residential uses within the district centre, the adjacent school and community use of the school facilities taking into consideration the potential for facilities to share parking;
- viii) details and timing of the pedestrian and cycle links to the secondary school and the wider network;
- ix) A lighting strategy designed to provide a safe environment whilst preventing light spill having an adverse impact on the ecology of the existing species rich hedgerows and SANG and the character of the adjoining countryside;
- x) details and timing of public transport facilities including the interchange; and
- xi) Recycling facilities.

The Primary School Development Brief shall contain:

- i) general layout, arrangement of land uses, built form and design principles having regard to the need to facilitate up to two forms of entrance and dual use of the school facilities;

- ii) details including timing of the pedestrian and cycle links to the neighbourhood centre and the wider pedestrian and cycle network;
- iii) a parking and servicing strategy for the school, community use of the school facilities taking into consideration the potential for facilities to share parking; and
- iv) 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.

The Community Facilities Brief shall contain:

- i) existing landscape features to be retained;
- ii) the proposed landscape framework, including structural planting;
- iii) layout, land uses, urban form and design principles, housing densities, site coverage and plot ratios;
- iv) general layout, arrangement of land uses, built form and design principles;
- v) details including timing of the pedestrian and cycle links to the neighbourhood centre and the wider pedestrian and cycle network;
- vi) a parking and servicing strategy for the school, community use of the school facilities taking into consideration the potential for facilities to share parking; and
- vii) a strategy for achieving appropriate noise levels.

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

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 CP20, Policies CC06 of the Managing Development Delivery Local Plan and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

12. All applications for Reserved Matters approval shall be accompanied by a Design Statement which shall explain how the proposals conform to the requirements of the approved Design and Access Statement.

Reason: In the interests of visual amenity. Relevant Policy: NPPF, Core Strategy CP1 and CP3 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Tree Protection and Landscaping Boundary Treatments

13. Before the development hereby permitted is commenced details of all boundary treatment(s) for that sub phase shall first be submitted to and approved in writing by the local planning authority. The approved scheme for each sub phase shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development).

Landscape details (Large scale)

14. Prior to the commencement of the development, full details of both hard and soft landscape proposals for that sub phase 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 relevant sub phase 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 in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development).

Retention of existing trees/shrubs/hedges

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 in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Protection of existing trees etc

16.

a) No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning,

demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Landscape Management Plan

17. Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, for that sub phase 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

18. Prior to the commencement of the development, details of earthworks for the relevant sub phase 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 in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Ecological Surveys

19. The ecological surveys, mitigation, contingency and enhancement measures contained within section 10.5 of the submitted Matthewsgreen Environmental Statement (October 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 biodiversity impact of the development in accordance with application Environmental Statement. Relevant policies: NPPF, Wokingham Borough Core Strategy Policy CP1, CP3, CP7 and Managing Development Delivery Local Plan Policies TB23 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Ecological Permeability

20. The reserved matters for any sub phase of the development shall include details of a scheme to maintain the ecological permeability of that sub phase of the development (especially with regard to reptiles, amphibians and hedgehogs). This shall be submitted to and approved in writing by Wokingham Borough Council. 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 of the impact upon protected species during construction and in the long term, in accordance with NPPF, Core Strategy Policy CP7 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Reptiles

21. The reserved matters for any relevant sub phase of the development shall include a detailed reptile mitigation strategy. This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. Each detailed reptile mitigation strategy shall be in accordance with the submitted Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014), the Matthewsgreen Farm, Wokingham (Planning Application No. O/2014/2242) Reptile receptor site at Old Forest Road SANG letter (EAD Ecological Consultants, 27 January 2015), and the mitigation, contingency and enhancement measures contained within paragraph 10.5.1 – 10.5.21 of the submitted Matthewsgreen Environmental Statement (October 2014). The detailed reptile mitigation strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: The application site appears to support suitable reptile habitat and the area around the site is known to support populations of native reptiles which are protected species. However the scale of the development proposed is unlikely to have a significant adverse impact on the local reptile population and consequently we should attach the following condition in order to protect individual reptiles from harm during development. Relevant policy: NPPF and Core Strategy policies CP6 and TB23 of the Managing Development Delivery Local Plan (Feb 2014).

Hedgerows

22. The reserved matters for any relevant sub phase of the development shall include a detailed hedgerow mitigation and compensation strategy. This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development.

Each detailed hedgerow mitigation and compensation shall be in accordance with the submitted Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014), the Hedgerow Plan (DWG No TD700_30E) and the mitigation, contingency and enhancement measures contained within paragraph 10.5.1 – 10.5.21 of the submitted Matthewsgreen Environmental Statement (October 2014). Each detailed hedgerow mitigation and compensation strategy shall include:

- (a) Details of buffer zones required to be protected the retained hedgerows, such buffer zones to be a minimum of 10m unless otherwise agreed in writing with the Local Planning Authority.
- (b) The buffer zones required to protect the retained hedgerows should be free from any development including residential gardens.
- (c) A detailed method statement for the translocation of any 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.
- (d) 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.
- (e) Management arrangements for the receptor site that will secure the long term future of the translocated habitats and species.

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

Reason: In the interests of visual amenity and to ensure appropriate mitigation of the impact upon hedgerows during construction and in the long term in accordance with NPPF, Core Strategy Policy CP1, CP3 and CP7 and Managing Development Delivery Local Plan policies CC03 and TB21 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Veteran Trees

23. The reserved matters for any relevant sub 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). This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. 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

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 of the impact upon hedgerows during construction and in the long term in accordance with NPPF, Core Strategy Policy CP1, CP3 and CP7 and Managing Development Delivery Local Plan policies CC03 and TB21 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Landscape and Ecological Management Strategy (LEMS)

24. The reserved matters for any sub phase of the development shall include a detailed Landscape and Ecological Management Strategy (LEMS). This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. Each detailed Landscape and Ecological Management Strategy (LEMS) shall be in accordance with the submitted Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014) and the mitigation, contingency and enhancement measures contained within paragraph 10.5.1 – 10.5.21 of the submitted Matthewsgreen Environmental Statement (October 2014). 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 visual amenity and to ensure appropriate mitigation of the impact upon hedgerows during construction and in the long term in accordance with NPPF, Core Strategy Policy CP1, CP3 and CP7 and Managing Development Delivery Local Plan policies CC03 and TB21 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Contamination

25. Before development within a sub-phase is commenced, a scheme to deal with potential contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. No building shall be occupied and the use of public open space shall not commence until the approved measures have been carried out and a validation report has been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure that any contamination of the site is remedied and to protect existing and future occupants of the application site and adjacent land in accordance with Wokingham Borough Core Strategy Policy CP1 and CP3.

26. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be carried out to agreed timescales and approved by the LPA in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the LPA upon completion of the development.

Reason: To ensure any contamination on the site is remedied to protect the existing / proposed occupants of the application site and adjacent land in accordance with Wokingham Borough Core Strategy Policy CP1 and CP3.

Access and movement

Cycle parking

27. The reserved matters to comply with Condition 2 shall include details of cycle parking for that sub phase to be approved in writing by the Local Planning Authority. No building shall be occupied until the cycle parking has been implemented / installed. The cycle parking shall be permanently retained.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and the North Wokingham Development Location Supplementary Planning Document (October 2011) and CC07 of the Managing Development Delivery Local Plan (Feb 2014).

Details of car and motorcycle parking

28. The reserved matters to comply with Condition 2 shall include details of car and motorcycle parking for that sub phase in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. 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.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, CC07 of the Managing Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010, and the North Wokingham Development Location Supplementary Planning Document (October 2011).

Parking Management Strategy

29. Prior to the first occupation of any dwelling for each sub phase, a Parking Management Strategy for the management of on-street parking shall be submitted to and approved in writing by the local planning authority.

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

Vehicle Parking

30. 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 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. Parking shall be constructed in accordance with the approved plans and shall not be enclosed beyond any enclosure shown on the approved drawings without the prior written approval of the Local Planning Authority. Garages, carports and parking areas 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, CC07 of the Managing Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010 and the North Wokingham Development Location Supplementary Planning Document (October 2011).

Construction details

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

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

Vehicle turning

32. Prior to the commencement of the development, details of vehicle turning and manoeuvring space(s) within the site (allowing vehicles to turn so that they may enter and leave the site in a forward gear) for that sub phase shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the turning and manoeuvring space(s) has been provided in full accordance with the approved details. The turning and manoeuvring space(s) shall thereafter be so-retained and shall be used for no other purpose.

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety. Relevant policy: Core Strategy policies CP3 & CP6.

Construction access

33. 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 for that sub phase.

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

Detailed junction designs

34. No development to commence until full detailed designs and delivery schedule are submitted for Old Forest Road/ Reading Road (DWG SK05), Emmbrook Road/ Toutley Road/ Matthewsgreen Road (DWG 4676.044 Rev A) Matthewsgreen Road /Twyford Road/ Milton Road (DWG 4676.017 Rev E) and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP1 and CP6 and CC08 of the Managing Development Delivery Local Plan (Feb 2014).

Walking and Cycling Strategy

35. Prior to the first occupation of any dwelling within the development, a Walking and Cycling Strategy for the whole development 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.

Reason: To ensure satisfactory development in the interests of sustainable travel in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP20.

36. No dwelling within the development shall be occupied until details / timings of the off-site works comprising the pedestrian / cycle connections to and including the bus stop improvements have been submitted to and approved in writing by the Local Planning Authority. These shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Flooding and Drainage

Flood Risk Assessment

37. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and drainage strategy for Matthewsgreen Farm North Wokingham Residential Development Outline Planning Application dated October 2014 compiled by Stuart Michael Associates ref: 4676/FRA&DS Issue Status 01, e-mail correspondence dated 6 January 2015 from Mr Tim Wood, letter dated 5 December 2014 ref: 4676/TSW/wst from Mr Tim Wood and plans ref: 4676.401.A and 4676.402 A the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off rates in accordance with plan ref: 4676.401.A
2. Provide the required surface water storage up to the 1 in 100 plus climate change storm event in accordance with plan ref: 4676.401.A.
3. No development will be located within the 1 in 100 year plus 20% allowance for climate change flood extent.
4. Swale to be provided as detailed on page 11 of the FRA to collect excess run-off from Matthewsgreen Road.
5. Opportunities for sustainable drainage techniques will be investigated as per pages 16 and 17 of the FRA.
6. Finished floor levels to be set a minimum of 150mm above existing ground level. The mitigation measures shall be fully implemented prior to occupation and subsequently 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 Local Planning Authority (LPA).

Reasons: 1) To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. 2. To prevent flooding by ensuring the satisfactory storage of surface water from the site. 3. To prevent any loss of flood water storage. 4. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. 5. To prevent flooding by ensuring the satisfactory storage of surface water from the site

and in addition to improve water quality. 6. To reduce the risk of flooding to the proposed development and future occupants. Relevant policies: NPPF, Wokingham Borough Core Strategy Policy CP1, CP3 and CP20 and the Managing Development Delivery Local Plan Policy CC09 and CC10 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Surface Water Drainage Scheme

38. Development shall not begin until a surface water drainage scheme for that sub phase based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development has been submitted to and approved in writing by the LPA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

1. Details of how the scheme shall be maintained and managed after completion.
2. A clearly labelled drainage layout plan showing any pipe networks and any attenuation areas or storage locations. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
3. Confirmation of the critical storm duration.
4. Where on site attenuation is achieved through ponds, swales, geocellular storage or other similar methods, calculations showing the volume of these are also required and a network plan to detail that the features are sized appropriately and their location.
5. Where any outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
6. Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event, including an allowance for climate change. If overland flooding occurs in this event, a plan should be submitted detailing the location of overland flow paths and the extent and depth of ponding to demonstrate that the flooding can be safely contained on the site to not impact on the proposed development.

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 CP20 and the Managing Development Delivery Local Plan Policy CC10 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Drainage strategy

39. Development shall not commence until a drainage strategy, in liaison with Thames Water and the Environment Agency and detailing any site drainage works for each sub phase has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. 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 (Feb 2014).

40. No development approved by the permission shall be commenced until a scheme for the improvement of the existing sewerage system has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. No occupation of dwellings/commencement of business approved by this permission shall occur until the scheme for the improvement of the existing sewage system has been completed.

Reason: To prevent pollution of the water environment. Relevant policies: NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 CP20 and the Managing Development Delivery Local Plan Policy CC10 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Impact Studies

41. Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to and approved by the Local Planning Authority in consultation with South East Water (or other relevant authority). The studies should determine the magnitude of any additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with NPPF and Core Strategy Policy CP1 and CC09 and CC10 of the Managing Development Delivery Local Plan (Feb 2014).

Emergency water supplies

42. Prior to first occupation of any relevant sub-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.

43. Before first occupation of the school(s) and any mixed use buildings within the District centre measures sprinkler systems and/or other measures for controlling the spread of fire shall be installed in accordance with a scheme 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.

Sustainable Development

44. The reserved matters shall demonstrate that; (i) all residential units will achieve a minimum Code Level Four for Sustainable Homes, and (ii) non-residential buildings will be designed to achieve at least BREEAM 'very good' certification other than the Primary School which will be designed to achieve at least BREEAM 'Excellent' certification (or such national measure of sustainability for house design that replaces that scheme) or the equivalent relevant codes at the time of construction.

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 dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that the Code Level stated above has been achieved and which has been submitted to the Local Planning Authority for approval.

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 North Wokingham Strategic Development Location Supplementary Planning Document (2011).

45. Before submission of the applications pursuant to reserved matters either:

- i) a strategy detailing how the development will secure a 10% reduction in carbon emissions above the minimum requirements of Part L: Building Regulations shall be submitted to and approved in writing by the local planning authority; or
- ii) an alternative strategy which can demonstrate a greater carbon saving than would be achieved by i) above shall be submitted to and approved in writing by the Local Planning Authority.

The subsequent reserved matters applications to comply with Condition 2 shall include details of the measures to fulfil the approved strategy and 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 developments and to meet the terms of the application. Relevant Policies: Core Strategy policies CP1, and CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document (2010) and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

46. The reserved matters to comply with Condition 2 shall include provision for all dwellings within the sub-phase with a garden and the school to be provided with;

- i) water butt of an appropriate size installed to maximise rainwater collection; and
- ii) space for composting;

unless it is demonstrated that it is not practicable to accommodate it within the curtilage of the building.

Reason: To reduce refuse and enable the efficient use of water 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 paragraphs * of the Environmental Impact Assessment dated * and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

47. The reserved matters to comply with Condition 2 shall include measures to reduce water consumption on the site which are to be submitted and agreed in writing by the

Local Planning Authority. The measures shall be implemented in accordance with the approved details before first occupation of any building within the sub-phase and shall be retained thereafter unless their replacement would result in improved water consumption

Reason: To reduce water consumption 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 North Wokingham Strategic Development Location Supplementary Planning Document (2011).

48. The reserved matters to comply with Condition 2 shall incorporate internal and external spaces for the storage of refuse and recyclable materials for all dwellings within the sub-phase, the school and the commercial units within the neighbourhood local centre 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 and CC04 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

49. All dwellings, local neighbourhood centre, school and community facilities site 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).

Archaeological

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

Reason: To 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. Relevant Policies: NPPF and TB25 of the Managing Development Delivery Local Plan (Feb 2014).

Noise

Proposed Development - Protection from external noise

51. Prior to the commencement of development, details of a scheme of works, for protecting the occupiers of the development (including the residual accommodation, open spaces and the school) from externally generated noise for each sub phase shall be

submitted to and approved in writing by the Local Planning Authority. All works forming part of the scheme shall be implemented before any dwelling is first occupied.

Reason: In order to protect the amenities of proposed residents/occupiers of the development 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 services associated with new buildings

52. Noise resulting from the use of plant, machinery or equipment shall not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142-2014, at a point one metre external to the nearest noise sensitive premises.

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 services associated with new buildings - Noise Scheme

53. Prior to installation on a building the following shall be submitted to the Local Planning Authority:

(a) written details concerning any proposed air handling plant, chillers or other similar building services including:

(i) the proposed number and location of such plant as well as the manufacturer's information and specifications

(ii) the acoustic specification of the plant including general sound levels and frequency analysis under conditions likely to be experienced in practice.

(iii) the intended operating times.

(b) calculations showing the likely impact of noise from the development;

(c) a scheme of works or such other steps as may be necessary to minimise the effects of noise from the development;

(d) The building shall not be used until written approval of a scheme under (c) above has been given by the Local Planning Authority and works forming part of the scheme have been completed.

