



# WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **WEDNESDAY 26 APRIL 2017 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Andy Couldrick'.

Andy Couldrick  
Chief Executive  
Published on 18 April 2017

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

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# **WOKINGHAM BOROUGH COUNCIL**

## **Our Vision**

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

## **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

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

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

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

## **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

## MEMBERSHIP OF THE PLANNING COMMITTEE

### Councillors

Tim Holton (Chairman)	John Kaiser (Vice-Chairman)	Chris Bowring
Michael Firmager	Philip Houldsworth	Malcolm Richards
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
119.		<b>APOLOGIES</b> To receive any apologies for absence.	
120.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 29 March 2017.	5 - 10
121.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
122.		<b>APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS</b> To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
123.	Wescott	<b>APPLICATION NO 163264 - MONTAGUE PARK PHASE 6, WILLIAM HEELAS WAY</b> Recommendation: Approval	11 - 56
124.	Shinfield South	<b>APPLICATION NO 161255 - NORTH OF HYDE END ROAD, SPENCERS WOOD</b> Recommendation: Conditional Approval, subject to Legal Agreements	57 - 90
125.	Shinfield South	<b>APPLICATION NO 163609 - THAMES VALLEY SCIENCE PARK, LAND NORTH OF CUTBUSH LANE</b> Recommendation: Conditional Approval, subject to Legal Agreements	91 - 120
126.	Finchampstead South	<b>APPLICATION NO 170570 - LAND WEST OF TWIN OAKS, LONGWATER LANE</b> Recommendation: Conditional Approval, subject to Legal Agreements	121 - 140
127.		<b>QUARTERLY ENFORCEMENT MONITORING REPORT</b> To receive the quarterly enforcement monitoring report.	141 - 142

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

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading.

**GLOSSARY OF TERMS**

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

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

**CONTACT OFFICER**

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**MINUTES OF A MEETING OF THE  
PLANNING COMMITTEE  
HELD ON 29 MARCH 2017 FROM 7.00 PM TO 9.12 PM**

**Committee Members Present**

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

**Other Councillors Present**

Councillors: David Chopping, Gary Cowan and Imogen Shepherd-DuBey

**Officers Present**

Chris Easton, Service Manager, Highways Development Management  
Mary Severin, Borough Solicitor  
Justin Turvey, Operational Development Management, Lead Officer  
Arabella Yandle, Democratic Services Officer

**Case Officers Present**

Stefan Fludger, Planning Officer  
Pooja Kumar, Senior Planning Officer  
Daniel Ray, Senior Planning Officer  
Rebecca Walkley, Public Rights of Way Manager

**108. APOLOGIES**

An apology for absence was submitted from Councillor Chris Bowring

**109. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 1 March 2017 were confirmed as a correct record and signed by the Chairman.

**MEMBERS' UPDATE**

There are a number of references to the Members' Update within these minutes. The Members' Update was circulated to all present prior to the meeting. It also contains details of properties to be visited prior to the next Planning Meeting. A copy is attached together with a letter from the Emmbrook Residents Association related to Item 115 on the agenda.

**110. DECLARATION OF INTEREST**

Councillor Michael Firmager declared a personal interest in Items 113 and 116 as he was a member of the Planning Committee of Earley Town Council, but had not attended the meetings at which they had been considered.

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

It was noted that: Item 114 – 170317 – Land to the rear of 72 Old Bath Road was withdrawn by the applicant.

**112. APPLICATION NO 163058 - HEWDEN PLANT HIRE, OLD FOREST ROAD, WOKINGHAM**

**Proposal:** Full application for proposed erection of 43 dwellings (7 x 1 bedroom apartments, 11 x 2 bedroom apartments, 17 x 3 bedroom houses and 8 x 4 bedroom houses) together with associated access improvements, parking and refuse storage following the demolition of existing buildings.

**Applicant:** Ashill Land Ltd

The Committee received and reviewed a report about this application, set out in Agenda pages 15 to 46.

The Committee were advised that the Members' Update included:

- Proposed amendment to Condition 5 to clarify the number of parking spaces as 71;
- Proposed updates to conditions 15 and 17;
- Proposed deletion of condition 13 as it was covered in condition 23;
- Clarification as to acceptable noise levels and noise attenuation schemes;
- Clarification as to the percentage of affordable housing applicable to brown field sites;
- Information on density and maximum building heights of surrounding developments;
- Additional comments from the Emmbrook Residents' Association.

Members had visited the site on 24 March 2017.

Kevin Morgan, Member of Wokingham Town Council for Emmbrook North, spoke against the application. He stated that the plan did meet minimal regulations but by their very nature these were minimal and were leading to a lowering of standards. He suggested that the size of parking spaces for some of the properties would make access to cars, rear gardens and for rubbish collection extremely difficult.

Robert Millen, Emmbrook Residents' Association, spoke in opposition to the application. He stated that the proposal for change of use was acceptable but that the plan proposed an unacceptable housing density and would lead to substandard amenity value. He indicated that only 6 gardens met Council guidelines in terms of length, and queried the number of disabled and unallocated parking spaces.

Tracey Puttock, Ashill Land, spoke in favour of the application, explaining the measures that Ashill Land had taken to work with the community on the development, and that there had been majority support. She stated that, as a brown field site in a built up area, the density was not out of keeping and would not lead to a loss of amenity. The amount of space allocated to parking met the Councils guide and a trip rate assessment had shown that any increase in vehicle movements would be insignificant.

Imogen Shepherd-DuBey, Ward Member for Emmbrook, spoke in opposition to the plan, stating that the location of a hump-back bridge close to the access road to the development would be a hazard. She went on to suggest that, during construction, site vehicles should not park on the road and that parking, access, overhanging trees and garden length should all be addressed.

In his absence, the Chair read a letter from Philip Mirfin, Member for Emmbrook, on the application. He stated, that whilst on the face of it an attractive development and that changes had been made to the application following discussion with the developers, access to the development; the size of the parking spaces for the town houses, and garden lengths were still inadequate.

In her absence, Councillor Rachelle Shepherd-DuBey read a letter from Prue Bray, Member of Winnersh, a neighbouring ward, stating concerns around the route that might be used by construction traffic in regards to access over the hump-backed bridge, poor

visibility on access to the site and lack of safe on-road parking. She suggested that a condition be included requiring a banksman and that restrictions and protection be put in place regarding parking on Forest Road and Lennon Close relatively speaking

In response, the Case Officer made the following points:

- Whilst the property densities would be high, they compared favourably to other developments in the area. Density was related to impact on an area and the space of the development had been judged as adequate;
- community space for the flats was 78 sqm for one and 65 sqm for the second. There were a number of open spaces nearby that could be accessed by residents;
- gardens had been calculated to have sufficient sqm. The shorter length was to allow the Council to maintain trees with TPOs. As there would be no conflict from houses backing on to the properties and the boundary was to be post and rail, there would be no loss of visual amenity;
- the aspect of the properties meant that shade would not be an issue in the afternoons, and
- the condition relating to construction routing was stringent and covered all the concerns raised by the speakers.

The Service Manager, Highways Development Management, re-iterated that the parking met Council standards in terms of dimension and exceeded them in terms of number. In regards to disabled bays, he stated that these would depend on need and be determined by the management company in response to resident needs. In relation to construction traffic, he indicated that vehicles would be advised of the most efficient routes on to the site. The development of the Northern Distributor Road to the west of Old Forest Road would, in fact, improve the situation. He stated that the S106 agreement made provision for the security of land within the applicant's ownership to enable, if required in the future, a new cycle and pedestrian bridge which could be located alongside the existing bridge on Old Forest Road, improving the current situation.