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.

School – Protection from noise

54. The school 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, but specifically the future noise implications of the Northern Distributor Road (assuming full traffic flows at the outset), the A329(M) and Toutley Industrial Estate 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 and CP20.

Plant

55. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration beyond the boundary of any residential premises within the vicinity of the site to which the application refers. No such equipment shall be installed within any sub-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: to safeguard the residential amenity of the adjacent dwellings in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Restriction on Local Neighbourhood Uses

56. Before any development 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) commences a scheme specifying the provisions to be made for the control of noise emanating from the premises and from delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to protect the amenities of occupiers of nearby premises from unreasonable noise levels 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.

57. Deliveries shall be limited within Class A or Class D1 to 7.30 a.m. to 10.00 p.m. on Mondays to Fridays and 8.30 am to 1.00 p.m. on Saturdays. No deliveries shall take place on Sundays or Public Holidays.

The scheme shall be implemented in accordance with the approved details prior to occupation of the premises and 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, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

Ventilation

58. Before any development 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) commences, 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 the 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).

Affordable and specialist housing provision

59. No residential development shall begin until a scheme for the phased provision of at least 35% affordable housing across the whole site (including a 60 unit care facility) has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme unless otherwise agreed in writing by the Council and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- i) the numbers, type, tenure and location of the affordable housing provision;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the construction and occupancy of the market housing;
- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider;
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v) the occupancy criteria to be used for determining the identity of the occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: To ensure provision of affordable housing in accordance with Wokingham Borough Core Strategy Policy CP5.

60. The development hereby approved shall contain units of extra care dementia housing within Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for occupation by those over 55 years of age with a diagnosis of dementia unless otherwise agreed in writing by the Council.

Reason: to ensure provision of special needs housing in accordance with Core Strategy Policies CP2, CP20 and the North Wokingham Strategic Development Location SPD.

Public Open Space

61. The reserved matters for each relevant sub-phase shall include details of the layout, specification and phasing for children's play areas within that sub-phase and the development shall be carried out in accordance with the approved details.

Reason: to ensure the appropriate provision of children's play areas in accordance with Wokingham Borough Core Strategy Policies CP3 and CP20.

Access to SANG

62. Details of the access to the Suitable Alternative Natural Greenspace (SANG) between and including Toutley Road and Old Forest Road, associated with this development shall be submitted to and agreed in writing by the Local Planning Authority and shall be implemented in accordance with the approved plans prior to the occupation of any dwellings

Reason: To ensure avoidance measures are implemented to avoid recreational pressure on the Thames Basin Heaths Special Protection Area in accordance with Wokingham Borough Core Strategy Policies CP8 and CP20.

Commercial buildings use

63. None of the dwellings directly abutting the existing employment uses on the development site, indicated as Phase 7 on the Illustrative Phasing Plan (Drg. Ref: 2197-A-1023-A), shall be occupied until the existing employment uses have ceased unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenities of future occupiers of the neighbouring residential dwellings from unreasonable noise or disturbance in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

NDR timing

64. Prior to the commencement of development, full details of the construction and phasing of the Northern Distributor Road within the development site including footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The road within the development site shall be constructed in its entirety and open as a public highway in accordance with the approved details before the 150th occupation unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP1, CP4, CP3 CP6 & CP10.

Informatives

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:

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

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

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

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

2. S106

This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act the contents of which relate to this development.

3. Work on Highway

The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

4. Mud on Road

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.

5. Highway Adoption

If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.

6. Highway Management

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

7. Utilities

Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302).

This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

8. Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

9. Thames Water

Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. 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. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Water Comments

With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, 3 Church Road, Haywards Heath, West Sussex. RH16 3NY. Tel: 01444-448200

Supplementary Comments

The receiving network is known to be at, or approaching capacity. Thames Water request that an impact study be undertaken to ascertain, with a greater degree of certainty, whether the proposed development will lead to overloading of existing infrastructure, and, if required, recommend network upgrades. Please liaises with Thames Water Development Control Department (telephone 01923 898072) with regard to arranging an impact study.

10. Environmental Permits

Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences.

11. Local Labour

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.

12. Construction Noise

The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.

13. Code for Sustainable Homes

The development will seek to achieve at least Code Level 4 of the Code for Sustainable Homes for all of the housing units. Furthermore to the provision of on-site energy generation and to achieve a minimum reduction of 10% of total energy consumption through on-site renewable energy generation or other measures.

14. Design Standards

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).

15. Fire Hydrants

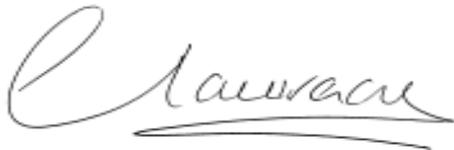
The development will provide adequate fire hydrant provision in association with advice from the Royal Berkshire Fire and Rescue Service.

16. The applicant is advised to review the comments from the Environment Agency and liaise with the EA where required.

17. Construction / Demolition Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

Signed



Clare Lawrence
Head of Development Management
Date: 02/04/2015

Should you require further guidance or information on the conditions and/or reasons set out in this decision notice please contact the Planning Case Officer, Connor Corrigan on telephone number: 0118 974 6451 or by email at: connor.corrigan@wokingham.gov.uk

An officer report on the application and the decision will be available to view online at www.wokingham.gov.uk within a few days of the date of the decision, or otherwise can be viewed in the council offices at Shute End, Wokingham.

DISCHARGE OF CONDITIONS – This consent may contain conditions that require further approval by submission of an application for approval of details reserved by condition and the appropriate fee. Application forms can be obtained for this purpose by visiting the Planning Portal web-site at:

http://www.planningportal.gov.uk/uploads/appPDF/X0360Form027_england_en.pdf

Alternatively a paper version of the form can be requested by phoning Wokingham Borough Council on 0118 974 6000

APPEALS – There has been change in the deadlines for appeals for householder applications. If your application was valid on submission and submitted on or after 6th April 2009 then you must lodge any appeal within 12 weeks of date of this decision. Please read the notes below for full details of these changes.

NEW DWELLINGS – If this notice relates to approval of new dwellings please ensure that you contact the Council to arrange for an address and post code to be allocated. Details can be obtained from Viv Conlon on 0118 974 6321.

ACCESS TO PRIVATELY OWNED LAND - The applicant is reminded that this permission does not give right of entry to land not in the ownership of the applicant. Permission must be sought from any other landowner(s) if access is required.

BUILDING REGULATIONS - If this notice grants permission to proceed with the proposal the applicant is reminded that it relates to planning permission only and does not constitute approval under any other legislation including Building Regulations.

FIRE REGULATIONS - In accordance with the Berkshire Act 1986, when Building Regulation applications are submitted for building(s) or extensions, the Local Authority will reject the plans unless , after consultation with the fire authority, they are satisfied that the plans show the following: -

i) that there will be adequate means of access for the fire brigade to the building(s) or the extended building(s); and

ii) that the building(s) or extension(s) will not render inadequate any existing means of access for the fire brigade to a neighbouring building.

WASTE MANAGEMENT REGULATIONS - In accordance with the Site Waste Management Plans Regulations 2008, where the estimated cost of construction exceeds £300,000, the main contractor or their agent must prepare and maintain a site waste management plan. Further information can be found in the document entitled

‘Non – statutory guidance for site waste management plans’

(Defra - April 2008) which can be downloaded from the Defra web site at: <http://www.defra.gov.uk/environment/waste/topics/construction/pdf/swmp-guidance.pdf>

The Town & Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order – This decision has been made in accordance with the requirements of the National Planning Policy Framework (NPPF) March 2012.

TOWN AND COUNTRY PLANNING ACT 1990

APPEALS TO THE SECRETARY OF STATE

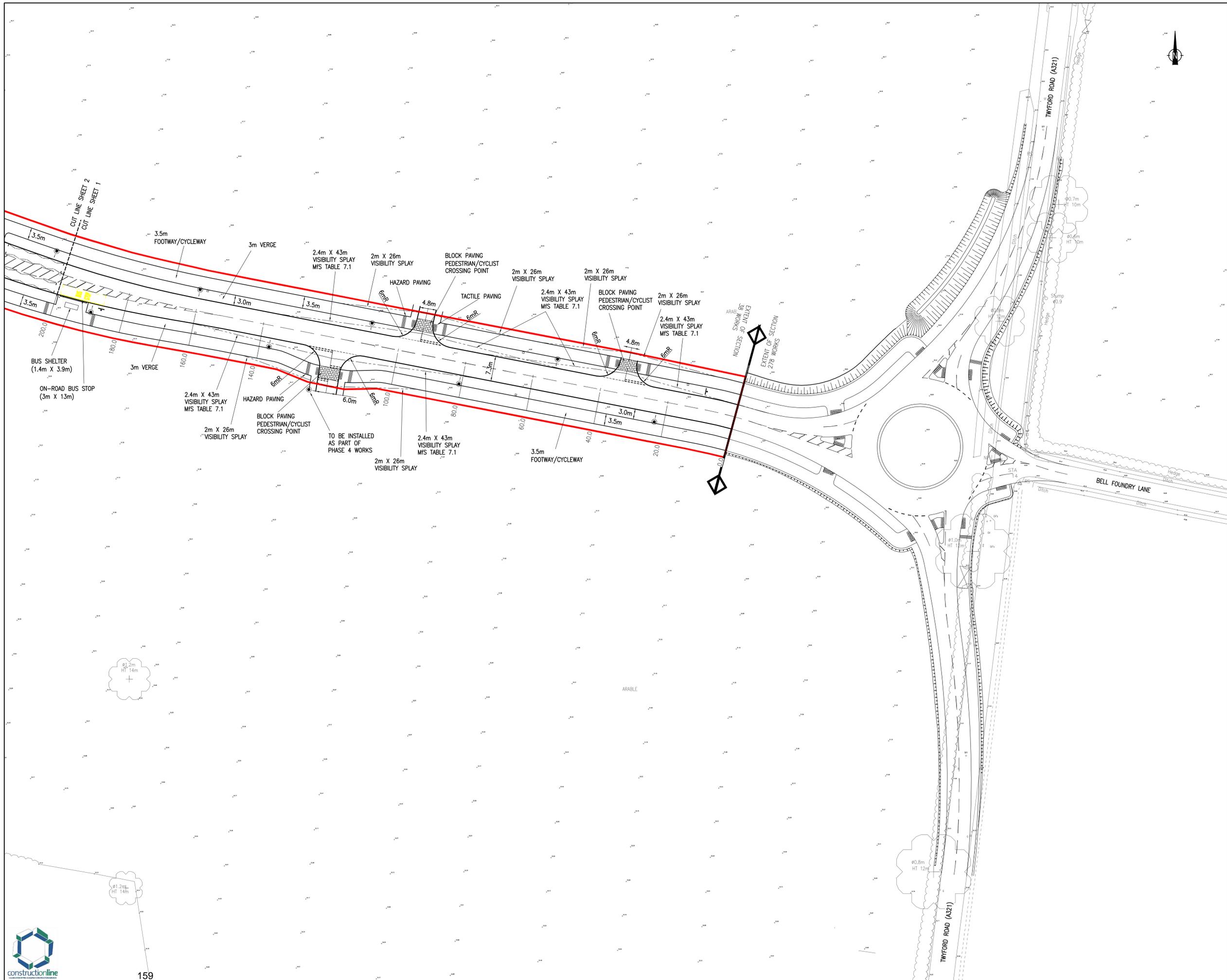
- If you are aggrieved by the decision of your local planning authority to refuse permission, or to grant permission subject to conditions, you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If this is a decision to refuse planning permission for a **householder application**, if you want to appeal against the decision, you must do so **within 12 weeks** of the date of this decision.
- If this is a decision on a planning application relating to the same or substantially the same land and development as is **already the subject of an enforcement notice** and if you want to appeal against the decision, you must do so within 28 days of the date of this decision.
- **If an enforcement notice is served** relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months (or 12 weeks in the case of a householder appeal) of the date of this decision, whichever period expires earlier.
- In all other cases, if you want to appeal against the decision then you must do so within 6 months of the date of this decision.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs.
- The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by the Secretary of State.

PURCHASE NOTICES

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for that Park, or in any other case the district council (or county council which is exercising the functions of a district council in relation to an area for which there is no district council), London borough council or Common Council of the City of London in whose area the land is situated). This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.



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GENERAL NOTES:

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2. THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY UNDERTAKEN BY:
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FAX: 01474 876323
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6. ALL WORKS WITHIN THE PUBLIC HIGHWAY SHALL BE CARRIED OUT AND COMPLY WITH THE REQUIREMENTS OF THE DTP "TRAFFIC SIGNS MANUAL CHAPTER 8 - TRAFFIC SAFETY MEASURES AND SIGNS FOR ROAD WORKS AND TEMPORARY SITUATION".
7. ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH "THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002", INCLUDING TRAFFIC SIGNS MANUAL CHAPTERS 4 & 5.
8. ANY DISCREPANCIES WITH THE ORIGINAL SITE SURVEY MUST BE IMMEDIATELY REPORTED TO THE EMPLOYER.

KEY
 REDLINE BOUNDARY

Rev	Description	Drn	Chk	Date
E	BLOCK PAVING ADDED AT SIDE JUNCTIONS, VISIBILITY SPLAYS ADDED	CL	BH	12.01.16
D	STREET LIGHTING AND VISIBILITY SPLAYS ADDED	CL	BH	16.12.15
C	ALIGNMENT REVISED AS PER WBC COMMENTS	CL	BH	11.12.15
B	ROUNDABOUT LAYOUT REVISED AS PER WBC COMMENTS, RED LINE BOUNDARY ADDED	CL	BH	25.09.15
A	ALIGNMENT ADJUSTED, ISLAND SIZES REVISED AND FOOTWAYS/CYCLEWAYS ADJUNCT TO NDR WIDENED TO 3.5m AS PER WBC COMMENTS	CL	BH	28.08.15

REVISIONS			
Preliminary Issue	Submitted for S104		
Planning Issue	Issued for Tender		
Submitted for S38	Issued for Construction		
Submitted for S278	As Built		

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 CONSULTING ENGINEERS

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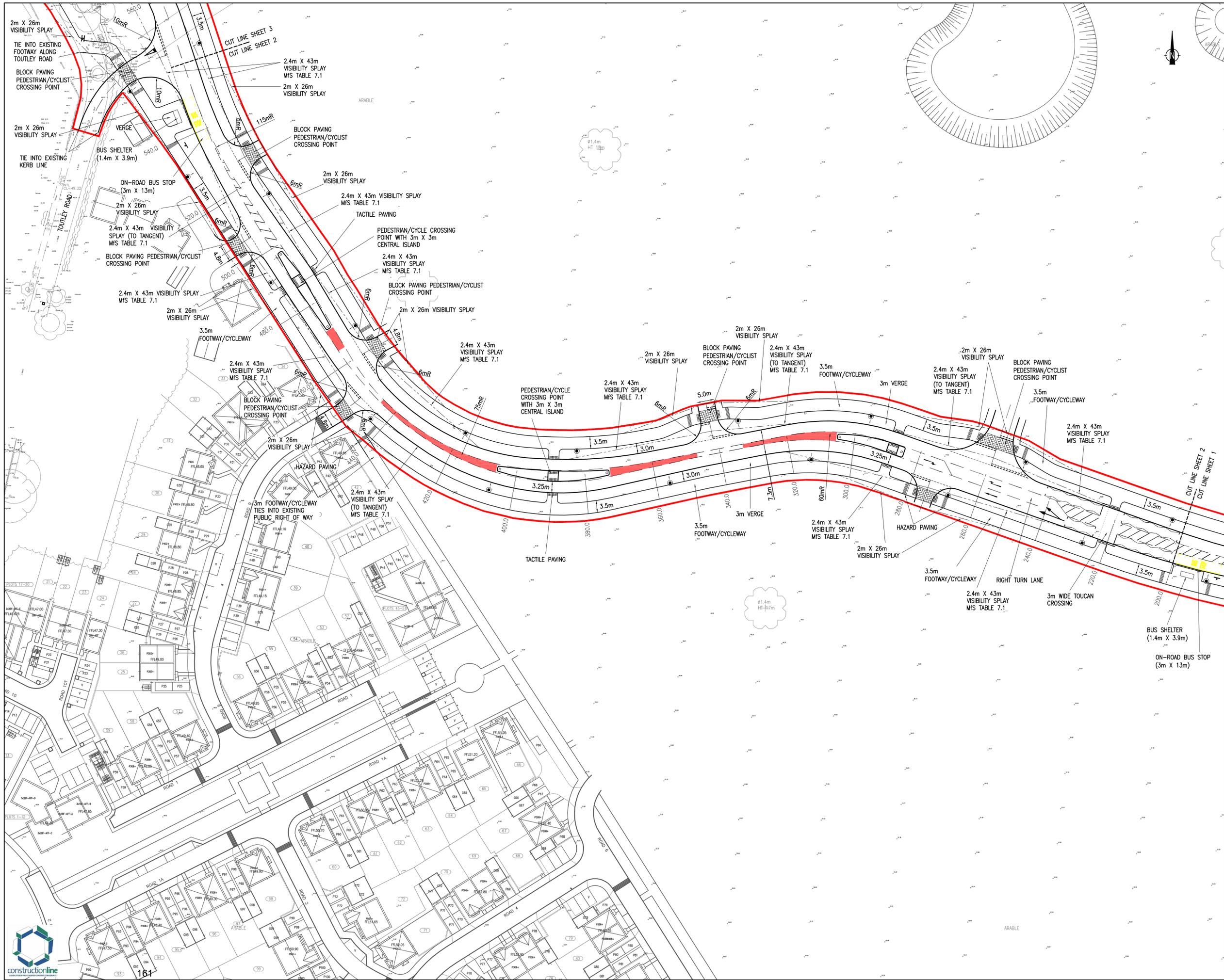
BOVIS HOMES **gleeson**

MATTHEWSGREEN, WOKINGHAM

NORTHERN DISTRIBUTOR ROAD (NDR) SCHEME LAYOUT SHEET 1

DATE	ISSUED	CHECKED	REVISION
AUGUST 2015	CL	BH	
DRAWING NO. 5225.502	REV E	SCALE 1:500	A1

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8. ANY DISCREPANCIES WITH THE ORIGINAL SITE SURVEY MUST BE IMMEDIATELY REPORTED TO THE EMPLOYER.