In response to Member questions, the Service Manager, Highways Development Management indicated that a reduction to the speed limit on Old Forest road to 30mph had been considered in the past and could be considered again (although it is not dependant on this application) and that the Council's Community Parking Enforcement powers would provide further assistance when introduced to assist in parking enforcement restrictions. He stated that the access gates were set back by approximately 12m to enable vehicles to pull off the highway prior to them opening to prevent traffic build up on entering the development. He also clarified that any increase in traffic was measured against the existing vehicle movements to determine an overall nett increase. The site would benefit from 6m wide roads and had turning areas, as well as a footpath running down one side.

In response to a Member question regarding Houses of Multiple occupation (HMOs), the Lead Officer, Operational Development Management stated that a condition could be added citing the removal of HMO development rights due to parking.

**Resolved:** That Application no 163058 be approved subject to the conditions set out in Agenda pages 15 to 46, the amendment to conditions 15 and 17, the deletion of condition 13, the clarifications and additional comments as laid out in the Members' Update and an additional condition relating to HMOs.

### **113. APPLICATION NO 170368 - LODDON JUNIOR SCHOOL, HILLSIDE ROAD, EARLEY**

**Proposal:** Full application for the proposed erection of a part single, part two storey (double height hall) extension to the south of the existing main block. Refurbishment of existing reception/administration offices; alterations to existing hall to create classrooms, WCs and store; and conversion of existing PE store to group teaching room. Alterations to parking layout to north and south of site and alterations to playing field to include installation of a MUGA (multi-use games area) with ball fence.

**Applicant:** Wokingham Borough Council

The Committee received and reviewed a report about this application, set out in Agenda pages 47 to 74.

The Committee were advised that the Members' Update included:

- proposed amendment to Condition 5 Drainage Strategy regarding drainage, and
- clarification regarding the use of the MUGA, to wit that use would be restricted to day time.

Elizabeth Edwards, Resident, spoke against the application, stating that her property was immediately adjacent to the proposed MUGA site and that she had been subject to ongoing issues around flooding and damp due to run off and the difference in level of the existing surface in its relation to her property.

Piers Brunning, Service Manager, Policy, Strategy and Partnerships for Wokingham Borough Council, spoke in favour of the application. He explained how demand for places in Earley Schools had increased due to the influx of young families into the area and that Loddon Primary School had been identified in a recent Task and Finish Group as suitable for expansion. He indicated that it was expected that the additional places would be taken up by pupils who likely lived within walking distance and that the school's Travel Plan would be updated to take into account the changes in pupil and staff numbers. He stated that the improvements to the school, including a hall, MUGA and several new classes, met all current standards and would provide new and more modern facilities

David Chopping, Ward Member for Earley Ward, spoke in favour of the application, complementing the staff at Loddon Primary School for their work in catering for increasing demand. He also thanked Council staff for their work and professionalism, and stated that the plan was an example of how much could be achieved through communication and co-operation. He acknowledged issues around parking and traffic, but explained that the growth in numbers would only be visible over time as the increase would start in reception and follow through over the following years. He suggested that most of the problems with parking and traffic were due to bad discipline and that measures could be taken to improve this.

In response to Member questions regarding drainage, the Case Officer stated that the MUGA was to be built into the existing hill so would not increase the height differential between the school playing fields and the surrounding properties. She indicated that condition 5 in the update referred to drainage and that any scheme would need to demonstrate that the plan had not made the situation worse. A SuDS plan would need to be agreed prior to development.

In response to Member questions regarding traffic and parking, the Service Manager, Highways Development Management, stated that the standards for parking in relation to numbers of full-time equivalent staff members referred to in the plan could only be applied to the extension, not the existing school, as it was only the extension being considered for planning consent. He indicated that the school's Travel Plan had only been updated in 2016 and that, as the full expansion would take place over 7 years, the recent travel surveys gave a good base assessment for how travel patterns would proceed throughout the expansion. He stated that parking at schools was a perennial problem and that the planned expansion would not significantly aggravate the situation as alternative modes of travel to the school, other than the car, are already currently good and should continue to improve through further promotion of the Travel Plan.

In response to a question about fire safety and the installation of sprinklers, the Service Manager, Policy, Strategy and Partnerships, stated that the current regulations on the installation of sprinklers only required them to be installed on new schools, not expansions, as this would then require a retro-fit of the whole school.

**Resolved:** That Application no 170368 be approved subject to the conditions set out in Agenda pages 45 to 74 and the amendment to condition 5 and clarifications as laid out in the Members' Update.

**114. APPLICATION NO 170317 - LAND TO THE REAR OF 72 OLD BATH ROAD, CHARVIL**

This item was withdrawn.

**115. APPLICATION NO 170217 - 3 BARKER CLOSE, ARBORFIELD**

**Proposal:** Householder application for the proposed two storey side extension to existing dwelling, raising of garage roof to provide first floor habitable accommodation and part conversion of garage to habitable accommodation.

**Applicant:** Mr David George

The Committee received and reviewed a report about this application, set out in Agenda pages 87 to 104.

Gary Cowan, Member for Arborfield, spoke in favour of the application and submitted a set of images to the Committee to illustrate his viewpoint. He stated that the layout of the development was not linear in nature. He indicated that other two storey extensions had been approved historically and went on to explain that the plan before the Committee had been designed to allow full access for an elderly relative and that any diminution in the design would negate its intended purpose.

In response to a Member query, the Lead Officer, Operational Development Management, stated that the relationship between the two properties in question was different to others on the street and that officers were concerned about the impact of the extension on number 5. He indicated that an alternative plan had been proposed to limit any possible impact, but that had been rejected by the applicant.

Members discussed the item at length, suggesting that the plan was not out of keeping with other developments on the estate and that, as most other properties abutted each other and that the garden of number 5 was bigger than others in the street, the impact

would be minimal and not out of keeping. They felt that developments to allow elderly relatives to be cared for at home should be encouraged.

The recommendation put to the Committee to refuse the application was not supported. As a result, an alternative proposal was received from Councillor Rachelle Shepherd-DuBey to approve the application for the reason that, although the plan did not wholly conform with guidance, any harm was outweighed by the amenity value. This was seconded by John Kaiser.

The following conditions were attached:

- The development should begin no later than three years from the date of the decision;
- The development would be carried out in accordance with the plans in Agenda pages 87 to 104;
- Materials used in the construction of the external surfaces would match those in the existing building, and
- A condition regarding the process to follow if there is evidence of contamination in future.

**Resolved:** that Application no 170217 be approved subject to the conditions set out above.

#### **116. FOOTPATH EARLEY 11 - EXTINGUISHMENT OF FOOTPATH AT FINBECK WAY**

**Proposal:** Extinguishment Order to extinguish part of Public Footpath No. 11 Earley

**Applicant:** Wokingham Borough Council

The Committee received and reviewed a report about this application, set out in Agenda pages 105 to 110.

The Committee were advised that the Members' Update included a clarification that the stretch of Footpath 11 under consideration was in Hillside Ward.