- KEY**
- REDLINE BOUNDARY
 - CENTRAL COLOURED SURFACING IN A NATURAL QUARTZITE COLOUR

Rev	Description	Drn	Chk	Date
E	CENTRAL HATCHING REPLACED BY COLOURED ROAD SURFACING, CENTRAL REFUGE ISLAND SHORTENED, BLOCK PAVING ADDED AT SIDE JUNCTIONS, VISIBILITY SPLAYS ADDED, FOOTWAY EDGING AMENDED TO WBC COMMENTS NEAR TREE T9, REDLINE BOUNDARY AMENDED & KEY UPDATED	CL	BH	12.01.16
D	STREET LIGHTING AND VISIBILITY SPLAYS ADDED	CL	BH	16.12.15
C	ALIGNMENT REVISED AS PER WBC COMMENTS	CL	BH	12.11.15
B	RED LINE BOUNDARY ADDED	CL	BH	25.09.15
A	ALIGNMENT ADJUSTED, ISLAND SIZES REVISED AND FOOTWAYS/CYCLEWAYS ADJACENT TO NDR WIDENED TO 3.5m AS PER WBC COMMENTS	CL	BH	28.08.15

DRAWING STATUS	
Preliminary Issue	Submitted for S104
Planning Issue	Issued for Tender
Submitted for S38	Issued for Construction
Submitted for S278	As Built

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MATTHEWSGREEN, WOKINGHAM

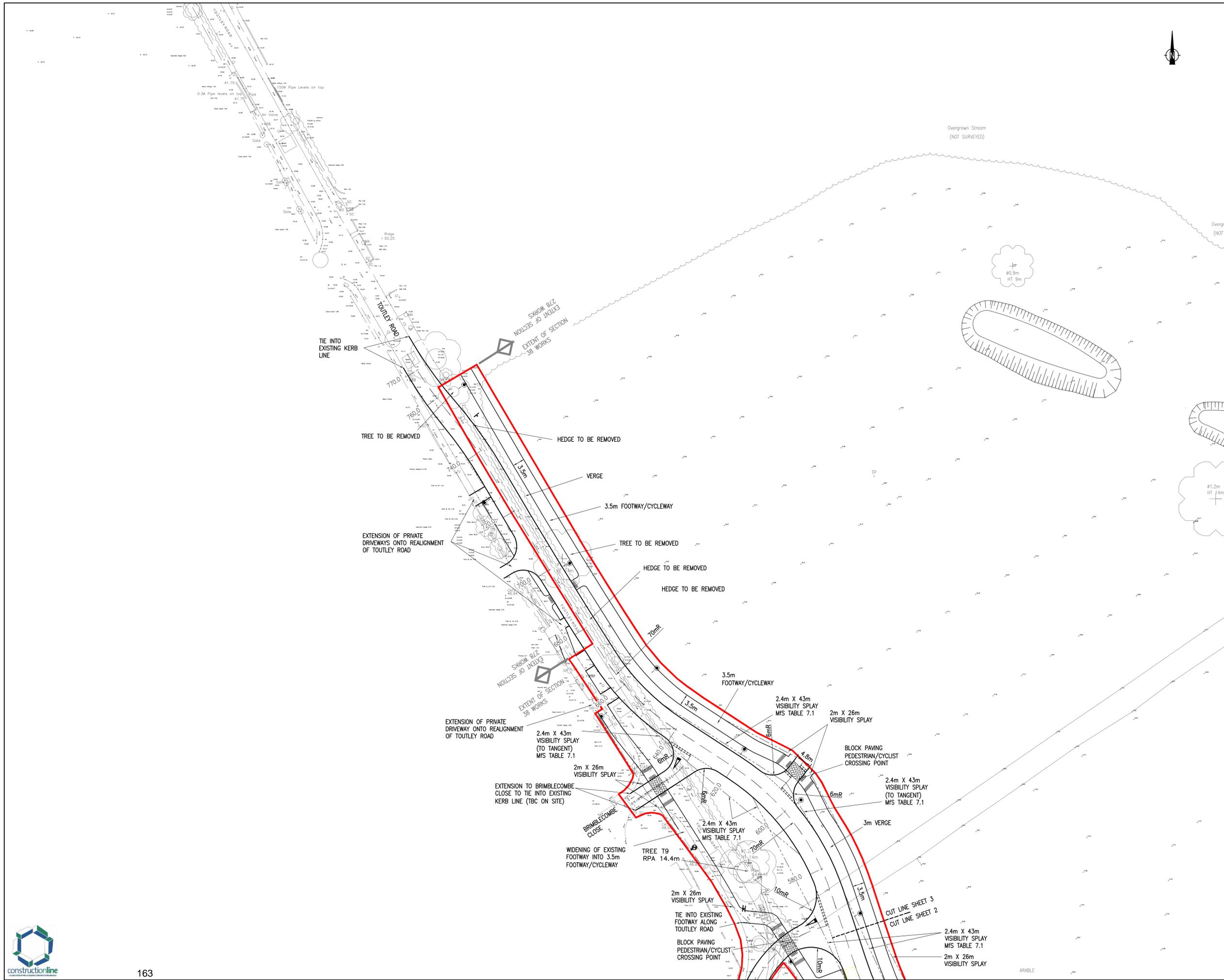
NORTHERN DISTRIBUTOR ROAD (NDR) SCHEME LAYOUT SHEET 2

DATE	ISSUED	CHECKED	REVISION
AUGUST 2015	CL	BH	

DRAWING NO: 5225.503 E SCALE: 1:500 A1

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1. ALL DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
2. THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY UNDERTAKEN BY:
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NEW ASH GREEN
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DA3 8HQ
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3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.
4. REFER TO DRAWING 5225.501 FOR OVERALL SCHEME AND SHEET LAYOUTS.
5. ALL WORKS WITHIN THE PUBLIC HIGHWAY TO BE CARRIED OUT IN STRICT ACCORDANCE WITH "THE SPECIFICATION FOR HIGHWAY WORKS - MODIFIED AND EXTENDED", INCLUDING WOKINGHAM BOROUGH COUNCIL'S SUPPLEMENTARY CLAUSES.
6. ALL WORKS WITHIN THE PUBLIC HIGHWAY SHALL BE CARRIED OUT AND COMPLY WITH THE REQUIREMENTS OF THE DTP "TRAFFIC SIGNS MANUAL CHAPTER 8 - TRAFFIC SAFETY MEASURES AND SIGNS FOR ROAD WORKS AND TEMPORARY SITUATION".
7. ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH "THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002", INCLUDING TRAFFIC SIGNS MANUAL CHAPTERS 4 & 5.
8. ANY DISCREPANCIES WITH THE ORIGINAL SITE SURVEY MUST BE IMMEDIATELY REPORTED TO THE EMPLOYER.

KEY
 REDLINE BOUNDARY

Rev	Description	Drn	Chk	Date
E	BLOCK PAVING ADDED AT SIDE JUNCTIONS, VISIBILITY SPLAYS ADDED, FOOTWAY EDGING AMENDED TO WBC COMMENTS NEAR TREE T9, REDLINE BOUNDARY AMENDED & KEY UPDATED	CL	BH	12.01.16
D	STREET LIGHTING AND VISIBILITY SPLAYS ADDED	CL	BH	16.12.15
C	ALIGNMENT REVISED AS PER WBC COMMENTS	CL	BH	11.12.15
B	RED LINE BOUNDARY ADDED	CL	BH	25.09.15
A	ALIGNMENT ADJUSTED, ISLAND SIZES REVISED AND FOOTWAYS/CYCLEWAYS ADJACENT TO NDR WIDENED TO 3.5m AS PER WBC COMMENTS	CL	BH	28.08.15

REVISIONS		Drn	Chk	Date
Preliminary Issue	Submitted for S104			
Planning Issue	Issued for Tender			
Submitted for S38	✓ Issued for Construction			
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DRAWING STATUS

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BOVIS HOMES

JOB TITLE
MATTHEWSGREEN, WOKINGHAM

DRAWING TITLE
NORTHERN DISTRIBUTOR ROAD (NDR) SCHEME LAYOUT SHEET 3

DATE	ISSUED	BY	CHECKED	BY	REVISION
AUGUST 2015	CL		BH		
DRAWING NO.	5225.504	REV	E	SCALE	1:500
					A1

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Appendix D

NPPF: Paragraph 118

118. When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;
- development proposals where the primary objective is to conserve or enhance biodiversity should be permitted;
- opportunities to incorporate biodiversity in and around developments should be encouraged;
- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and
- the following wildlife sites should be given the same protection as European sites: – potential Special Protection Areas and possible Special Areas of Conservation; – listed or proposed Ramsar sites; and – sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.

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Agenda Item 117.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
153258	12	Shinfield	Shinfield South	Major App

Applicant Location Mr. D. McCarthy
Marlborough House, Basingstoke Road, **Postcode** RG7 1AG
Spencers Wood.

Proposal Full application for the proposed conversion, alteration and extension of existing office building to provide 15 flats (12no 1bed, & 3no 2beds) including front and side extensions, the removal of the existing front facade including the existing shop front, and the re-construction of the existing facade to facilitate the proposed extensions, new vehicular entrance, with security gates, changes to existing roof line to increase roof height, addition of windows, dormers, roof lights and Juliette balconies in the side and rear elevations, the erection of a cycle and bin stores and hard and soft landscaping.

Type Major Dwellings (10+)
PS Category PS1
Officer Andrew Chugg

FOR CONSIDERATION BY Planning Committee on 15th March 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The proposal has been significantly amended to address the reasons for refusal on the previous planning application (F/2015/0346) in that 6 less units are now proposed and a large accommodation block to the rear of the site has been removed. The amended proposal represents an appropriate conversion and extension of this unoccupied building in a sensitive manner that would protect the special character and appearance of 'The Square' Area of Special Character. The proposal would provide adequate amenity space, car parking spaces and surface water drainage measures subject to adherence to appropriate conditions.

Overlooking would occur to the neighbouring property Sunnyside which would not normally be considered acceptable by the Council. However, given that the principle of converting this redundant office building to residential has already been established by the previous prior approval (OFF/2013/2477), a reason for refusal on overlooking grounds could not be supported.

The proposal would provide adequate contributes via a s106/s111 legal agreement in order to mitigate its impact on the Thames Basin Heaths SPA and towards affordable housing provision within the borough.

PLANNING STATUS

- Area of Special Character (The Square, Spencers Wood)
- Modest Development Location
- Bat Roost Zone
- Great Crested Newt Consultation Zone

- Thames Basin Heaths SPA Linear Mitigation Zone – 5km
- Potential Contaminated Land
- Groundwater Zone
- AWE Nuclear Consultation Zone

RECOMMENDATION

APPROVE subject to completion of a s106/s111 legal agreement in order to secure financial contributions towards affordable housing provision within the borough and to mitigate the development's impact on the Thames Basin Heaths SPA; and subject to the following conditions and informatives:

Conditions:

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).

2. This permission is in respect of the submitted application plans and drawings numbered:

- Proposed Floor Plans (Drg No. 14/55/60A)
- Proposed Elevations (Drg No. 14/55/61A)
- Proposed Site Plan - including amended Location Plan (Drg No. 14/55/62B)
- Proposed Soakaway Layout (Drg No. 7607/101) and Soakaway Calculations (ref: 7607 – dated 04/02/2016)

as received by the local planning authority on 03rd February 2016. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

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

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

4. Before the development hereby permitted is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety.

Relevant policy: Core Strategy policies CP1, CP3 and CP6

5. Before any development commences, a scheme to deal with potential

contamination of the site shall be submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. No building shall be occupied until the measures have been carried out and a validation report has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that any contamination on the site is remediated to protect the proposed occupants of the application site.

Relevant policy: Core Strategy policies CP1 and CP3.

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

Reason: To protect the occupiers of neighbouring properties from noise and disturbances outside the permitted hours during the construction period,

Relevant policy: Core Strategy policies CP1 and CP3 and MDD Policy CC06.

7. Before the development hereby permitted is occupied, details and specifications of the proposed 2m high acoustic fence along the property boundary with Sunnyside shall be submitted to and approved by the local planning authority.

Reason: To protect the occupiers of neighbouring properties from noise and disturbances outside the permitted hours during the construction period,

Relevant policy: Core Strategy policies CP1 and CP3 and MDD Policy CC06.

8. 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 a proposed native hedgerow to the site boundaries, finished floor levels or contours, pedestrian access and circulation areas, hard surfacing materials and other structures (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.

In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

9. The mitigation strategy given in Section 5 and Appendix 3 of the submitted Bat Survey Report & Mitigation Strategy (Windrush Ecology Ltd, Ref: W1563_rep_Marlborough House_11-09-15, September 2015) shall be implemented in full in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure that bats, a European Protected Species, are not adversely impacted upon as a result of the development.

Relevant policy: Core Strategy policy CP7 and MDD policy TB23.

10. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained & maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity.

Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

11. At least 15 (fifteen) parking spaces as indicated on the approved Proposed Site Plan plan (Drg No. 14/55/62B) shall remain as unallocated parking and they shall not be allocated, sold or leased to a specific person or property.

Reason: to ensure an adequate allocation of parking spaces.

Relevant policy: Core Strategy policies CP3 & CP6.

12. No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel.

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

13. No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety.

Relevant policy: Core Strategy policy CP6.

14. No building shall be occupied until the access has been constructed in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and convenience.

Relevant policy: Core Strategy policies CP3 & CP6.

15. The existing vehicular access to the site shall be stopped up and abandoned, and the footway and/or verge crossings shall be re-instated within one month of the completion of the new access in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and convenience.

Relevant policy: Core Strategy policies CP3 & CP6.

16. Any gates erected across the vehicular access road shall be automatic opening on approach to all service and delivery vehicles.

Reason: In the interests of highway safety and convenience.

Relevant policy: Core Strategy policies CP3 & CP6.

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

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

18. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

In the interests of highway safety & convenience and neighbour amenities.

Relevant policy: Core Strategy policies CP3 & CP6.

19. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority which specifies the provisions and details to be made to establish a Project Community Liaison Group for the duration of the construction works. The scheme shall include details of dates of meetings and a name and telephone number for residents

to contact should any issues arise during the construction period. The scheme shall be implemented as approved.

Reason: In order to minimise disturbance to neighbours during construction works.

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

20. No development shall commence until acceptable Building Research Establishment (BRE) 365 soakage test results have been submitted to, and approved in writing by, the Local Planning Authority to demonstrate that the scheme will accord with the approved soakaway drawings and calculations (as referred to in Condition 2 above).

Reason: To prevent increased flood risk from surface water run-off.

Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

21. The first and second floor windows that serve the stairwell and landing in the west elevation of the extension hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The windows shall be non-opening unless the parts of those windows which can be opened are more than 1.7 metres above the finished floor level of the area in which the window is installed and shall be permanently so-retained.

To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

Informatives:

1. 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.
2. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
3. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to

minimise disruption.

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

- parking provision
- amenity space
- surface water drainage
- mitigation for the Thames Basin Heaths SPA and impact on affordable housing provision

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

APPLICANTS POINTS

- The principle of the conversion of this office building to residential has been established by the extant prior approval consent (OFF/2013/2477).
- This latest proposal has been amended to address the previous reasons for refusal issued on F/2015/0346 and to provide adequate car parking spaces.
- The proposal would introduce landscaping to the front of the site and enhance/extend the existing poor quality office building to respect the local vernacular.

PLANNING HISTORY

OFF/2013/2477 - Prior Approval for the conversion of existing offices to 11 residential flats. APPROVED 21/01/14

OFF/2015/0282 - Prior Approval for the conversion of existing offices to 14 residential flats. WITHDRAWN 30/03/15

F/2015/0346 - Conversion of office building to provide 12 flats (7 x 1-beds and 5 x 2-beds), two-storey side extension to office building to provide 2 flats (2 x 1-bed), erection of new two-storey block to rear to provide 7 flats (5 x 1-bed and 2 x 2-bed), new vehicular entrance, increase in roof height, addition of windows, dormers, rooflights and Juliette balconies, cycle and bin stores and landscaping. A total of 21 residential flats proposed. REFUSED 16/10/15

Application F/2015/0346 was refused on the following grounds:

1. By virtue of its excessive height and bulk, its inappropriate location towards the rear of the site and insufficient space provided for soft landscaping, the proposed rear block would contrast starkly with the surrounding urban form and private rear gardens, and would result in a loss of the sense of openness to the rear of this property and the neighbouring residential dwellings to the significant detriment of

the character and appearance of 'The Square' Area of Special Character contrary to Core Strategy Policies CP3 (General Principles for Development) and MDD Policy TB26 (Buildings or Traditional Local Character and Areas of Special Character) and with guidance contained within the Borough Design Guide.

2. By virtue of the proposed rear block's excessive height, its inappropriate location towards the rear of the site and insufficient space for soft landscaping provided along the southern boundary, the proposal would create an overbearing and physical imposing structure that would seriously worsen the relationship with 'Sunnyside' to the significant detriment of the amenities of its occupants contrary to Core Policy CP3 (General Principles for Development) and guidance within the Borough Design Guide.
3. By virtue of the proposed enlargement of existing windows and the addition of new flank windows to the southern elevation of the proposed office conversion and rear block, the proposal would result in direct overlooking to the private rear garden of 'Sunnyside'; the intrusive nature of which would be further compounded by light emitted from windows at night time. This would be to the significant detriment of the amenities of the occupants of 'Sunnyside' contrary to Core Policy CP3 (General Principles for Development) and guidance within the Borough Design Guide.
4. The proposal fails to provide adequately sized usable communal amenity space for the proposed development to the significant detriment of the amenities of future occupiers contrary to Policy CP3 (General Principles for Development) and guidance contained within the Council's Borough Design Guide.
5. In the absence of an alternative means of surface water discharge and as it has not been demonstrated that infiltration is viable, the proposal fails to satisfactorily demonstrate that the proposed development would not exacerbate flood risk over its lifetime accounting for the effects of climate change contrary to MDD Policy CC09 (Development and Flood Risk) and Core Strategy Policy CP1 (Sustainable Development) and with guidance contained within the NPPF.
6. In the absence of a Strategic Access Management and Monitoring (SAMM) payment, the local planning authority is unable to satisfy itself that the proposals include adequate mitigation measures (SANG and SAMM) to prevent the proposed development from having an adverse effect on the integrity of the Thames Basin Heaths SPA, given the proposed increase in housing in proximity to the Thames Basin Heaths SPA, in line with the requirements of Regulation 61 of The Conservation of Habitats and Species Regulations 2010 (as amended) and Article 6(3) of Directive 92/43/EEC. Furthermore, the proposal conflicts with Core Strategy Policies CP8 (Thames Basin Heaths Special Protection Area) and CP4 (Infrastructure Requirements).
7. The proposal fails to make adequate provision for affordable housing either on site or through an off-site financial contribution contrary to Policies CP4 (Infrastructure Requirements) and CP5 (Housing Mix, density and affordability).

SUMMARY INFORMATION

Site Area – 0.2035ha

Previous land use – Offices (B1c)

Proposed units – 15

Number of bedrooms per unit – 12 x 1-bed and 3 x 2-bed

Proposed density – 74 dwellings per hectare (DPH)

Number of affordable units proposed – nil (commuted sum sought)

Existing parking spaces – Room for approx. 30 spaces

Proposed parking spaces – 18

CONSULTATION RESPONSES

WBC LUTT

No objection to the principle of converting and extending the existing office building subject to assessment of the proposals impact on the character of the surrounding area (including 'The Square' Area of Special Character), floorspace standards, adequate parking and appropriate contributions towards affordable housing and the Thames Basin Heaths SPA.

WBC Housing

No objection. The proposal meets the threshold for the provision of affordable housing as per Policy CP5 of the Core Strategy. Policy CP5 seeks 40% affordable housing (given the site is previously developed land and falls within a Modest Development Location) and this represents the Council's starting position on affordable housing. However, the applicant has in place a 'prior approval' (OFF/2013/2477) for conversion of the existing office building to 11 flats and this is a significant material consideration that must be taken into account and represents the applicants 'fall-back' position on this site. As such, if this scheme is considered acceptable in all other respects, 40% affordable housing would be sought on the remaining 4 units proposed as part of this planning application. This equates to 1.6 affordable units. However, in this instance a commuted sum of £156,000 (index linked) would be sought by the Council in lieu of 1.6 units. Payment would be due prior to the occupation of the 1st unit.

WBC Highways:

No objection subject to conditions (nos. 10 to 19).

WBC Biodiversity:

No objection – The proposal has been considered against the EC Habitats Directive 1992 and the Conservation of Habitats and Species Regulations 2010 (as amended). The proposal would not be detrimental to the maintenance of the bat species concerned at a Favourable Conservation Status in their natural range subject to implementation of the proposed mitigation strategy; which could be secured via condition (no. 9).

WBC Landscape/Trees:

No objection subject to landscaping condition (no. 8) - The proposed front elevation respects the 'Green Route' status along Basingstoke Road by providing adequate space for soft landscaping. The amended plans now demonstrate adequate communal amenity space for the proposed flats.

WBC Environmental Health:	No objection subject to conditions (nos. 5 and 6). No know contaminants on site.
WBC Conservation Officer:	<p>No objection. Some infill development over the late C 20th and early C 21st has eroded some of the sense of spaciousness of 'The Square', particularly The Ashes development and telephone exchange within the former coal yard. Despite this, 'The Square' retains its character as a development of similar styled Victorian / Edwardian villas. The openness provided by rear gardens backing onto a central area containing trees continues to be one of the positive characteristics of this area.</p> <p>The latest revision to the site plan ensures that the area to the east of the site would be integrated within the scheme as landscaped parking/gardens. This way will help preserve the undeveloped character of the central area of The Square.</p>
WBC Emergency Planner:	No response.
WBC Drainage Consultant (WSP)	No objection subject to condition.
Royal Berks Fire and Rescue	Access for Fire Fighting is required to meet Building Regulations 1991 and the relevant provision of the Berkshire Act.
Thames Water	No objection with regards to sewerage infrastructure or water infrastructure capacity.
Environment Agency	No comment.
Shinfield Parish:	Initially objected on the grounds of inadequate parking. No objection to the amended plans.
Local Members:	No comments received

REPRESENTATIONS

Original plans: 1 letter of support was received. 7 letters of objection were received in respect of this application as originally proposed. The following concerns were raised:

- Insufficient detail to assess proposals; e.g. windows/roof lights nor clearly identified, details of acoustic barrier, soft landscaping and maintenance plan not provided.
- Overlooking and loss of privacy to Sunnyside, Holmleigh and 3 The Ashes
- Loss of daylight to 3 The Ashes and Holmleigh
- Light and air pollution to Sunnyside
- Noise pollution to Sunnyside, Park View, Holmleigh and 3 The Ashes
- Inadequate parking and amenity space
- Land within the blue line should be landscaped for amenity space
- Proliferation of rooflights, dormer windows and Juliette balconies is out of keeping with the local area (designated as an Area of Special Character)
- Green planting and hedging will not compensate for the large overbearing extension
- No provision for affordable housing is made

- There is insufficient infrastructure to support this development
- Excessive impact on existing poor water and wastewater infrastructure
- Proposed increase in roof height is unnecessary and out of proportion with the surrounding properties.

Amended plans: Further neighbour letters, in respect of the amended plans, were sent to the above objectors on 23rd February. At the time of writing, no further comments have been received. Any subsequent representations shall be verbally reported at your meeting.

PLANNING POLICY

National Planning Policy Framework (NPPF)

Adopted Core Strategy Development Plan Document (2010):

- CP1 Sustainable Development
- CP3 General Principles for Development
- CP4 Infrastructure Requirements
- CP5 Housing mix, Density and Affordability
- CP6 Managing Travel Demand
- CP7 Biodiversity
- CP8 Thames Basin Heaths Special Protection Area
- CP9 Scale and Location of Development Proposals

Adopted Managing Development Delivery Local Plan (2014):

- CC01 Presumption in Favour of Sustainable Development
- CC03 Green Infrastructure, Trees and Landscaping
- CC06 Noise
- CC07 Parking
- CC09 Development and Flood Risk
- CC10 Sustainable Drainage
- TB04 Development in vicinity of Atomic Weapons Establishment (AWE)
- TB05 Housing Mix
- TB07 Internal Space Standards
- TB08 Open Space, sport and recreational facilities for residential development
- TB21 Landscape Character
- TB23 Biodiversity and Development
- TB26 Buildings of Traditional Local Character And Areas of Special Character

South East Plan

NRM 6 Thames Basin Heaths Special Protection Area

Supplementary Planning Documents:

Borough Design Guide (2012)

Affordable Housing (2013)

PLANNING ISSUES

1.0 Description of development

1.1 The proposal intends the conversion of this office building along with an extension to form 15 flats. The proposal would alter the appearance of the existing office building to a residential 2.5 storey block with double gables and side extension. The

proposal varies from the previous application (151969) in that an additional apartment block to the rear is no longer proposed resulting in six fewer units. Following negotiations with the applicant, amended plans have also been submitted which reintroduce land to the east in order to allow for an increased provision of car parking (now 18 unallocated spaces) and a communal garden area.

2.0 Character of area

2.1 This site relates to an early C 20th, 2 storey office building of red brick with clay tiled, gabled roof and large, late C 20th additions to the side and rear. The site is relatively flat although the rear does slope gently down towards the east. The north-eastern corner of the site lies approx. 1m above land 2 The Ashes. The existing office building is located within a group of early C 20th red brick buildings that front the Basingstoke Road and forms part of the western side of the attractive development of Victorian and Edwardian villas known as 'The Square'; a designated Area of Special Character. 'The Square's' character is defined by predominantly pairs of red brick villas set in spacious plots, with rear gardens originally backed onto and around an undeveloped square containing trees; now partially developed by The Ashes and The Telephone Exchange. The immediate surrounding area is predominantly made up of detached and semi-detached housing.

3.0 Principle of development

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

3.2 The site is located within the Spencers Wood modest development location (Policies CP9 and CC01 refer) and within a settlement boundary and as such the development should be acceptable in principle providing that it complies with the Core Strategy, MDD and Borough Design Guide. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers. More specifically, the site is also identified within an Area of Special Character for 'The Square', Spencers Wood.

3.3 Moreover, the principle of converting this office building into residential flats has been established by the prior approval (OFF/2013/2477) granted in 2014. However, it should be noted that the Council was only able to consider flooding, contamination and parking issues under the prior approval process. The Council had no control over the relationship of the units with other properties, the size and layout of units or the provision of amenity space.

4.0 Impact on the character of the area

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

states that “planning permission will be granted for proposals that... contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings)”. The Borough Design Guide states that it is important that new developments should be well integrated into their surroundings to create or reinforce a positive local identity or local distinctiveness.

- 4.2 The proposed side extension would be set back from the frontage of the site and would respect the building line established by Westview to the north. The proposed side extension would be subservient to that of the main double gabled part of the building (as proposed) which would take on a more residential appearance utilising double bay windows, decorative fascias and dormer windows that would be suitable for the local context. The proposed changes to the roofline of the building as a result of the side extension and conversion have been demonstrated to be acceptable by way of the Proposed Street Elevation (drawing no. 14/55/62). This drawing indicates that the proposed height increases would not be significant in the overall context of neighbouring properties in design terms. Sufficient space has been designated for appropriate soft landscaping in order to soften the appearance of the development along the Basingstoke Road frontage of the site and a condition is recommended to secure a detailed landscaping scheme. Therefore, in design terms, the proposal is not objectionable in terms of the conversion of the building or the proposed side extension within the context of the streetscene.
- 4.3 Moreover, the submitted amended plans integrate the far eastern part of the site back into the red line area for the purpose of this planning application. This allows for the majority of the required car parking area to be located at the rear of the site while introducing a landscaped communal garden area for use by the future occupations. This helps preserve the undeveloped character of the central area of ‘The Square’ Area of Special Character thereby enhancing local distinctiveness.
- 4.4 Given that this latest application proposes no new rear block of accommodation it also addresses the design concerns raised in reason for refusal 1 of F/2015/0346.
- 4.5 In this particular instance, the inclusion of a gated access is not considered to give the appearance of a ‘gated community’ given that the proposal would have an active frontage onto Basingstoke Road.
- 4.6 Therefore, in terms of its impact on the character and appearance of the surrounding area, the proposal accords with the aforementioned policies and is considered acceptable in this respect.

5.0 Impact on neighbours

- 5.1 Core Strategy Policy CP3 requires that development proposals do not result in the detriment to the amenities of adjoining land users. The Borough Design Guide states that buildings must be designed to provide reasonable levels of visual privacy to habitable between both existing and future dwellings. The Council’s minimum back-to-back distance of 22m is a generally accepted guideline to avoid overlooking or material loss of privacy for 2-storey properties. A back-to-flank distance of 12m is considered appropriate for 2-storey properties.

Overlooking

- 5.2 The existing Marlborough House office building has eight first floor windows which

face towards the neighbouring dwelling Sunnyside to the south at a distance of approximately 6m. While overlooking previously occurred from these office windows, the extent to which privacy was affected was limited due to the fact that the offices were normally only occupied during office working hours.

5.3 The proposal reduces the number of first floor south-facing windows in this elevation to three; only two of which (those serving Unit 11) would offer views over the private rear garden of Sunnyside. While this is not an arrangement the Council would normally consider acceptable, it must be borne in mind that the applicant has a robust 'fallback' position in that the 2014 prior approval decision (OFF/2013/2477) could be implemented utilising the existing 8 office windows. Therefore, in this particular instance, it is considered that any overlooking resulting from the proposed development would not warrant a defensible reason for refusal. Reluctantly, it is accepted that the application has overcome reason for refusal no. 3 of F/2015/0346 and is now considered acceptable in this respect.

5.4 A second-floor dormer window is proposed in the north elevation that would overlook 'Westview' at a distance of approx. 10m. Replacement first floor windows are also proposed in this elevation. However, these windows relate to a stairwell and hall landing respectively and are recommended to be conditioned to be fitted with obscure glazing. As such, it is considered that no significant additional overlooking to 'Westview' would occur. Adequate front-to-front distances of more than 22m would be retained between properties on the western side of Basingstoke Road.

Overbearing

5.5 Marlborough House currently appears as an oppressive and overly dominant structure when viewed from the private rear garden of 'Sunnyside'. The latest application doesn't include the rear block proposed under F/2015/0346 and therefore reason for refusal no. 2 is overcome. The proposed side extension would be sited 6m from the boundary of 'Westview' which is considered satisfactory in order to avoid significant overbearing to this neighbouring property.