**Resolved:** That

- an Extinguishment Order for part of Footpath 11 be made, and, if no objections are received, confirmed, and
- it be referred to the Secretary of State for confirmation.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Major Development Proposal (SDL):</b>
163264	Extended date 30 April 2017	Wokingham	Wescott	

**Applicant** David Wilson Homes  
**Location** Montague Park (formerly Buckhurst Farm), London Road, Wokingham **Postcode** RG40 1JZ

**Proposal** Reserved matters pursuant to outline planning permission O/2010/1712 as varied by VAR/2015/0342 and 161963 for a development of up to 650 dwellings and associated infrastructure. The reserve matters comprise details of the neighbourhood centre incorporating retail and community use on ground floor, public parking, a public square, neighbourhood equipped area for play (NEAP) and 115 dwellings with associated internal access roads and footways, parking and landscaping. Details of appearance, landscaping, layout and scale to be determined.

**Type** Reserved Matters  
**PS Category** 1 (major dwellings)  
**Officer** Emy Circuit

**FOR CONSIDERATION BY** Planning Committee on 26 April 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

Montague Park (formerly Buckhurst Farm) is a 34.71 hectare site, situated on the eastern edge of Wokingham. It is bounded by the A329 London Road to the north, the Reading to Waterloo Railway line to the south and Clay Lane to the west. The site lies within the designated South Wokingham Strategic Development Location (SDL); one of four major sites identified by Wokingham Borough Core Strategy Policy CP17 to deliver 10,000 new homes and associated infrastructure during the period to 2026. Core Strategy Policy CP21, amplified by Appendix 7 and two Supplementary Planning Documents (SPDs) – the South Wokingham South Wokingham Strategic Development Location SPD and the Infrastructure Delivery and Contributions SPD – set out the Council’s expectations in terms of the comprehensive delivery of 2,500 new dwellings together with the infrastructure that is required to support them in an urban extension at South Wokingham.

This suite of documents identifies Montague Park as the first phase of development within the SDL and, in line with this, outline planning permission for up to 650 dwellings and associated infrastructure was granted on 18 December 2012, following the resolution of the Planning Committee on 4 April 2012 (Application O/2010/1712).

The outline application was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure – both on and off-site – to support the whole SDL could be delivered. A S106 legal agreement secured the proportion of the infrastructure that is attributable to the development at Buckhurst Park and triggers for its delivery.

As well as the amount and type of development, access to the site (four accesses from London Road) was approved at the outline stage and the application established

parameters for the layout, scale, appearance and landscaping of the development, details of which were reserved for later determination. These details were amplified by the Design and Access Statement (DAS) and other supporting documents at the application stage and subsequently by Design Codes and Development briefs, as required by conditions 7 & 8 of the outline planning permission. Thus, the principles for development of the site have already been established and the reserved matters pursuant to the outline planning permission will add further detail to what has already been agreed.

Development is taking place in seen phases, six of which already have reserved matters approval. Development is well underway with approximately 360 homes in phases 2, 3 and 5 being occupied; the SANG, primary school and the first of the play areas are open. The current application seeks approval reserved matters for phase 6, which is the final phase:

- Phase 1..... the Southern Distributor Road (SRD) within the Buckhurst Park site, secondary access and two cul-de-sacs off the A329 London Road (RM/2013/0240 amended by NMT/2014/0378)
- Phase 2..... 160 dwellings, plus a Suitable Alternative Natural Greenspace (SANG) incorporating a Local Landscaped Area of Play (LLAP) and other open space including two of three surface water drainage ponds (RM/2013/0242 amended by NMT/2013/2500).
- Phase 3..... reserved matters for 66 dwellings and the first Local Equipped Area of Play (LEAP) (RM/2014/0586)
- Phase 4..... reserved matters for the primary school and open space including the third surface water drainage pond (RM/2014/0979 amended by NMT/2014/2807)
- Phase 5..... reserved matters for 195 dwellings (RM/2014/0265 amended by NMT/2014/2807, 152378 & 160611)
- Phase 6..... 115 dwellings and a neighbourhood centre including a mixed use building with retail and community uses on the ground floor (with flats above), a public square, a Neighbourhood Area of Play (NEAP) and public parking.
- Phase 7..... reserved matters for 100 dwellings, allotments and the second LEAP(153263)

The principle and parameters for development have already been established by the outline consent and the purpose of this application is to provide further detail of the layout of this part of the site, the scale and appearance of the buildings and the landscaping of the site. It was envisaged that the neighbourhood centre would be a relatively dense, urban part of the development, including retail provision, a community facility and play area as well as housing, partly to give it a distinct identity within the development but also to achieve the vitality needed for a successful neighbourhood centre.

As the reserved matters relate to the final phase of the development it is also appropriate to review the development as a whole to ensure that the combined reserved matters are consistent with the outline in terms of factors such as the mix and tenure of development and provision of infrastructure: the proposal is also consistent with the outline planning permission in this regard.

## **PLANNING STATUS**

- Major Development Location

- Strategic Development Location (SDL)
- Countryside
- Within 5km of the Special Protection Area (SPA)
- allocated SANG (to the south and east)
- London Road is a Green Route
- Trees on the site including those on the north-east and south-eastern edges of the neighbourhood centre, are protected under Tree Preservation Orders (TPOs) 1335/2010, 1336/2010 and 1359/2010
- Clay Lane, Wokingham byway/restricted byway 26 is outside the site but contiguous with the western boundary
- Flood Zone 1
- Risk of Pluvial Flooding is low or very low except for along the line of the ditch along Clay Lane and along the existing hedgerows which are low to medium and in a few locations high

**RECOMMENDATION**

APPROVE RESERVED MATTERS subject to the following conditions:

**Conditions and reasons**

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2010/1712, dated 18 December 2012 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

<b>Drawing No &amp; Title</b>	<b>Received by the LPA</b>
<b>Location &amp; layout drawings</b>	
000_00 Rev B Location Plan	06.12.2016
000_05 Rev B Existing Site Plan	06.12.2016
000_10 Rev E Proposed Site Plan	30.03.2017
000_11 Rev Proposed Ground Site Plan	30.03.2017
<b>Block A (mixed use building) plans &amp; elevations</b>	
100_00 Rev D Block A - Ground Floor Plan	30.03.2017
100_01 Rev D Block A - First Floor Plan	30.03.2017
100_02 Rev D Block A - Second Floor Plan	30.03.2017
100_02 Rev D Block A - Second Floor Plan	30.03.2017

100_04 Rev C Block A - Roof Plan	30.03.2017
200_00 Rev D Block A - Elevations	30.03.2017
300_00 Rev A Block A - Sections	30.03.2017
<b>Block B (apartments) plans &amp; elevations</b>	
110_00 Rev C Block B - Ground & First Floor Plan	30.03.2017
110_01 Rev C Block B - Second Floor, Roof Plan & Sections	30.03.2017
210_00 Rev C Block B - Elevations	30.03.2017
<b>Other dwellings, plans &amp; elevations</b>	
120_01 Rev C Apartment C1 SB22 (Plots 13-20)	30.03.2017
120_03 Rev C Housetype C3 T475 (Plots 21-24)	30.03.2017
120_04 Rev D Apartment C4 P231 (Plot 25)	30.03.2017
120_05 Rev C Apartment C5 SB19 BESPOKE (Plots 26-37)	30.03.2017
120_06 Rev D Apartment C6 Bespoke Apartments (Plots 8-12)	07.04.2017
120_07 Rev C Apartment C7 SB19 A240_241 (Plots 2-7)	30.03.2017
120_08 Rev D Apartment C8 P230 (Plot 1)	30.03.2017
120_09 Rev C Housetype C9 SH27 Bespoke (Plots 39-44)	30.03.2017
120_10 Rev D Apartment C10 P230 (Plot 38)	30.03.2017
120_20 Rev C Cycle Stores and Sheds C11	30.03.2017
<b>Landscape &amp; Neighbourhood Area of Play (NEAP)</b>	
LA2874-001C-Landscape Strategy	30.03.2017
LA2874-002F-Neap Landscape Strategy	05.04.2017
LA2874-003C-Community Square	30.03.2017
LA2874-005 Montague Park Tree Protection Plan	30.03.2017
<b>Drainage</b>	
12074 SK012 D Drainage Layout Sheet 1	30.03.2017
12074 SK013 D Drainage Layout Sheet 2	30.03.2017
12074 SK021 A Drainage Details Sheet 1	06.12.2016
12074 SK022 A Drainage Details Sheet 2	06.12.2016