Noise and disturbance

5.6 The proposed new access road adjacent to the southern boundary would increase car activity and adjacent to 'Sunnyside'. However, given the probable existing background noise levels from Basingstoke Road and slow speeds of vehicles using this new access, it is unlikely that any significant increased noise increase would occur to warrant a refusal reason in its own right. Moreover, the submitted Design and Access Statement indicates that an acoustic fence would be put in place along this boundary to mitigate any additional noise created by the development and this is recommended to be secured via condition.

Loss of light

5.7 Due to the proposed separation distances between other neighbouring properties it is unlikely that any significant overshadowing or loss of daylight or sunlight would occur as a result of this proposal.

6.0 Amenity for future residents

6.1 Core Strategy Policy CP3 states that planning permission will be granted for proposals that provide amenity space and are functional. The Borough Design

Guide states that all dwellings should have access to amenity space, preferably in the form of private or communal garden space.

6.2 The submitted amended plans propose a communal garden area (18m x 12m) in the north-east corner of the site in addition to other areas of soft landscaping around the building. The proposed communal garden area would provide adequate functional outdoor amenity space for the scheme while providing a buffer between some of the proposed parking and other neighbouring gardens.

6.3 Therefore, the proposal overcomes reason for refusal no. 4 of F/2015/0346.

6.4 In terms of internal space standards, the proposed flats would meet both the nationally set Technical Housing Standards (2015) and Wokingham Borough Council's Internal Space Standards as set out in the Borough Design Guide (2102).

7.0 Highways issues

7.1 MDD Policy CC07 outlines the Council's parking standards in conjunction with the Council's Parking Standards Study Report Consultation Document (October 2011). Core Strategy Policy CP6 states that planning permission will be granted for schemes that are located where there are choices in the mode of transport available.

7.2 Parking: The proposal is required to provide at least 15 unallocated parking spaces to accord with the Council's parking guidance. A total of 18 unallocated spaces are proposed and the proposal therefore accords with the Council's guidance and Policy CC07.

7.3 Highway Safety: There is an existing access onto Basingstoke Road but it is proposed to stop up this access and create a new access to the south of the site. The proposed access will have adequate visibility onto Basingstoke Road and the proposed width of 4.8m is acceptable for two vehicles to pass.

7.4 The Council Highways department has raised no objection in respect of the above and recommend that the junction be in the form of a footway crossover, rather than a kerbed radii. The access will be subject to separate consent from the Highway Operations team and will need to be constructed to a suitable specification. The existing access will need to be stopped up and reinstated to a suitable specification.

7.5 The existing site layout provides space for turning. Basingstoke Road B3349 is a busy classified road. The submitted drawing indicates turning area for a 7.5t vehicle and this is considered acceptable. Turning area for parallel parking spaces at the rear of the site has been demonstrated.

7.6 Traffic Impact: The Council's Highways department has advised that the proposal is unlikely to lead to a material traffic impact on the local highway network.

7.7 Sustainability: The site is 'in settlement' and near public transport links and secure, covered cycle storage could be provided. Sufficient refuse storage facilities could be secured via condition if this scheme were considered acceptable.

8.0 Flooding

- 8.1 MDD Policy CCO9 states that all development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner. Core Strategy Policy CS1 states that planning permission will be granted to proposals that avoid increasing risks of all forms of flooding including from groundwater.
- 8.2 The applicant has submitted initial Soakaway Calculations which demonstrate suitable infiltration rates in terms of providing acceptable sustainable drainage for the proposal. Therefore, the Council's Drainage Consultant raises no objection to this application as the proposed development would not exacerbate flood risk over its lifetime, accounting for the effects of climate change. However, a pre-commencement condition is recommended to ensure that acceptable BRE 365 soakage test results are submitted to the LPA for approval.
- 8.3 Therefore, subject to compliance with the above condition, the proposal overcomes reason for refusal no. 5 of F/2015/0346 and accords with Policies CC09 and CS1 and with guidance contained within the NPPF in respect of sustainable surface water drainage.

9.0 S106, S111 and Community Infrastructure Levy (CIL)

Community Infrastructure Levy

- 9.1 Wokingham's CIL charging schedule came into force on 6th April 2015. CIL is levied in £'s per square metre on net additional increase in floor space for qualifying development in accordance with the provisions of the Community Infrastructure Levy Regulations 2010 (as amended).
- 9.2 As the proposal is for the construction of new dwellings, it would be a CIL liable development. The CIL charge for new residential development is set at £365 per square metre for any net increase in residential floor space. CIL exemption may be applicable to the units proposed as part of the conversion part of this scheme (786sqm) provided that it can be demonstrated that the office building had been occupied for a continuous period of at least 6-months within the last 3 years prior to the grant of any planning permission. Therefore, if this scheme were acceptable in planning terms and subject to the above exception test being met, the CIL charge for the proposed extension (101sqm) would be approximately £36,865 (this figure is subject to detail review and indexation).

S106 & S111 - Affordable Housing and SPA:

- 9.3 The proposal meets the threshold for the provision of affordable housing as per Policy CP5 of the Core Strategy. Policy CP5 seeks 40% affordable housing (given the site is previously developed land and falls within a Modest Development Location) and this represents the Council's starting position on affordable housing. However, the applicant has in place 'prior approval' (OFF/2013/2477) for conversion of the existing office building to 11 flats and this is a significant material consideration that must be taken into account and represents the applicants 'fall-back' position on this site. As such, it is recommended that (if this scheme were acceptable) 40% affordable housing be sought on the remaining 4 units proposed

as part of this planning application. This equates to 1.6 affordable units. However, in this instance a commuted sum of £156,000 (index linked) would be sought by the Council in lieu of 1.6 units. Payment would be due prior to the occupation of the 1st unit and secured via a s106 in order to accord with Policy CP5.

9.4 The proposal is located within 5 km of the Thames Basin Heath Special Protection Area and therefore meets the threshold required to mitigate its impact on this through contributing to the Council's mitigation strategy. Due to the CIL regulations however, the contributions towards the mitigation strategy and the monitoring of this strategy, need to be collected in different ways. Therefore, if this application were acceptable, the monitoring contribution has to be paid for via section 106 of the Town and Country Planning Act 1990 and the strategy contribution via section 111 of the Local Government Act 1972. The necessary legal agreements would need to be completed in order that the developments impact on the SPA would be mitigated.

9.5 Detailed justification for the above financial contributions has been provided and the applicant has agreed, in principle, to paying the above contributions. A draft of the s106 legal agreement to secure these obligations is being prepared and (subject to its completion) the proposal therefore overcomes reason for refusal nos. 6 and 7 of F/2015/0346.

10.0 Other issues

Contaminated land:

10.1 The site may have potential contamination issues and the Council's EHO has suggested that Condition no. 5 be added in order to secure a scheme of potential contamination mitigation prior to commencement of development.

Biodiversity:

10.2 Following consultation with the Council's Ecologist, it is considered that the proposal would not have an adverse impact on ecology or wildlife habitats.

Air quality

10.3 In terms of objections raised on the grounds of air quality and following consultation with the Council's Environmental Health Department, it is considered that significant increases in localised air pollution would not occur given that the proposal is also unlikely to lead to a material traffic impact on the local highway network.

CONCLUSION

The proposal represents an appropriate conversion and extension of this unoccupied building in a sensitive manner that would protect the special character and appearance of the surrounding area. It would provide adequate amenity space, car parking spaces and surface water drainage measures. While overlooking would occur to the neighbouring property Sunnyside, this is not considered significant enough to generate a defensible reason for refusal given the sites extant prior approval. Moreover, the proposal would provide adequate contributes to mitigate its impact on the Thames Basin Heaths SPA and towards affordable housing provision within the borough. Therefore, the application is recommended for approval as outlined at the start of this report.

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

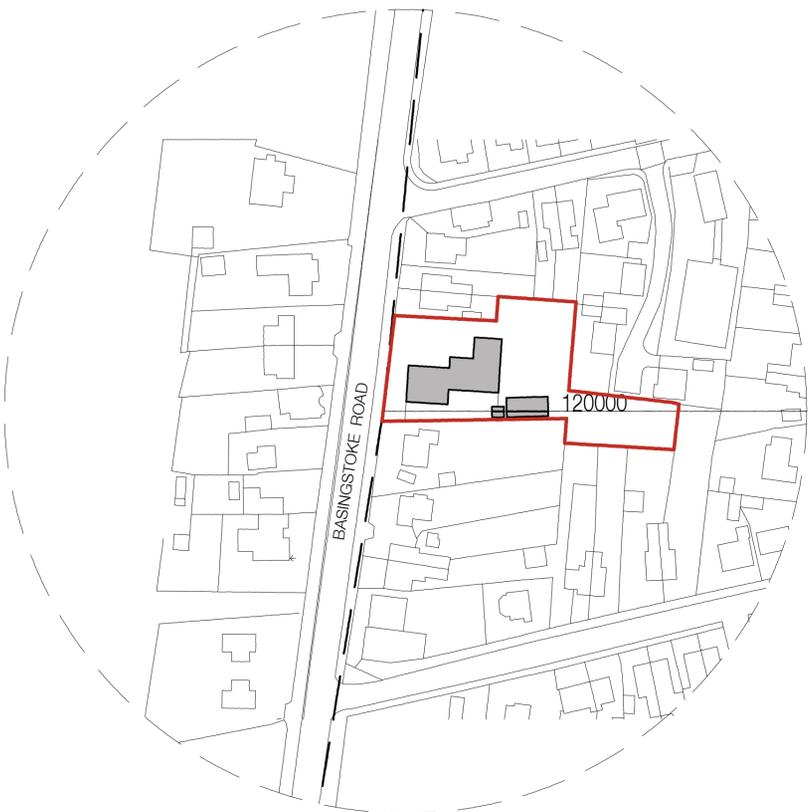
Schedule of Materials

- Walls - existing brickwork infilled and proposed extensions and block to match existing
- Windows - UpVC windows
- Roof - red clay tiles
- Road and parking - Tarmac with a compacted gravel surface

Schedule of Accommodation

1 bed	2 bed	Totals
12	3	15

nb. 11 no. units approved under class J (O) of the GDPO, PA reference OFF/2013/2477



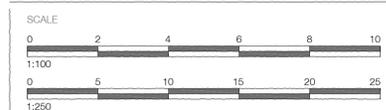
VISIBILITY SPLAY PLAN 1:1000



PROPOSED SITE PLAN



PROPOSED STREET ELEVATION



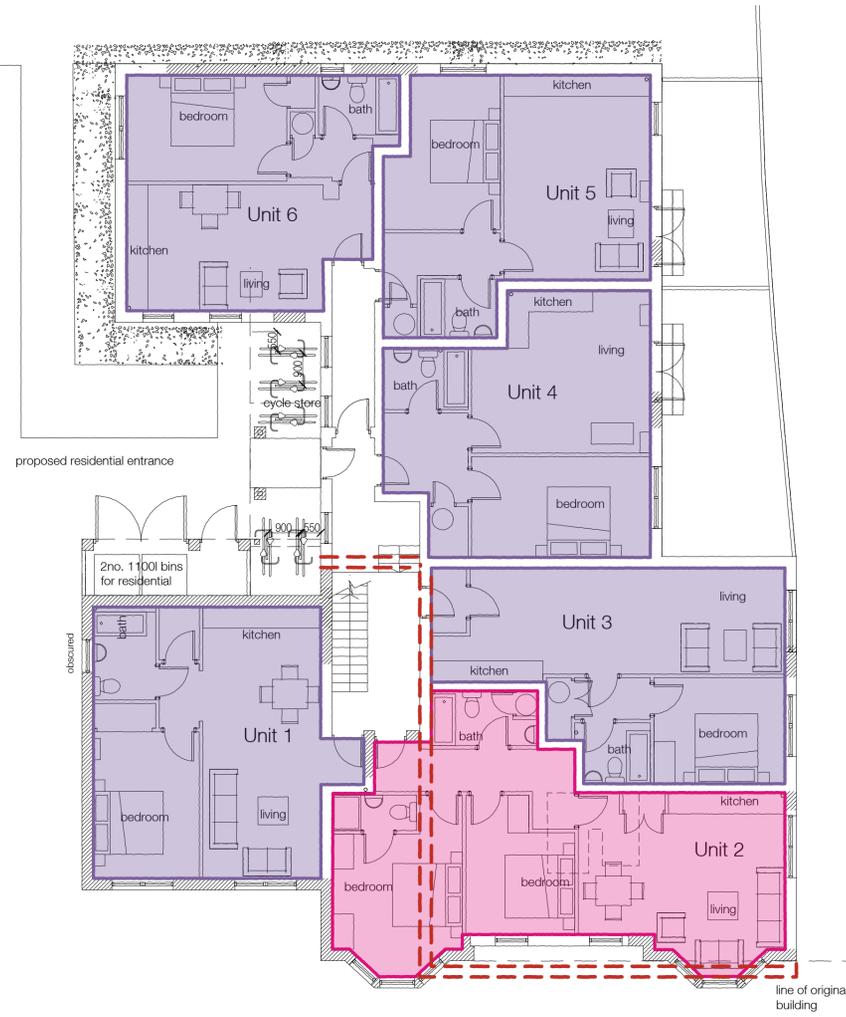
REVISIONS

A	NOTE ADDED TO CONFIRM UNALLOCATED PARKING	JAN '16
B	PARKING REVISED	FEB '16

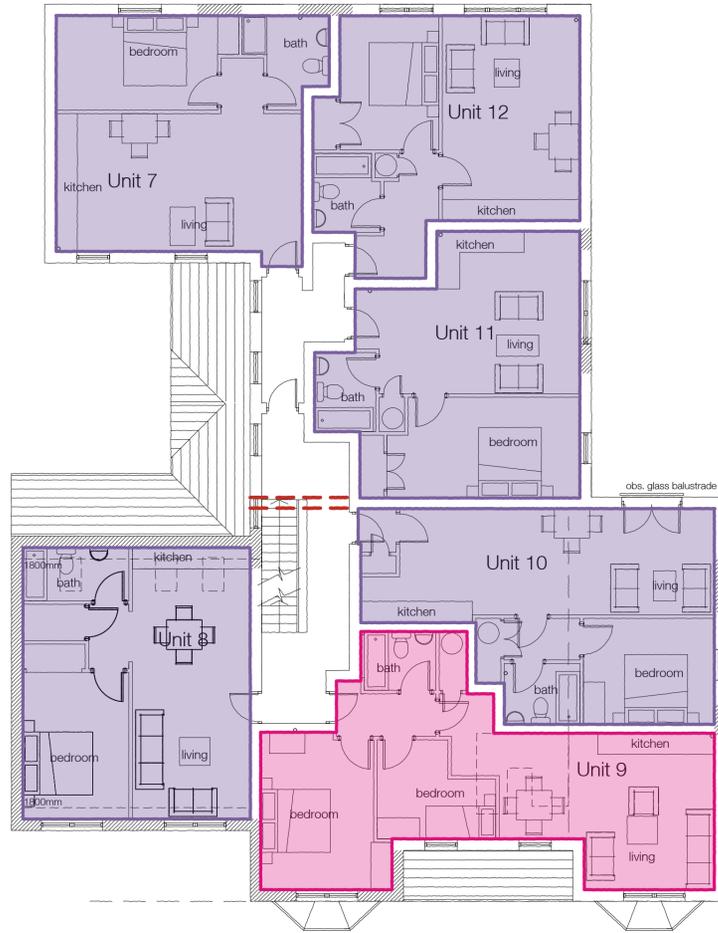
SITE	MARLBOROUGH HOUSE
DRAWING	PROPOSED SITE PLAN - PLANNING
NUMBER	14/55/62B
DATE	MAY '15
SCALE	1:100 / 200 / 1000 PAPER A1