3. The equipment installed within the Neighbourhood Area of Play (NEAP) shall be in

accordance with a specification that has first been submitted to and approved in writing by the Local Planning Authority.

*Reason: to ensure appropriate play provision is made in accordance with Wokingham Borough Core Strategy Policy CP3, and Managing Development Delivery Local Plan Policy TB08.*

4. Before the development hereby approved commences the detailed design for all access, circulation and parking areas within the development shall be submitted and approved in writing by the Local Planning Authority. The design should deliver high quality public realm that prioritises pedestrians and cyclists, promotes low traffic speeds and differentiates between public, semi-public and private spaces within Phase 6 of the development.

*Reason: To ensure the neighbourhood centre is a safe and attractive space for all users in accordance with Wokingham Borough Core Strategy policies CP1, CP2, CP3 and CP6, and Managing Development Delivery Local Plan policies CC03, CC07 and the guidance in the South Wokingham Strategic Development Location, in particular Design Principle 4b.*

5. Before occupation of any part of the development for purposes within use classes A1 shops, A2 financial and professional services, A3 food and drink, A4 drinking establishments, A5 hot food takeaways as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order (with or without modification) a scheme for management of deliveries to avoid conflict with school traffic shall be submitted to and approved in writing by the Local Planning Authority..

*Reason: To ensure avoid conflict between delivery vehicles and school traffic when the car park is at its busiest in accordance with Core Strategy Policies CP13 and CP6 and MDDLDP policies CC07 and TB20.*

6. Before occupation of plots 25-38 cycle storage shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure provision of adequate cycle storage whilst also protecting the character and amenities of the area in accordance with Wokingham Borough Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.*

7. Before occupation of any part of the development for purposes within use classes A1 shops, A2 financial and professional services, A3 food and drink, A4 drinking establishments, A5 hot food takeaways as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order (with or without modification) public recycling facilities shall be installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure provision of recycling facilities whilst also protecting the character of the area in accordance with Wokingham Borough Core Strategy policies CP1, CP3 and MDDLDP Policy CC04.*

8. Before installation of any photovoltaic panels proposed to fulfil the requirements of Conditions 56 and 57 of O/2010/1712 details shall be submitted to and approved in writing by the Local Planning Authority and the equipment shall be installed in accordance with the approved details.

*Reason: To ensure that carbon reductions are achieved in accordance with the*

*requirement on these conditions but not at the expense of the character of the area in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan Policies CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010).*

9. Before occupation of plots 21-24 and 38-44 water butts and space for composting to serve those plots shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: to reduce refuse and enable the efficient use of water in accordance with Wokingham Borough Core Strategy Policy CP1 and the Sustainable Design and Construction Supplementary Planning Document (2010).*

### **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. 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. 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.
3. The landscaping details to comply with condition 14 of O/2010/1712 and the lighting details to comply with Condition 20 (in particular the proposed up-lighting of feature trees) should have regard to the hedgerow management plan and the need to maintain low light levels along bat commuting corridors.
4. Where trees are to be planted in small or narrow beds the landscaping details to comply with condition 14 of O/2010/1712 will be expected to include integrated tree pits including structural soils under the adjacent hard surfacing to provide sufficient rooting space for the trees to mature.
5. The landscaping details to comply with condition 14 of O/2010/1712, in particular the planting separating the NEAP from the residential parking, should have regard to the need to provide adequate surveillance of the play area.
6. The Construction Environmental Management Plan for Phase 6 of the development, pursuant to condition 32 of outline planning permission O/2010/1712 shall include details of how parking for the school will be managed while development of the neighbourhood centre takes place. Also how the site will be managed as the space available for a construction compound diminishes.
7. The details to comply with condition 5 should be consistent with the scheme for control of noise from delivery vehicles etc. to comply with Condition 29 of outline planning permission O/2010/1712.

8. For the avoidance of doubt, it is not anticipated that the neighbourhood centre car park will be adopted as part of the public highway. Rather that it would be under the same management as the commercial facilities within the neighbourhood centre.

<b>RELEVANT PLANNING HISTORY</b> (excluding conditions advertisements and marketing suites)	
WOK B O/14/68, WOK B O/3/70, WOK B O/2/71, 18254, 30611, 30612, O/1996/63417	1968-2008: various applications for residential development and one for sports use refused/dismissed at appeal
SO/2008/2040	13 October 2008: scoping opinion for a development of 2,500 dwellings with associated infrastructure.
O/2010/1712	18 December 2012: outline planning permission (including access details) for 650 dwellings and associated infrastructure GRANTED following a committee resolution on 4 April 2012.
RM/2013/0240 (Phase 1 of 7)	12 June 2013: Reserved Matters for the SDR, secondary access and two cul-de-sacs APPROVED following the resolution of the Planning Committee on 11 June 2014.
RM/2013/0242 (Phase 2 of 7)	5 November 2013: Reserved Matters for 162 dwellings, the SANG and amenity open space incorporating two of three SUDS ponds APPROVED following the resolution of the Planning Committee on 11 June 2014, to approve subject to a Deed of Variation to the S106 agreed at outline.
NMT/2013/2500 (Phase 2 of 7)	24 December 2013: non-material amendment to planning consent RM/2013/0242 APPROVED substituting two detached houses for two pairs of semis (plots 29-32) thereby reducing the number of dwellings in Phase 2 from 162 to 160.
RM/2014/0265 (Phase 5 of 7)	12 February 2014: reserved matters for 206 dwellings registered, currently under consideration.
NMT/2014/0378 (Phase 1 of 7)	25 March 2014: application for a non-material amendment to planning consent RM/2013/0240 to allow changes to the detailed design of the SDR including the re-location of the zebra crossing APPROVED.
RM/2014/0586 (Phase 3 of 7)	26 June 2014: reserved matters for 66 dwellings and a Local Equipped Area for Play (LEAP) APPROVED following the resolution of the Planning Committee on 25 June 2014.
RM/2014//0979 (Phase 4 of 7)	26 June 2014: reserved matters for the primary school and associated sports provision APPROVED following the resolution of the Planning Committee on 25 June 2014.
NMT/2014/2807 (Phase 4 of 7)	23 January 2015: non-material amendment to the design of the primary school APPROVED under delegated powers.

VAR/2015/0342	02 June 2015: Variation of conditions 3 (phasing), 56 (sustainable design and construction) & 62 (affordable housing) of outline planning permission O/2010/1712 approved under delegated powers.
NMT/2015/1307 (Phase 5 of 7)	22 July 2015: Non-material amendments to the design of flats Blocks A-F within Phase 5 of the development approved under reserved matters RM/2014/0265 APPROVED.
152378 (Phase 7 of 7)	29 April 2016: Reserved matters for Phase 7 (100 dwellings, a Local Equipped Area of Play and allotments) APPROVED following the resolution of the Planning Committee on 27 April 2016.
160611 (Phase 5 of 7)	31 March 2016: non-material amendments to reserved matters 152378 (13 flats as an alternative to plots 398–405 previously approved under phase 5 reserved matters RM/2014/0265) to allow small changes to the internal layout of the flats and elevations APPROVED.
161517 (Phase 4 of 7)	21 July 2016: full application for the temporary siting of two single-storey classrooms and ancillary accommodation for a period of up to 12 months during the construction of the Floreat Montague Park Primary School APPROVED under delegated powers.
161963	Application to vary conditions 3 (phasing), 7 (neighbourhood centre development brief) and 62 (affordable and specialist housing provision) and remove condition 63 (extra care dementia housing) of outline planning permission O/2010/1712 (as varied by VAR/2015/0342). The variation proposed is the omission of references to extra care dementia housing as part of the on-site affordable housing provision and it was resolved to approve the application under delegated powers on 11 October 2016 (plus an addendum to the report on 23 March 2017); a S106 Deed of Variation is pending.

<b>SUMMARY INFORMATION</b>	
<b>Development as a whole</b>	
Overall Site Area	34.71 hectares
Net developable area	18.57 hectares (excluding the SANG, the primary school, distributor road and strategic buffers along London Road and Clay Lane)
No of dwellings	636 (consistent with the outline planning permission which permits <u>up to</u> 650 dwellings)
Number of on-site affordable dwellings	145 (23% of the 636 dwellings proposed consistent with the S106 requirement)
<b>Phase 6</b>	
A class uses	627m <sup>2</sup>
Community facility	222m <sup>2</sup>
No of dwellings in Phase	115 (18% of the 636 dwellings within the development)

No of affordable dwellings in Phase	30 (26% of the dwellings in the phase)					
Mix and tenure split	On-site affordable housing (% of affordable dwellings in phase)		Market housing (% of market dwellings in phase)		Total residential (% of dwellings in phase)	
One-bedroom	6 (20%)	30 (100%)	12 (14%)	81 (95%)	18 (16%)	111 (97%)
Two-bedroom	24 (80%)		69 (81%)		93 (81%)	
Three-bedroom	0		0		0	
Four-bedroom	0		4 (5%)		4 (3%)	

<b>CONSULTATION RESPONSES</b>	
WBC Land Use and Transportation (LUTT)	No comments received ( <i>Officer Note: The LUTT's comments would generally relate primarily to the principle of development which is well established in this case.</i> )
WBC Highways	No objection subject to conditions requiring approval of the detailed design of the access and circulation within phase 6 and requiring management of deliveries to minimise conflict with school traffic (Conditions 4-6).
WBC Drainage	No objection; the application includes acceptable details to comply with Condition 49 of O/2010/1712 (surface water drainage scheme). ( <i>Officer Note: in addition Condition 50 requires a drainage strategy</i> )
WBC Waste Services	Concerns raised regarding collection of bins from the SDR, the grouping of collection points for the houses and the limited circulation space at the collection point in front of Block A. ( <i>Officer Note: these issues have been discussed with both the Waste Reduction Office and the Highway Officer: and when balanced with the numerous other material planning considerations than need to be taken into account, the proposal is considered to offer the best option available. Due to the overhanging gable there is in fact more circulation space in front of Block A.</i> )
WBC Public Rights Of Way Officer	"No comment".
WBC Landscape Officer	No objection to the revised scheme subject to submission of an Arboricultural Method Statement and detailed landscaping proposals in accordance with Conditions 13 and 14 of O/2010/1712. Where trees are to be planted in small or narrow beds the landscaping details will be expected to include integrated tree pits, to include structural soils under the adjacent hard surfacing to provide sufficient rooting space for the trees to mature. ( <i>Officer Note: informative 4 refers</i> )
WBC Ecology	No objection.

	There is a potential conflict between up-lighting of feature trees and the need for low light levels along bat commuting corridors ( <i>Officer Note: informative 2 refers</i> ).
WBC Green Infrastructure	No objection subject to confirmation of the specification for the equipment in the NEAP (Condition 3) and amplification of the landscaping details (Condition 14 of o/2010/1712 and Informative 5 refers refer)
WBC Environmental Health Officer	No objection and no additional conditions recommended: noise from deliveries, operating hours, control of noise and odour, lighting and contamination were covered by conditions of the outline planning permission ( <i>Officer Note: see paragraphs 70-71 and 75</i> ).
WBC Community Infrastructure (affordable & specialist housing)	No objection: ( <i>Officer Note: the S106 and the strategy for provision of affordable housing required by Condition 62 of O/2010/1712, as varied by the Deed of Variation associated with application 161963, established the overall amount, tenure and size mix of affordable housing and the phasing of delivery. The proposals have been discussed with the Strategy and Partnerships Team and are considered to fit well with the requirements established by the outline planning permission</i> )  The proposed community facility is in line with the Council's Shaping Our New Communities document (adopted January 2015), specifically, its size in relation to the size of the development and the design of the facility which supports the Council's aspiration for flexible and adaptable usage. ( <i>Officer Note: see paragraphs 7-11 and 14-15</i> ).
WBC Community Infrastructure (community facility)	The proposed community facility is in line with, and supportive of, the Council's expectations as detailed in the Shaping Our New Communities document that was adopted in January 2015. This includes the size of the community facility in relation to the size of the development and the design of the facility which supports the Council's aspiration for flexible and adaptable usage.
Berkshire Archaeology	No comments received in relation to this reserved matters application but the archaeological investigation required by Condition 34 of O/2010/1712 has been undertaken and the condition has been discharged.
Environment Agency	No comments received.
Natural England	"No comments": mitigation of the impact upon the Special Protection Area was agreed at the outline stage.
Crime Prevention Design Advisor	No comments received.
Thames Water	Require additional information in relation to Condition 49.
South East Water	No comments received.
SSE Power Distribution	No comments received.