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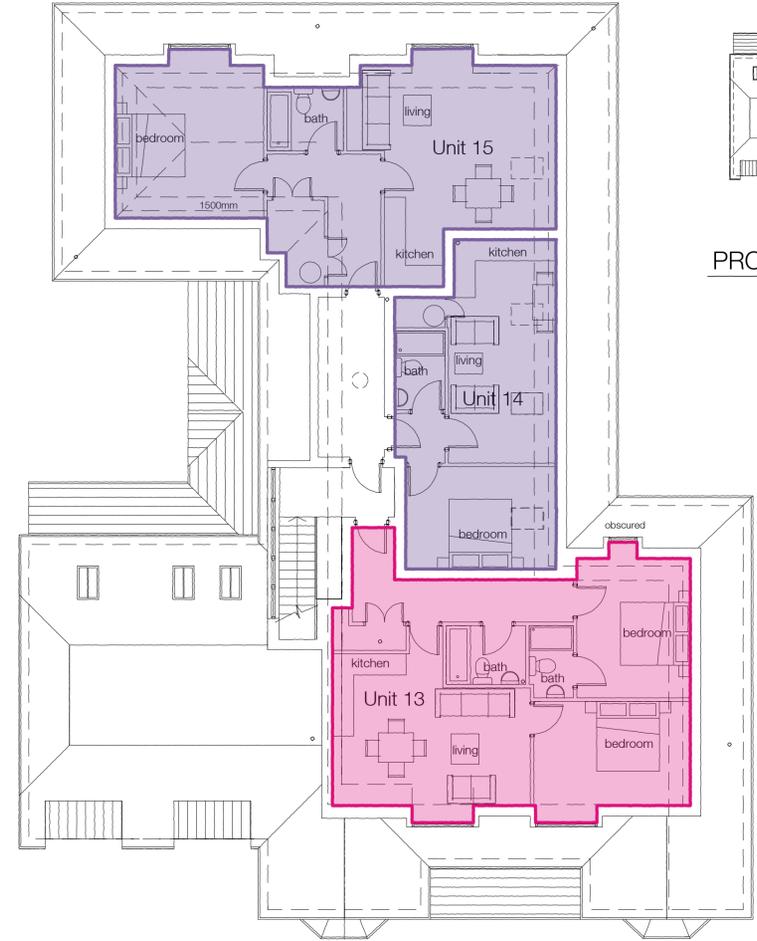
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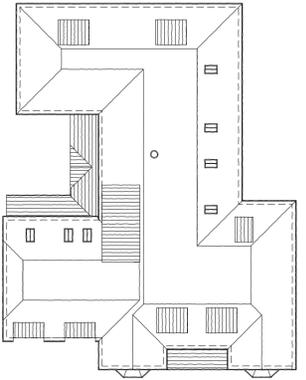
PROPOSED GROUND FLOOR PLAN



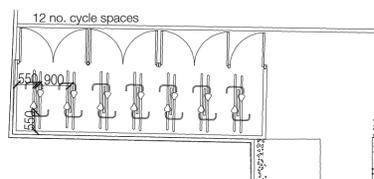
PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



PROPOSED ROOF PLAN

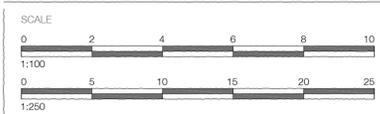


PROPOSED CYCLE STORE

Schedule of Accommodation

1 bed	2 bed	Totals
12	3	15

nb. 11 no. units approved under class J (O) of the GDPO, PA reference OFF/2013/2477



- Legend
- one bedroom flat
 - two bedroom flat
 - e - existing windows

REVISIONS
A WINDOW TO FLANK ELEVATION REMOVED

'16

SITE MARLBOROUGH HOUSE
DRAWING FLOOR PLANS - PLANNING
NUMBER 14/55/60A DATE NOV'15
SCALE 1:100 / 250 PAPER A1

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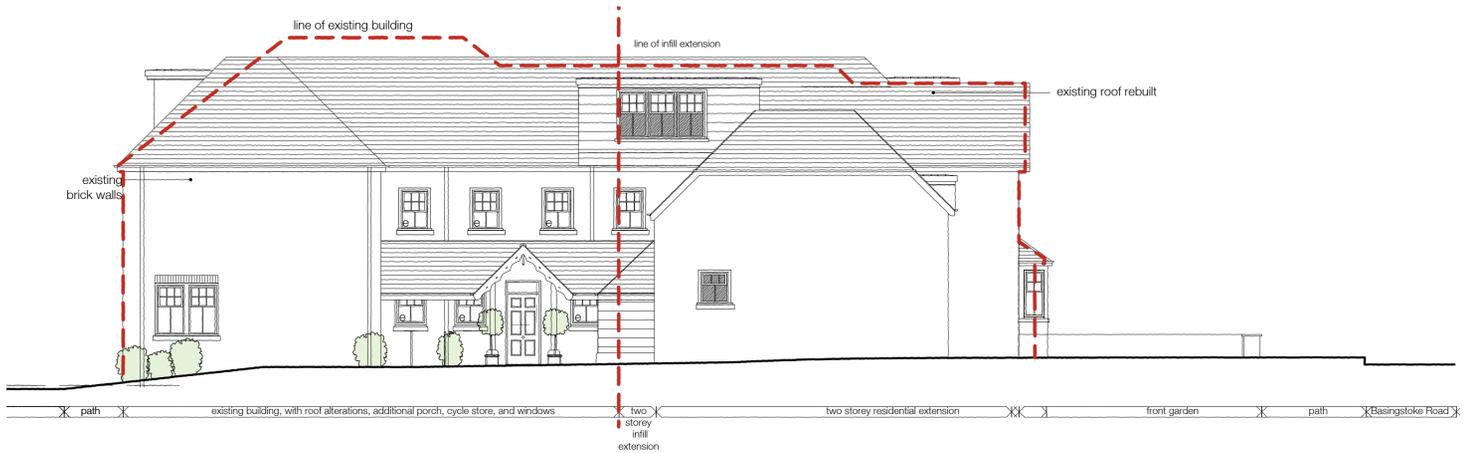
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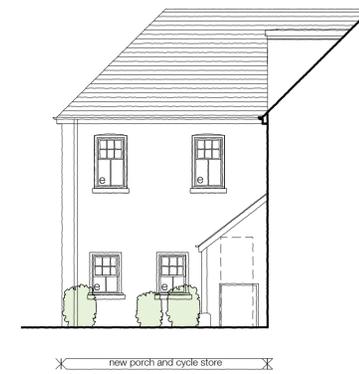
PROPOSED FRONT ELEVATION (west)



PROPOSED REAR ELEVATION (east)



PROPOSED COURTYARD ELEVATION (north)



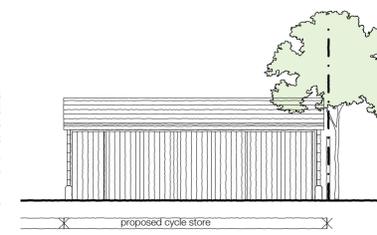
PROPOSED COURTYARD ELEVATION (east)



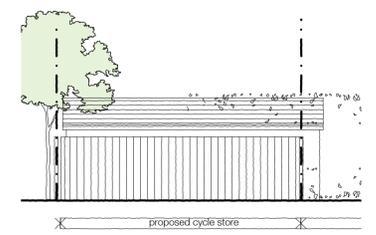
PROPOSED COURTYARD ELEVATION (west)



PROPOSED SIDE ELEVATION (south)



PROPOSED CYCLE STORE (east)



PROPOSED CYCLE STORE (west)

Schedule of Materials

- Walls - existing brickwork infilled and proposed extensions and block to match existing
- Windows - UpVC windows
- Roof - red clay tiles
- Road and parking - Tarmac with a compacted gravel surface

Schedule of Accommodation

1 bed	2 bed	Totals
12	3	15

nb. 11 no. units approved under class J (O) of the GDPO, PA reference OFF/2013/2477



KEY PLAN

Legend

- one bedroom flat
- two bedroom flat
- e - existing windows

REVISIONS
A WINDOW TO FLANK ELEVATION REMOVED

FEB '16

SITE: MARLBOROUGH HOUSE
DRAWING: PROPOSED ELEVATIONS
NUMBER: 14/55/61A DATE: NOV '15
SCALE: 1:100 PAPER: A1

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Agenda Item 118.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
160167	8/8	Woodley	Coronation	Councillor Keith Baker

Applicant	Mr G Bertram	Postcode	RG5 4RY
Location	44 Tippings Lane, Woodley		
Proposal	Full planning application for the proposed erection of a 2x2 bed dwellings following sub-division of an existing 4 bed dwelling (part retrospective)		
Type	Minor developments		
PS Category	18		
Officer	Graham Vaughan		

FOR CONSIDERATION BY Planning Committee on 15th March 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site is within settlement and located within the parish of Woodley on an established residential estate. The application is for the sub-division of the existing semi-detached property into two x two bedroom dwellings (i.e. making a terrace). As some works have already taken place, the application is considered to be part retrospective. It has been listed by Councillor Keith Baker on the basis of impact on the character of the area through creating a terrace property; increased parking pressures; and, potential for the property to be a house of multiple occupation (C4 use).

The application would result in the creation of an additional dwelling and this would involve some minor works to the external appearance of the building but primarily works to the internal layout. The rear garden would be split with boundary treatments established and the area to the front would be used for parking.

The proposal involves minimal physical changes and is in a mixed area in terms of dwelling types. As such, no harmful impact is considered to occur with regards to the character of the area or residential amenity. No objection is raised with regards to any other elements and the scheme is considered compliant with the development plan. Therefore, it is recommended for conditional approval.

PLANNING STATUS

- Major development location
- Wind turbine safeguarding zone
- Sand and gravel extraction
- Landfill gas consultation zone
- Minerals consultation zone
- Contaminated land consultation zone

RECOMMENDATION

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

A. Conditions and informatives:

1. This permission is in respect of the submitted application plans and drawings numbered '1567/P100', '1567/P101 Rev A', '1567/P102', '1567/P103 Rev A', '1567/P104 Rev A', '1567/P105 Rev A', and '1567/P106 Rev A', received by the local planning authority on 21st January 2016 and the revised plans on 23rd February 2016. The development shall be maintained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
Reason: For the avoidance of doubt and to ensure that the development is maintained in accordance with the application form and associated details hereby approved.
2. Within three months of the date of this permission, there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained. Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s). Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.
3. a) Within three months of the date of this permission, an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).
b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.
Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and [Managing Development Delivery Local Plan policies CC03 and TB21
4. The vehicle parking spaces shown on plan '1567/P104A' shall be permanently

maintained and remain available for the parking of vehicles at all times.
To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

5. 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 TB21 Development Delivery Local Plan policy CC04

PLANNING HISTORY			
Application Number	Description	Decision	Date
O/84/63	Outline residential development	Conditional approval	11 th July 1963
105/66	Semi-detached house	Conditional approval	1 st September 1966
886/73	First floor extension over garage	Conditional approval	14 th June 1973
38248	Two storey side extension for garage and bedroom, single storey front extension to enlarge ground floor	Conditional approval	6 th September 1991
40301	Erection of conservatory to rear of dwelling	Conditional Approval	10 th December 1992

SUMMARY INFORMATION	
Site Area	0.06 hectares
Existing residential units	1
Proposed units	2
Existing parking spaces	4
Proposed parking spaces	4 – 2 for each dwelling

CONSULTATION RESPONSES	
Highways	No objection subject to condition
Biodiversity	No comments received
Tree and Landscape	No objection subject to conditions
Environmental Health	No objection
Waste Services	No comments received
Woodley Town Council	Objection due to the following: <ul style="list-style-type: none"> • Creates a terrace where there was previously a semi-detached • Construction has already started (Officer note: not a material planning consideration)

Local Members	<ul style="list-style-type: none"> Alterations have not been carried out in accordance with submitted plans (Officer note: revised plans received which correct this) <p>Listing request by Councillor Keith Baker due to the following:</p> <ul style="list-style-type: none"> Terrace property is inappropriate in this location Parking provision is inadequate and therefore there will be increased on-street parking A condition should be applied to restrict permitted development rights for conversion to an house of multiple occupation
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REPRESENTATIONS	
Five letters of objection with regards to the following:	
<ul style="list-style-type: none"> Design and Access Statement quotes incorrect policies (Officer note: revised D and A Statement received which corrects this) Construction work has already started (Officer note: not a material planning consideration) Alterations have not been carried out in accordance with submitted plans (Officer note: revised plans received which correct this) Proposal will result in the loss of a family home and create a terrace More on-street parking will be required Loss of value to properties (Officer note: not a material planning consideration) The property is a five bedroom house, not four Incorrect information is given on the application form Proposal leads to increase in unsafe vehicle movements Rubbish would be left out on the driveway as the garage has been removed No parking for visitors has been provided 	

APPLICANTS POINTS	
<ul style="list-style-type: none"> More efficient use of land Net gain in terms of number of dwellings in the area No harmful impact and accords with Borough Design Guide 	

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, Density and Affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping

	CC04	Sustainable Design and Construction
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space Standards
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide

PLANNING ISSUES

Description of Development:

1. The proposal is for the sub-division of the existing property into two dwellings. Internally this would require the blocking up of a door and landing area. Externally the garage door would be replaced with a window. A fence would be erected in the rear garden to separate the two properties.

Principle of Development:

2. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
3. The site is located within a major development location and within a settlement boundary and as such the development should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers and this is discussed below.

Character of the Area:

4. Tippings Lane is at the edge of a large residential estate which has residential development to the east and park/woodland to the west. The properties front onto Tippings Lane and are set back from the road along a building line which matches the curvature of the street. This allows for parking provision and/or amenity space to the front of dwellings. At its confluence with Headley Road East are terraces (and a mix of detached and semi-detached on the western side) but these are replaced by detached properties (although some are link-detached). At the point of the application site, the house type changes to semi-detached and as a result there is a larger than average gap between 44 and 46 Tippings Lane.
5. The application site comprises of one half of a semi-detached property and the front area has been completely covered in hard standing. Although both sides of the semi-detached dwelling have been extended, the application site itself clearly

has a large extension at ground and first floor. This in effect has meant the property has the size and proportions of a terrace. Whilst typically introducing a terrace into an area of semi-detached could be considered to have a detrimental impact on the character of the area, in this instance, the physical built form has already occurred and the proposal would not add anything to this. Furthermore, apart from the changing of a garage door to a window, no other external alterations would occur to the front elevation. As such, in visual terms, there would be no significant change in the street scene which would highlight that the property is in a terrace. The additional property would be accessed by a door to the side elevation however this entrance existed prior to the works being carried out. No objection is raised to this and it is considered a side door to a residential property in a residential area is not out of keeping.

6. In any case, the properties along Tippings Lane have already been extended and therefore the more set design of two storey semi-detached with gaps between them has been altered. Furthermore, the street is not exclusively semi-detached with the application site representing a change in the street scene from a line of semi-detached to a line of detached/link-detached. Looking at the urban form of the wider area, there is a clear mix of detached, link-detached, semi-detached and terraced dwellings. On this basis, it is considered the proposal does not result in a harmful impact on the character of the area. Following this, it is also considered the scheme is compliant with policy TB06 of the MDD Local Plan; development of residential gardens, as it would not involve any additional built form and therefore would not have any impact on the rhythm of the street or plot frontages.

Residential Amenities:

7. **Overlooking:** The proposal would not result in any new windows to the building and therefore no additional overlooking impact would occur on neighbouring properties. Although the proposal would result in a further dwelling, it is common for properties in the area to mutually overlook each other's rear gardens and this would be the case as a result of the proposal.
8. **Overbearing/Loss of light:** As no additional built form would be added as a result of the proposal, no harmful impact in terms of overbearing or a loss of light would occur.

Access, Movement and Parking:

9. The application would result in an additional dwelling and therefore would require parking spaces for this. However, given that the area to the front of the property has already been covered in hard standing, four spaces can be provided i.e. two for each dwelling. This accords with current parking standards and therefore there is no objection to the proposal subject to a condition requiring those spaces to be retained (Condition 4). Furthermore, the access onto Tippings Lane would not change as a result of the proposal and therefore no harmful impact would occur.
10. Whilst concern has been raised regarding additional on-street parking by visitors to either proposed property, this is not any different from the current situation where visitors may already park on the highway. In this respect, no actual harm

in planning terms can be substantiated.

Flooding and Drainage:

11. The site is located in Flood Zone 1 and is less than a hectare in size. As such there is no requirement to submit a Flood Risk Assessment and there are no known historical flooding issues. Given that the footprint of the building would not be increased, no harmful impact in drainage terms is considered to occur.

Landscape and Trees:

12. The site does not contain any trees protected by a Tree Preservation Order however there are some trees on the site. These warrant protection and it is considered a method statement could be provided through a condition (3). In terms of landscaping, given that no additional built form would occur as a result of the proposal, it is not considered necessary in planning terms to provide landscaping to mitigate this. Nonetheless, the Tree and Landscape Officer has requested some landscaping to particular to the front and rear on the side boundaries. This can also be controlled through a condition (2).