Southern Gas Networks	Advise of the presence of gas mains in the vicinity and the need for safe working practices.
Royal Berkshire Fire and Rescue	No objections. Note the possible requirement for additional hydrant ( <i>Officer Note: condition 54 of O/2010/1712 refers</i> ) and that gates required for emergency access should provide a minimum of 3.1 metres clear opening.
Bracknell Forest Borough Council	<i>“Bracknell Forest Council does not wish to make any comments on this application.”</i>
Ward Members	<p>Full comments attached raising concerns regarding:</p> <ul style="list-style-type: none"> <li>i) The density and character of the development (<i>Officer Note: see paragraphs 29-32 and 37-48</i>);</li> <li>ii) The quality of design and parking in Block C in particular (<i>Officer Note: see paragraphs 41-45</i>);</li> <li>iii) The proportion of one and two-bedroom apartments (<i>Officer Note: see paragraphs 33-36</i>);</li> <li>iv) The amount of affordable housing (<i>Officer Note: see paragraphs 20-21</i>); and</li> <li>v) Transport infrastructure (<i>Officer Note: see paragraph 79</i>).</li> </ul>
Wokingham Town Council	<p>Full comments attached raising concerns regarding:</p> <ul style="list-style-type: none"> <li>vi) The density of development (<i>Officer Note: see paragraphs 29-32 and 37-48</i>);</li> <li>vii) Additional traffic on London Road until the SDR is delivered (<i>Officer Note: the impact of up to 650 dwellings and associated infrastructure in advance of the remainder of the SDR south of the railway was considered at the outline stage and assessed to be acceptable – see paragraph 79. There are no restrictions linking the delivery of housing at Montague Park to the continuation of the SDR south of the railway. Nevertheless, an application for the road-over-rail bridge and the section of road connecting it to Waterloo Road is expected in late-summer 2017, with opening anticipated in spring 2019 followed by the remainder of the road by 2021</i>);</li> <li>viii) Tandem parking, unless both spaces are allocated to the same property (<i>Officer Note: all tandem spaces are proposed to be allocated to the same property</i>);</li> <li>ix) The expanse of parking to the east of the site is unsightly; some of the spaces should be relocated to the south (<i>Officer Note: The appearance of the parking would be softened by landscaping, in particular tree planting along the southern and eastern edges. It is not clear where it is envisaged the parking could be relocated but, even so, the existence of a preferred alternative is not a reason to withhold planning permission for an otherwise acceptable proposal.</i>)</li> <li>x) The retail delivery and parking strategy (<i>Officer Note: see paragraphs 86-95 and 109-111</i>).</li> </ul>

The Town Council do not consider these concerns have been addressed by the revised plans.

## REPRESENTATIONS

One representation has been received. In summary, the issues raised were:

It is not clear whether the 114 dwellings proposed are included within or in addition to the 650 dwellings. (*Officer Note: the dwellings proposed as by this application for approval of details to comply with reserved matters form part of the total of up to 650 as set out in the summary above and paragraph 5)*

Amenities and infrastructure should be provided to provide for the ever growing population. (*Officer Note: The outline planning permission secured infrastructure to meet the needs of the new development)*

## PLANNING POLICY

### Wokingham Borough Core Strategy policies:

CP1	Sustainable development
CP2	Inclusive communities
CP3	General Principles for development
CP4	Infrastructure requirements
CP5	Housing mix, density and affordability
CP6	Managing travel demand
CP7	Biodiversity
CP8	Thames Basin Heaths Special Protection Area
CP9	Scale and location of development proposals
CP10	Improvements in the Strategic Transport Network
CP13	Town centres and shopping
CP21	South Wokingham Strategic Development Location

### Managing Development Delivery Local Plan (Adopted February 2014)

#### Cross Cutting Policies

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

#### Residential Uses

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

## **Retail Uses**

TB15	Major Town and Small Town/District Centre development
TB16	Development for Town Centre Uses
TB17	Local Centres and Neighbourhood and Village Shops
TB20	Service Arrangements and deliveries for Employment and Retail use

## **Landscape and Nature Conservation**

TB21	Landscape Character
TB23	Biodiversity and Development

## **Heritage**

TB25	Archaeology
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## **Housing**

SAL04	New open space associated with residential development within and adjoining the Borough
SAL05	Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

## **Supplementary Planning Documents**

Wokingham Borough Council Borough Design Guide Supplementary Planning Document (June 2012)

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

South Wokingham Strategic Development Location Supplementary Planning Document (October 2011)

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)

## **National Planning Policy**

National Planning Policy Framework (27 March 2012)

Planning Practice Guidance

## **PLANNING ISSUES**

### The principle of development

1. The principle of development was established by outline planning permission O/2010/1712, which approved up to 650 dwellings and associated infrastructure: although at the time of the outline application, the site lay beyond development limits in the designated Countryside, the application was consistent with the Core Strategy - in particular Policies CP17 and CP21, the South Wokingham Strategic Development Location Supplementary Planning Document (the South Wokingham SPD) and the Infrastructure Delivery and Contributions Supplementary Planning Document (the Infrastructure SPD), which identify the South Wokingham SDL for a coordinated, infrastructure rich development of 2,500 new homes and envisage Buckhurst Farm (now Montague Park) coming forward as the first phase.
2. The subsequently adopted Managing Development Delivery Local Plan (MDDLDP,

February 2014) confirms the spatial strategy already established, incorporating the western part of the Montague Park site in the Major Development Location of Wokingham – one of the settlements identified by Core Strategy Policy CP9 as being capable of accommodating large scale new development - while the land to the east of the site remains in the Countryside.

3. The outline planning permission was subject to a S106 legal agreement, which secures the coordinated delivery of the infrastructure necessary to support the development – including on-site provision of a primary school with dual use sports pitches, a neighbourhood centre, Suitable Alternative Natural Greenspace (SANG), play areas, allotments and amenity open space – and triggers for its delivery, consistent with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
4. Development is taking place in seven phases and the current application is the final phase to be approved. Thus, as part of the assessment of the application, it is appropriate to review whether the requirements of the outline planning permission have been met.
5. The outline planning permission is for up to 650 dwellings. The combined reserved matters will deliver 636 dwellings, 14 fewer than the maximum of 650 that could have been delivered under the outline planning permission. This variance (2%) is not significant and is acceptable given other considerations relating to the character of the development.
6. Consistent with the S106 and the distribution of land uses established by the outline planning permission the reserved matters include a neighbourhood centre incorporating retail and community uses, a public square, public parking for visitors to the neighbourhood centre and school and a play area (a Neighbourhood Equipped Area for Play (NEAP)). The primary school and associated sports provision, SANG, three other play areas, allotments and amenity open space have been approved in earlier reserved matters applications, as set out briefly in the summary at the start of this report.

The neighbourhood centre: retail provision, the community facility and open space

7. The Core Strategy (Policy CP 13 and supporting text) and MDDL (Policy TB15) seek to maintain a hierarchy of shopping provision to meet the needs of local residents and anticipate the provision of new or enhanced local centres within the four SDLs, in order to achieve sustainable patterns of development.
8. Accordingly, Core Strategy Policy CP21 (plus Appendix 7), the Infrastructure SPD and the South Wokingham SPD (Design Principles 2a and 4a in particular) establish that the two neighbourhood centres should be provided as a focus for community activity within the south Wokingham SDL: a smaller centre to the north of the railway a larger one (incorporating a community centre to serve the whole SDL) to the south. These centres should provide for schools, shops, local services, health provision, indoor sports facilities, community centres and potentially some small-scale employment and be situated adjacent to SDR to ensure that they are easily accessible (on foot, bicycle and by public transport) and visually prominent.
9. In line with the expectations of the Infrastructure SPD, the Infrastructure Delivery Plan anticipated the community centre would be located in the larger neighbourhood centre,

south of the railway (and the S106 secured a proportionate, £798,200 financial contributions towards its provision) but additionally provided for a small community facility to meet the needs of the Montague Park development in the interim.

10. Thus Condition 2 and the S106 secured a neighbourhood centre with an area of not less than 0.46 hectares consisting of at least 600m<sup>2</sup> of class A uses (A1 shops, A2 financial and professional services, A3 food and drink, A4 drinking establishments, A5 hot food takeaways) and 200m<sup>2</sup> for community use (to be agreed in consultation with local community stakeholders), to be provided before occupation of the 500th dwelling (the phasing details to comply with condition 3 of O/2010/1712 establish it will be within Phase 6). There is a maximum size limit of 400m<sup>2</sup> on any individual A class unit (O/2010/1713 Condition 64) to ensure that the development serves to meet day-to-day needs of the local population rather than a destination attracting visitors from a wider catchment area.
11. Consistent with this policy framework, the approved Land Use Parameters Plan (Drawing No TA03 Rev T) identified adjacent sites on the eastern side of the SDR for a neighbourhood centre and school. The area occupied by the footprint of Block A, the public car park and the public square is approximately 0.5 hectares, so slightly above the area required for the neighbourhood centre by the outline planning permission.

#### Retail provision

12. In line with the outline planning permission, the reserved matters incorporate 627m<sup>2</sup> of Class A floorspace on the ground-floor of a mixed use building: a single unit of 377m<sup>2</sup> (the applicant has indicated this is most likely to be a 'top-up' convenience store), plus a further 240m<sup>2</sup> flexibly designed to allow amalgamation or sub-division of the space to form smaller units as necessary.
13. Although the new neighbourhood centre is not yet defined on the proposals map, the requirement for retail provision within the SDL boundaries is established by the policies referred to in paragraphs 7-8 and the scale of the proposed provision was considered at the outline stage. Therefore, there is no conflict with MDDLDP Policy TB16 and no requirement for a sequential or retail impact test.

#### Community facility

14. Also in line with the outline planning permission, a 222m<sup>2</sup> community facility is proposed within the mixed-use building. The Council has identified an operator for the facility (Christ Church Wokingham) and their representatives have been engaged in the design of the building. The facility is proposed to be located at the southern corner of the mixed use building, providing two active frontages, one with sliding doors allowing the building to open up onto the adjacent public square. It would also have a small, dedicated outdoor space adjoining, which will make it suitable for a wider range of uses.
15. In line with the S106, the shell of the building will be provided, with the necessary services and utilities: the fit out will be the responsibility of the operator although an illustrative layout, based on discussions with them, has been shown.

#### Public space and art

16. The approved landscape parameters plan identified a local square within the neighbourhood centre and one is proposed to the southeast of the mixed use building, adjacent to the community facility and leading to the pedestrian access to the school.

17. Another requirement of the outline planning permission was the provision of three pieces of public art: one at the entrance to the development, one in the SANG and one in the neighbourhood centre. The first, at the junction of the SDR with London Road, is already in place and the second, in the SANG, is also due to be installed soon; the third has also been commissioned and will be installed in the open space adjoin the square when it is landscaped.

#### Neighbourhood Area of Play (NEAP)

18. The approved Landscape Parameters Plan established that the largest of the four play areas within the development – a NEAP - should be located to the east of the neighbourhood centre, adjoining the SANG. This situation makes it easily accessible, facilitating combined trips to other facilities in the neighbourhood centre and provides the benefits of easy access to the SANG for recreation and the security of natural surveillance from the adjacent flats. Anecdotally these types of activity patterns are already starting to establish with many families visiting the play area within phase 3 after school.

19. The equipment proposed within the play area is in line with the specification in the S106 and provides a different play experience to the other three (details of which have already been approved in earlier phases), in particular the Local Landscaped Area for Play (LLAP) which lies a short distance away in the SANG.

#### Affordable and specialist housing

##### Number of affordable units

20. Core Strategy Policy CP5, *Housing mix, density and affordability*, amplified by MMDLP Policy TB05: *Housing Mix*, South Wokingham SPD Design Principle 2b, the Infrastructure SPD and the Affordable Housing SPD, requires a mix of tenures, including up to 35% affordable housing within SDLs. Accordingly, conditions 3 and 62 of the outline application and the S106 legal agreement, amended by a Deed of Variation, secure the equivalent of 35% affordable housing: 23% on-site, equating to up to 150 units, a commuted sum towards delivery of the 8% off-site and the option to expand of the primary school to three-forms of entry in lieu of the remaining 4% (which the Council chose to exercise).

21. 30 affordable dwellings are proposed within phase 6 (26% of the dwellings within the phase). This brings the total across the development as a whole to 145, which equates to 23% (of 336 dwellings) exactly in line with the S106 requirement.

##### Tenure split

22. In line with Core Strategy paragraph 4.32 and the Affordable Housing SPD, the S106 also established the tenure split for affordable housing - 70% social rented, up to 12% of which may be affordable rented housing, and 30% shared ownership (the recent Deed of variation allows 2% variation either way to reflect the complexities of delivering large scale development). It was originally anticipated that 18 one-bedroom dementia extra care units would be provided as part of the social rented provision but for the reasons explained in paragraphs 25-26 18 units of intermediate rented housing have been agreed as an alternative (application 161963 refers).

23. The table below shows that the development as a whole would deliver 72% rented accommodation (of which 8% would be affordable rented, 12% intermediate rented

and the remainder social rented) and 28% shared ownership. This split is in line with the S106 requirement and is appropriate given the emphasis on – more affordable - rented accommodation and management issues (for example not mixing tenures within a single block of flats).

	Tenure					Total
	Social rented	Affordable rented	Intermediate rented	Total Rented	Shared ownership	
<b>Proposed within phase 6</b>	6 20%	0	18 60%	24 80%	6 20%	30 26%
<b>Whole site</b>	75 52%	12 8%	18 12%	105 72%	40 28%	145 23%
<b>S106 target</b>	Up to 72%	up to 12%	18 units	68-72%	28-32%	

#### Size mix for affordable housing

24. The S106 also established a size mix for affordable homes within the development, based on guidance in MDDL P paragraph 3.23 and the Affordable Housing SPD. For the reasons explained in paragraph 25 the dementia housing element has since been omitted and – as several years have passed since the outline planning permission was negotiated – the opportunity was taken to review how well the target mix meets with the Council’s current requirements. Given the issues of affordability with the larger units the Council’s preference is now to limit the number of larger affordable homes and a revised mix was agreed as set out below. The proposed mix across the development as a whole fits well with this.

Bed's	Phase 6 (proposed)	Whole development (approved/proposed)		Original S106 target mix		Revised S106 target mix	
1 (flat)	6	20 14%	38%	20% <sup>[3]</sup>	35%	No fewer than 10% of the one & two-bed units	35-40%
2 (flat)	18	35 24%		No more than 15%			
2 (house)	6	40 28%	54%	No less than 30%	50%	No less than 25%	No less than 50%
3	0	38 26%		20%			
4 +	0	12 (8%)	8%	15%		No more than 10%	

<sup>[3]</sup> including 18 units of Dementia Extra Care Housing

### Specialist housing

25. Core Strategy policies CP2 and CP5 require a mix and balance of dwelling types, tenures and sizes of dwelling and are supportive of development that addresses the requirements of an ageing population. Building on these requirements Core Strategy policy CP21, amplified by Appendix 7 and the South Wokingham and Infrastructure SPDs seek provision of around 60 units of mixed tenure, extra care housing within the South Wokingham SDL plus small schemes of dementia housing (8-12 units), preferably within a larger mixed tenure, extra care housing development.
26. Accordingly the S106 for Montague Park secured 18, one-bedroom units of dementia extra care housing (as a proportionate share of the extra care provision within the SDL, using the Council's own development at Beeches Manor as a model) close to the neighbourhood centre. However, after extensive marketing and pre-application discussions it transpired that a standalone facility of this type would not be viable given the location and scale. Furthermore, sufficient extra care projects are coming forward to meet current needs. Given these circumstances, it was agreed that 18 affordable flats for intermediate rent (six one-bedroom and 12 two-bedroom) could be provided as an alternative, helping to meet the urgent need for affordable housing in the borough (application 161963 and the accompanying Deed of Variation refer).