Environmental Health

13. It is noted that works have already started but these are largely internal. As a result, the Environmental Health Officer has not raised any objection to the proposal.

Amenity Space for future occupiers:

14. The proposal would provide a garden for the new and existing dwelling and both of these would meet the 11 metre guideline as set out in the Borough Design Guide. As such, the proposal is acceptable in this respect.

Internal Space Standards

15. Internal space standards are set nationally. The proposal meets the requirement for two bed dwellings and therefore no objection is raised in this respect.

Biodiversity:

16. As the proposal is for the sub-division of the property and would not require any works to the main roof, no harmful impact in terms of ecology is considered to occur.

Sustainability:

17. Due to the replacement of the Code for Sustainable Homes with national standards in building regulations, the proposal is not required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling. It is considered that sufficient internal and external storage could be provided to accommodate this.

Community Infrastructure Levy, Affordable Housing and SPA:

18. **Community Infrastructure Levy:** As the proposal is for a new residential dwelling it would normally require a CIL payment. However, CIL is charged on a net increase in new residential floor space and as the proposal is for sub-division (i.e. not a new build dwelling), it is not CIL liable. As such, and in line with Policy CP4 of the Core Strategy, contributions would not be required for this scheme.

19. **Affordable Housing:** The proposal does not exceed the threshold required for the provision of affordable housing as per Policy CP5 of the Core Strategy.

Other Issues

20. Concern has been raised with regards to the conversion of the property into a house of multiple occupation (HMO). Currently, a house can be converted into a small HMO (C4 use class) for up to 6 occupants without planning permission, as per permitted development rights. To remove these permitted development rights, it would need to be demonstrated that there would be harm in planning terms as well as meet the tests that are applied to conditions as per the National Planning Policy Guidance. In this instance, no significant harmful impact in planning terms is identified. Furthermore, the application is for the sub-division of the existing property and not for the conversion into an HMO. It is considered a condition removing these rights would not be necessary or directly related to the planning permission and therefore would fail the tests for applying conditions.

CONCLUSION

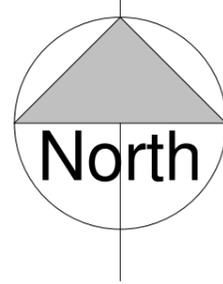
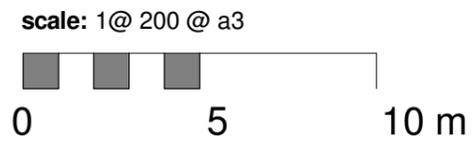
The site is within settlement limits and in an established residential area. Limited changes to the physical appearance of the dwelling would occur and therefore no harm is identified with regards to the character of the area or residential amenity. As such, the application is recommended for approval.

CONTACT DETAILS

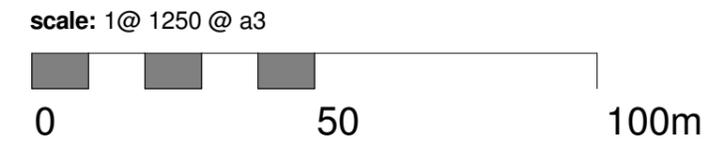
Service	Telephone	Email
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk



2 00.1 Block Plan
P100 1 : 200



1 00.0 Location Plan
P100 1 : 1250



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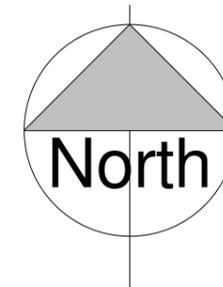
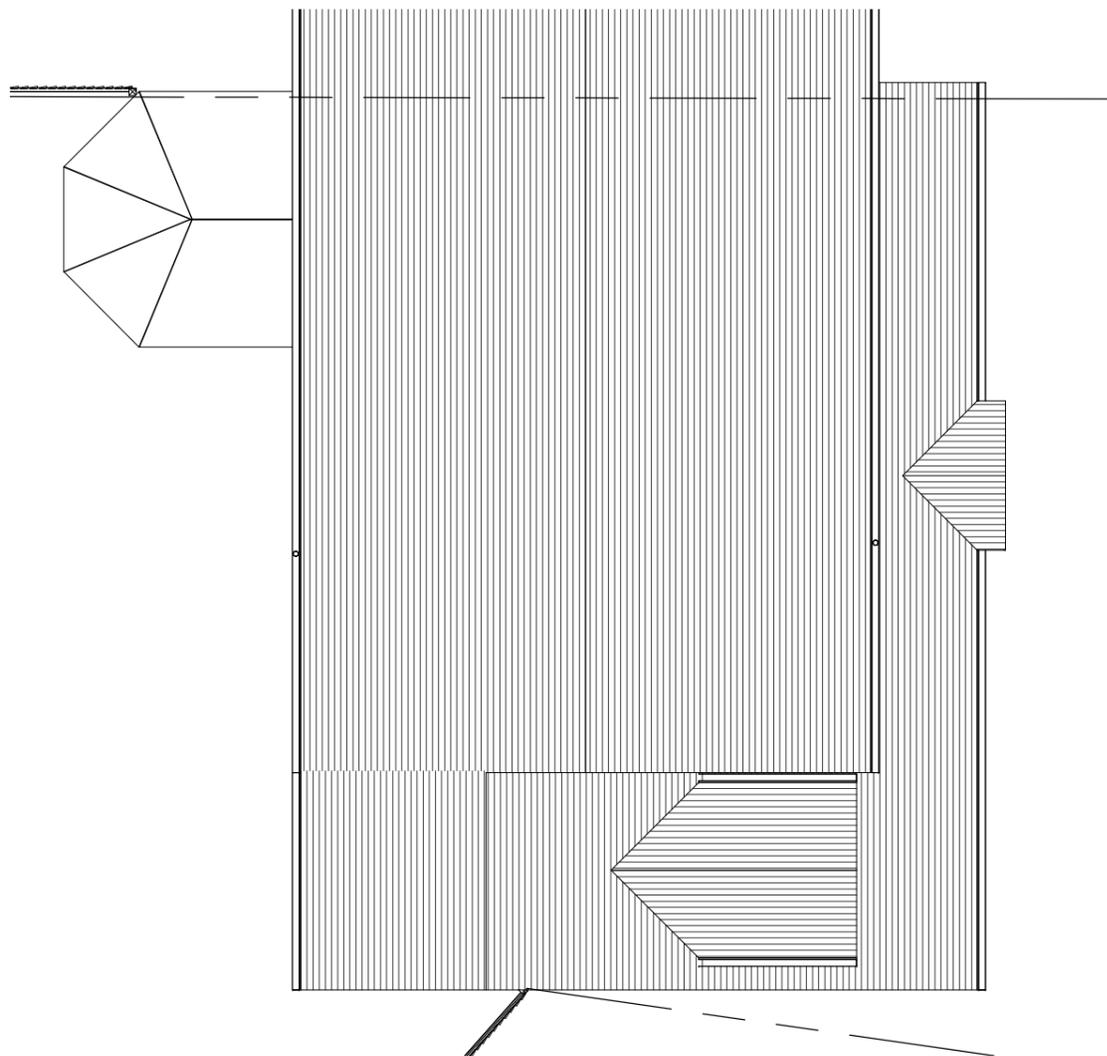
lower barn, 4 blenheim road,
 horspath, oxford, ox33 1ry

t **01865 874112**
 e iforrhys@iforrhys.com

client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	Location and Block Plans
status:	Preliminary planning issue
scale:	As indicated
date:	December 2015
no:	1567 P100

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1 05.0 Roof plan - as existing
P102 1 : 100

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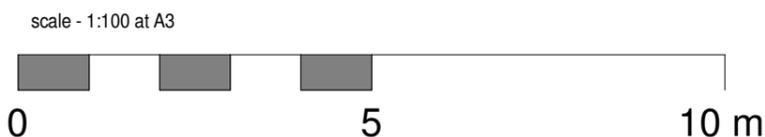
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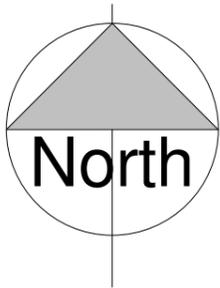
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horspath, oxford, ox33 1ry

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client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	Roof Plan - as existing
status:	Preliminary planning issue
scale:	1 : 100
date:	December 2015
no:	1567 P102



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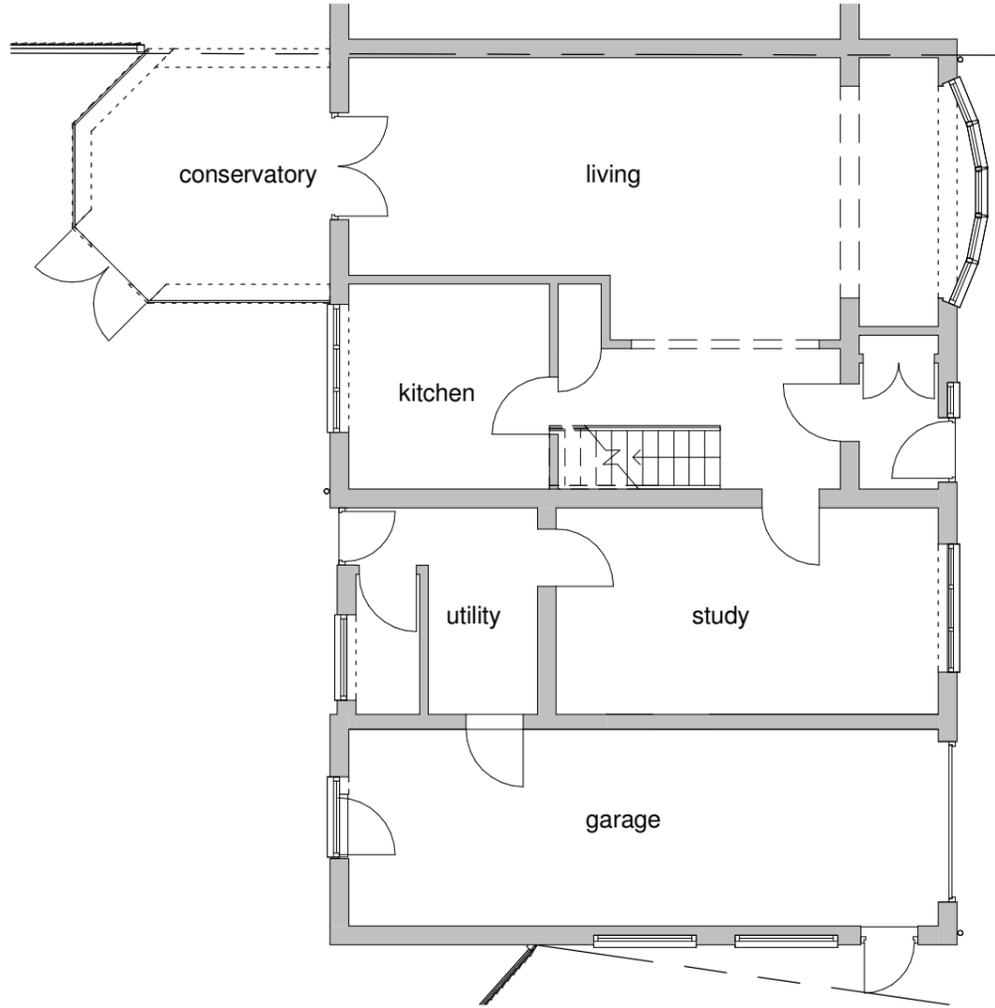
Rev	Date	Description
A	02.15	Windows and layout amended

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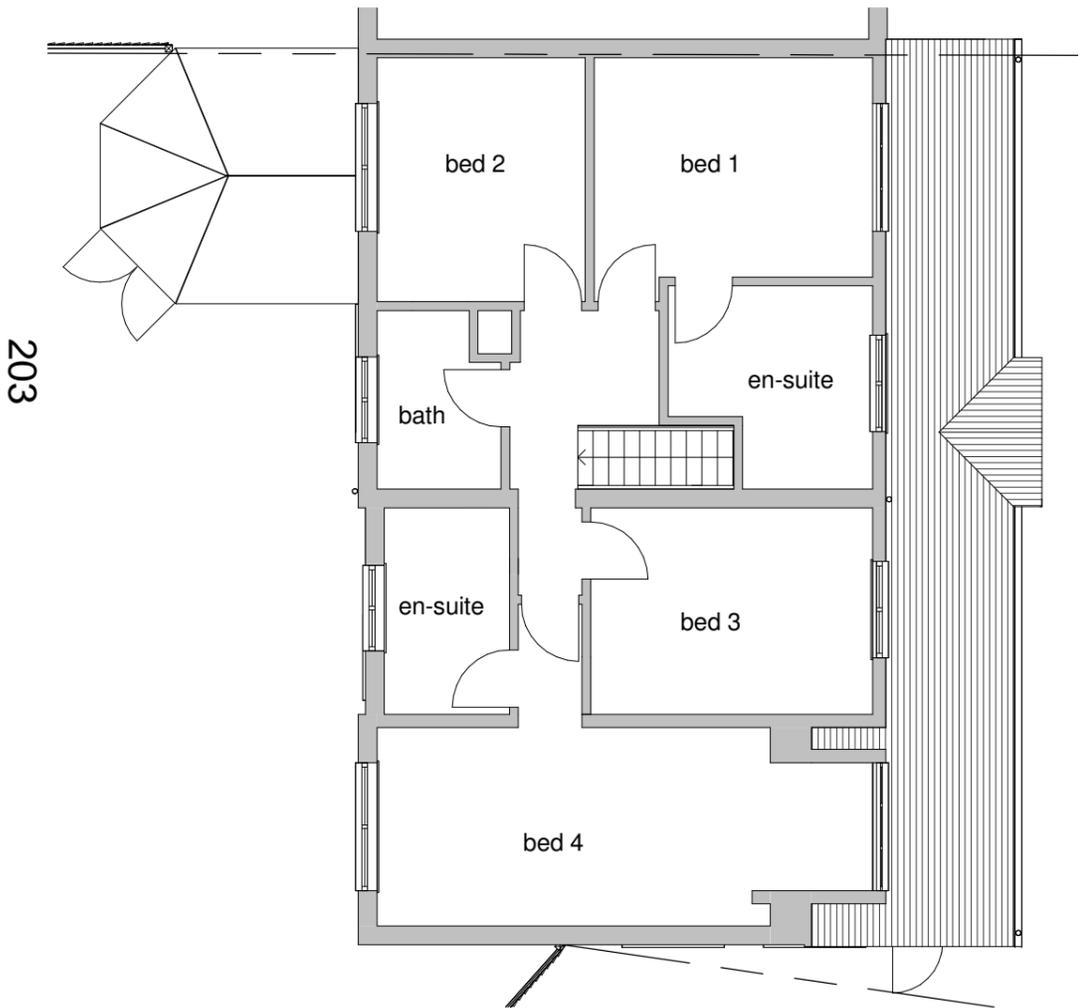
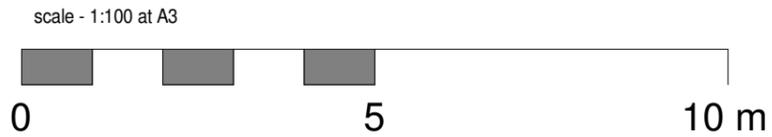
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t **01865 874112**
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client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	Ground and First Floor Plans - as existing
status:	planning issue
scale:	1 : 100
date:	December 2015
no:	1567 P101 A



1 02.0 Ground Floor plan - as existing
 P101 A 1 : 100



2 03.0 First Floor plan - as existing
 P101 A 1 : 100

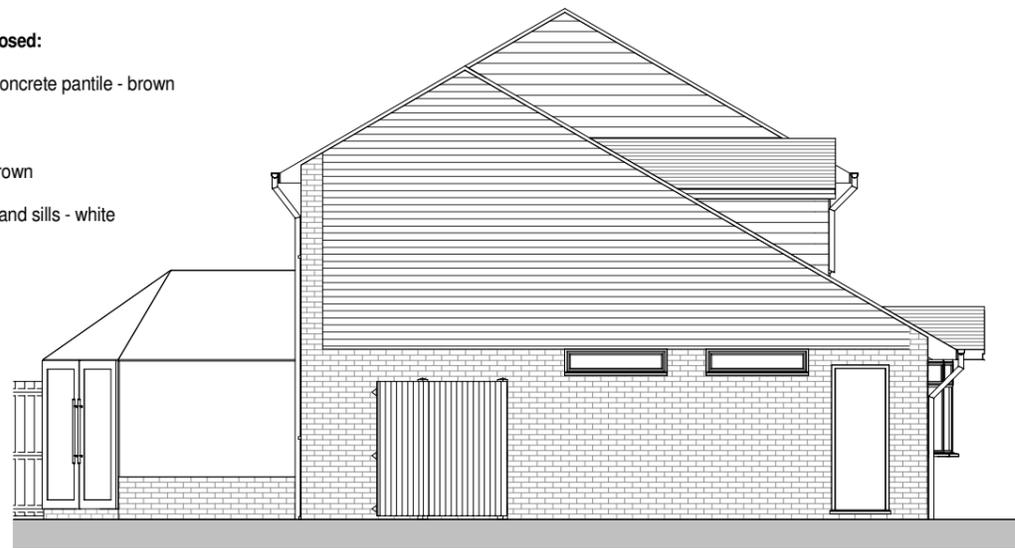
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205



1 06.0 East elevation - as existing
P103 A 1 : 100

materials - existing/proposed:
 roof: interlocking concrete pantile - brown
 walls 1: facing brick
 walls 2: plain tiles - brown
 windows: pvcu frames and sills - white



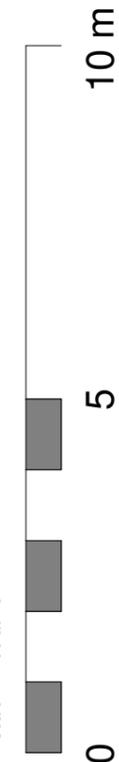
3 09.0 South elevation - as existing
P103 A 1 : 100



2 08.0 West elevation - as existing
P103 A 1 : 100

materials - existing/proposed:
 roof: interlocking concrete pantile - brown
 walls 1: facing brick
 walls 2: plain tiles - brown
 windows: pvcu frames and sills - white

scale - 1:100 at A3



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Rev	Date	Description
A	02.15	Windows and layout amended

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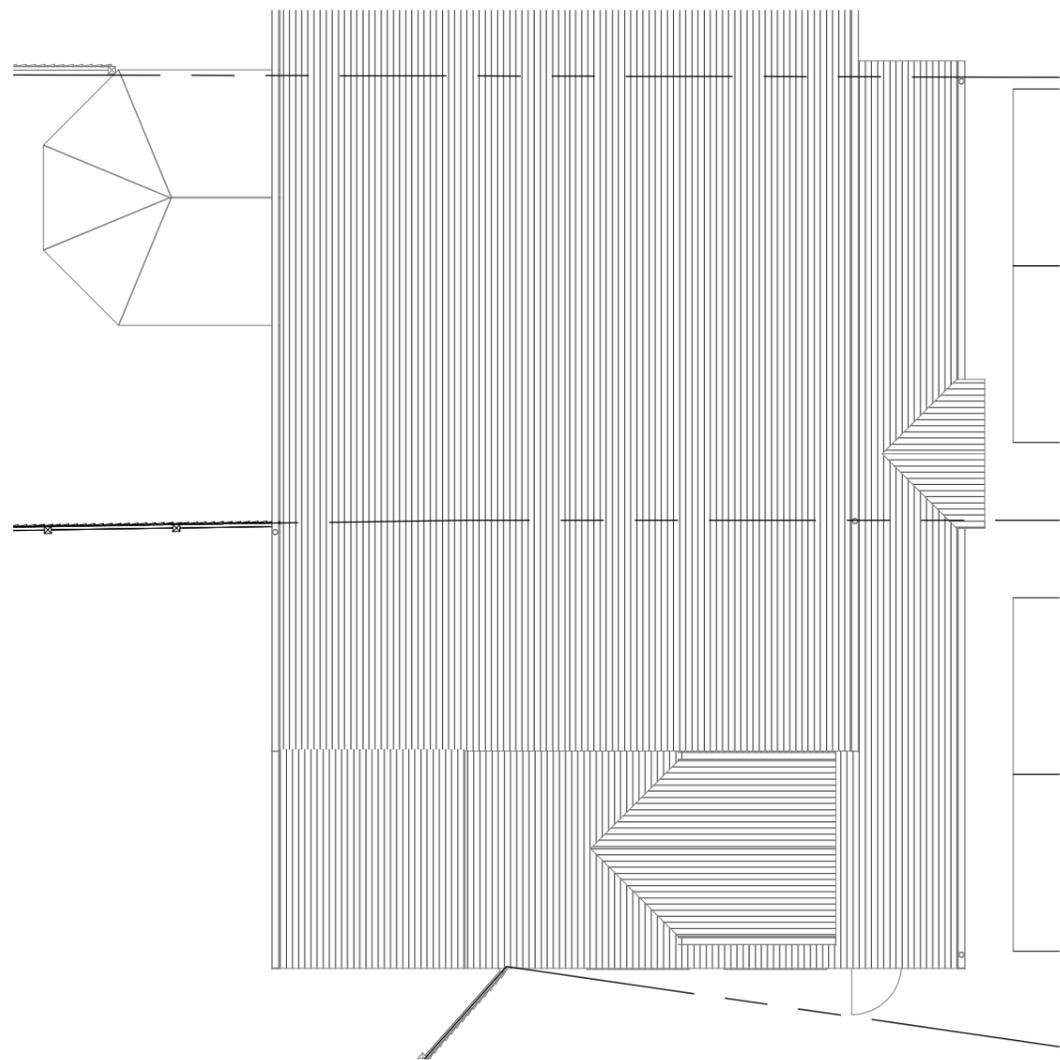
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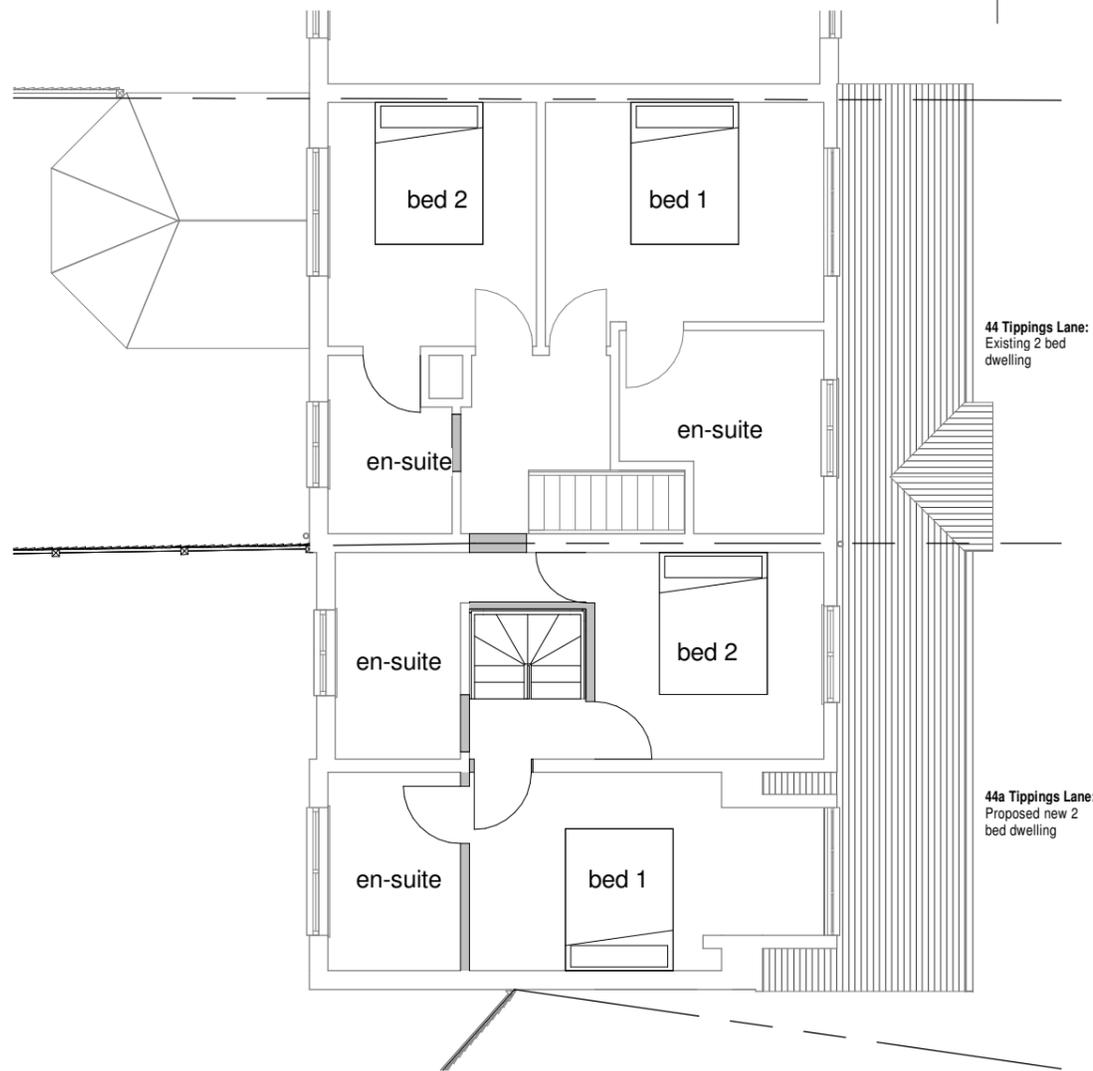
client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	Elevations - as existing
status:	planning issue
scale:	1 : 100
date:	December 2015
no:	1567 P103 A

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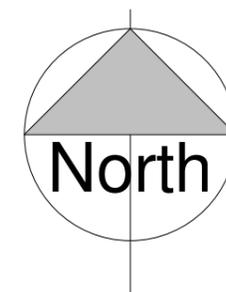
207



2 05.1 Roof plan - as proposed
P105 1:100



1 03.1 First Floor plan - as proposed
P105 1:100



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client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	First Floor and Roof Plan - as proposed
status:	Preliminary planning issue
scale:	1 : 100
date:	December 2015
no:	1567 P105

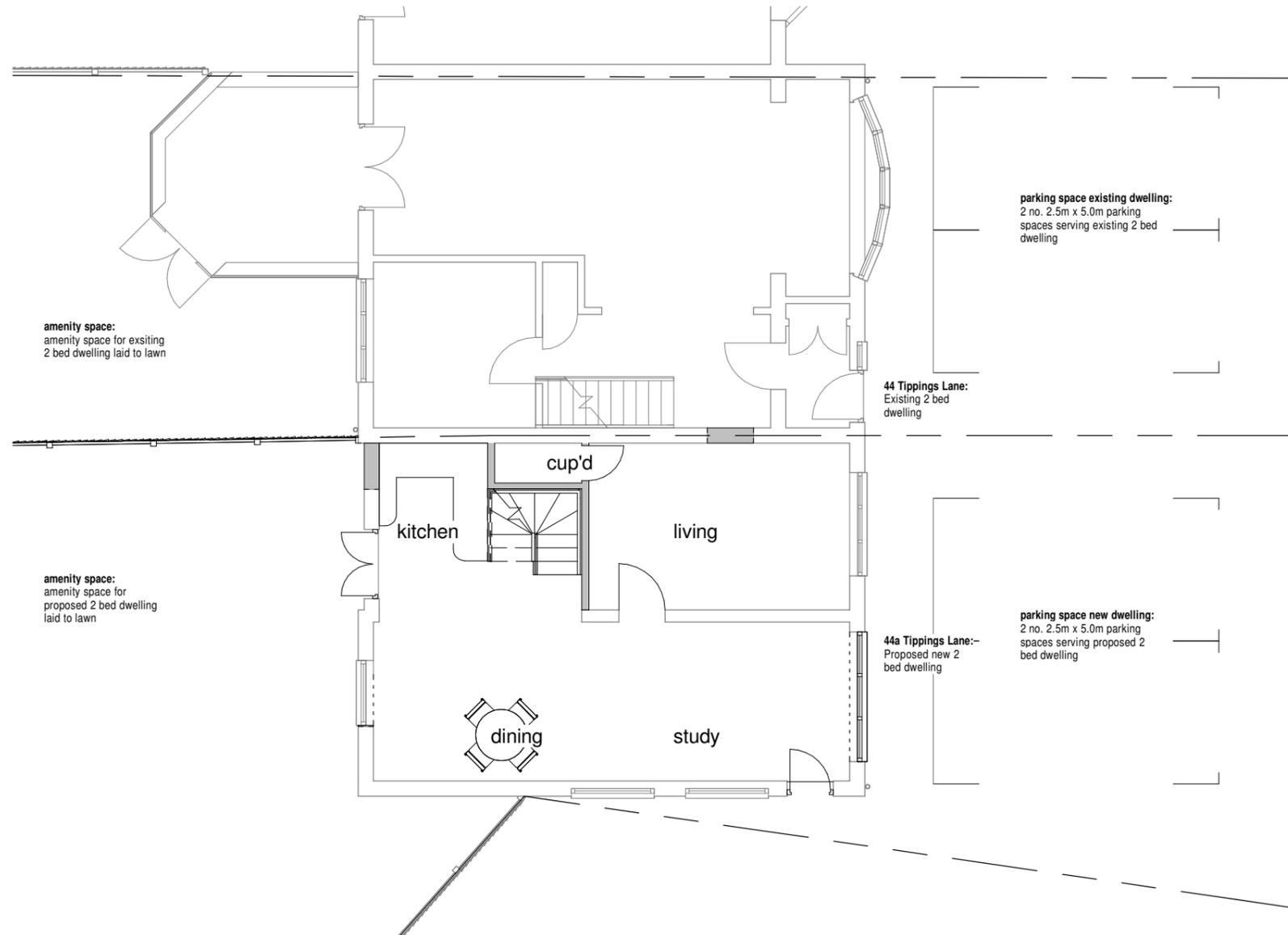
scale - 1:100 at A3



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209



1 02.2 Ground Floor plan - as proposed
P104 A 1 : 100

scale - 1:100 at A3



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Rev	Date	Description
A	02.15	Windows and layout amended

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client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	Ground Plan - as proposed
status:	planning issue
scale:	1 : 100
date:	December 2015
no:	1567 P104 A

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211



1 06.2 East elevation - as proposed
P106 A 1 : 100



2 09.2 South elevation - as proposed
P106 A 1 : 100



3 08.2 West elevation - as proposed
P106 A 1 : 100

Notes

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Rev	Date	Description
A	02.15	Windows and layout amended

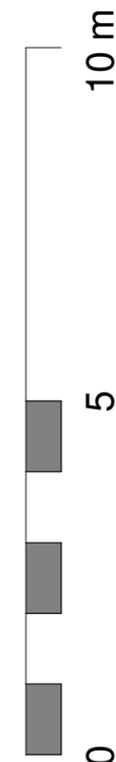
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client:	Mr G Bertram
job:	44 Tippings Lane, Woodley, Reading, RG5 4RY
title:	Elevations - as proposed
status:	planning issue
scale:	1 : 100
date:	December 2015
no:	1567 P106 A



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Woodley Town Council

Clare Lawrence - Team Leader Development Management
Wokingham Borough Council
Shute End
Wokingham
Berkshire

Deborah Mander - Town Clerk
The Oakwood Centre
Headley Road
Woodley
Berkshire
RG5 4JZ

Telephone 0118 9690356

Fax

Case Officer : Graham Vaughan

Date 17/02/2016

Application No :160167

Type : Full

Status : 0 New Application

Date Received : 28/01/2016

Applicant : Mr Gareth Bertram
Trident House
Trident Business Park
Didcot
Oxfordshire
OX11 7HJ

Agent/Architect :

Location : 44 Tippings Lane
44 Tippings Lane
Wooley
RG5 4RY

Parish :

N.G.R. :

Road Class :

Proposal : Full planning application for the proposed erection of 2 No. 2 bed dwellings following sub-division of existing 4 bed dwelling.

TOWN AND COUNTRY PLANNING ACT 1990 - LOCAL COUNCIL OBSERVATIONS

Woodley Town Council have considered the Application No 160167 and observations thereon are as follows :

Two residents were present at the meeting to voice their concerns and five letters of concern had been received.

The Committee considered the application and had the following concerns:

- The proposal creates a terrace where there was previously a semi-detached property.
- Construction was started without planning permission.
- The alterations have not been carried out in accordance with the submitted drawings: the front door to No.44A has not been installed at the front of the property and the new front window to No.44A is larger than shown on the drawing.

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