### Lifetime homes

27. The Core Strategy and SPDs are supportive of Lifetime Homes and MDDL Policy TB05 requires a proportion (normally 10-20%) of new dwellings to be this standard. The outline planning permission pre-dated the adoption of the MDDL policy and the S106 also requires at least 15% of the affordable housing to be constructed to Lifetime Homes Standard. In the event all of the affordable homes (23% of the dwellings) have been built to this standard (there is no formal certification in place but is a requirement of CfSH level 4).

### Density of development and housing mix

28. Core Strategy Policy CP5, *Housing mix, density and affordability* and MDDL Policy TB05, *Housing Mix* and the South Wokingham SPD seek a mix and balance of densities, dwelling types and sizes. This requirement is reinforced by Design Principle 2b.

### Density

29. In line with policy at the time, the outline application established an average density of 35 dwellings per hectare (dph) across the site as a whole, with variation to help establish different character areas within the development. The Density Parameters Plan established a range varying from to 25-30 dph around the edges of the development (to allow it to assimilate to adjacent residential areas and provide a 'softer' edge to the countryside) up to 50- 60 dph in the immediate vicinity of the neighbourhood centre (where a mixed-use development of flats above retail and community uses was anticipated).
30. Phase 6 is split into two development blocks. The Density Parameters Plan identified the southern block and the SDR frontage of the northern block as higher density (50-60dph) with the remainder being medium/high density (40-50 dph). The proposal is consistent with this approach with flats, mostly above the retail and community facilities, in the southern block and a mix of houses and flats in the northern block, providing a range of house types and densities across this development parcel. The

overall density within this phase is 63 dph. While this is fractionally above the anticipated density set out in the outline, the density distribution across the development as a whole is in line with the approach established by the Density Parameters Plan and is reflective of what is proposed in district centres across the SDL developments.

31. Based on the net developable area of 18.57 hectares and 636 dwellings proposed, the average across the whole development remains 34 dph, consistent with the outline planning permission.
32. Ward members and the Town Council and have raised some concerns about the density proposed. Although densities are higher within the district centre, this is consistent with the outline planning permission and, given the layout and design proposed and will not result in detriment to future occupiers. It will also assist in providing a flexible housing mix throughout the development and will help with the centres ongoing viability and vitality.

#### Size mix

33. Core Strategy policy CP5 and MDDLDP policy TB05 establish that residential development should provide an appropriate housing mix which reflects the underlying character of the area as well as current and projected needs. However, neither policy establishes a target mix of house types or sizes.
34. The outline application also established that there would be a range of dwelling types and sizes within the development, proposing an overall mix of dwellings in line with the target mix set out in the Wokingham District Local Plan (now superseded by the policies referred to in paragraph 33). As with density, the Design and Access Statement established that the precise mix would vary between the different character areas, with a higher proportion of larger detached and semi-detached houses in lower density areas and a higher proportion of smaller units, including flats and terraced houses in higher density areas. Allowing the flexibility to establish distinct character areas within the development was a higher priority than the precise housing mix: accordingly, neither the size mix nor the proportion of flats and houses was conditioned.
35. The neighbourhood centre was envisaged to be a higher density area of predominantly flats and, consistent with this vision, the dwellings in phase 6 are predominantly (91%) flats. This contrasts with other parts of the site where the development consist almost entirely of houses and the overall mix – which is set out in the table below - is close to that anticipated at the outline stage.
36. Over the site as a whole, the size mix would be broadly in line with expectations at the outline stage. The main variations are a smaller proportion of the smallest (one-bedroom) and largest (five-bedroom) properties than expected, with the difference being made up by an increase in the number of two bedroom properties. 42% of the dwellings would be flats and 58% houses. This is a good fit with the expectations established by the outline planning permission. It should also be noted that housing market needs have changed nationally since the outline scheme was approved and throughout the lifetime of this development; the revised mix reflects demand. It is considered this can be accommodated without harm to the amenities of future occupiers.

unit size	Phase 2		Phase 3		Phase 5		Phase 6		Phase 7		Total		Anticipated at Outline	
<b>1-bed</b>	0		0		22 22%		18 16%		2 2%		42 7%		14%	
<b>2-bed flat</b>	5 3%	34 21%	14 21%	19 29%	65 33%	110 56%	87 76%	111 97%	54 54%	60	225 35%	334 53%	32%	46%
<b>2-bed house</b>	29 18%		5 8%		23 12%		6 5%		4 4%		67 11%			
<b>Three-bed</b>	62 39%		25 38%		55 28%		0		37 37%		179 28%		28%	
<b>four - bed</b>	60 22%		22 33%		30 15%		4 3%		3 3%		119 19%		18%	
<b>Five-bed +</b>	4 3%		0		0		0		0		4 1%		8%	
<b>Total</b>	<b>160</b>		<b>66</b>		<b>195</b>		<b>115</b>		<b>100</b>		<b>636</b>			

### The character of the area

37. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* require a high quality design that respects its context.

38. This requirement is amplified by MDDL Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and South Wokingham SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure (including designated Green Routes such as London Road), 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. Consistent with these policies the outline planning permission (Landscape Parameters Plan (Drawing No TA06 Rev T) in particular) established that the existing landscape structure could be largely retained and incorporated, providing a landscape structure to ensure that the development would integrate well in the landscape context and conditions of O/2010/1712 secure this (Conditions 12, 13, 14, 15, 17 and 18 among others).

39. Design Principle 3a requires the application of character typologies to reinforce settlement structure and proposes three typologies - urban residential, general residential and rural interface - establishing the characteristics of each. Development along the SDR corridor should be urban residential so close grain, with continuous building frontages, town houses and apartments at the higher end of the density range

40. The parameters plans approved under the outline planning permission established the juxtaposition of different land uses which were consistent with planning policy. (Very broadly built development would be located towards the west of the site and open space to the east, to maintain the separation from Bracknell). They also established the range and distribution of building densities and heights across the site; the green infrastructure framework including the SANG, play areas and other open space; and the movement network with a hierarchy ranging from the SDR (Southern Distributor Road, now William Heelas Way) to informal footpaths within the SANG. These plans, combined with the Design and Access Statement (DAS) identified key elements of the design establishing different character areas within the development, gateways, key public spaces, locations for landmark buildings and so on. They also established typologies for the different character areas and street types. These principles were consolidated in a subsequent Design Code (a requirement of Condition 8 of

O/2010/1712 – conditions reference C/2013/0200) and a Neighbourhood Centre Development Brief (condition 7 of O/2010/1712 - conditions reference 163239)

41. The DAS incorporated an assessment of the character of the area surrounding the site to identify characteristics of development in Wokingham. This analysis formed the foundation for the parameters for development – including the density and height distribution across the development - and principles established in the DAS and overarching Design Code. Consistent with the requirements of the South Wokingham SPD, the parameters plans and DAS established that development would be based on a traditional pattern of streets and perimeter blocks.
42. The DAS built on the approach established by the SPD to establish six character areas within Montague Park: the SDR (now William Heelas Way) is recognised as the main route through the development and the focus for community facilities, including the neighbourhood centre. Accordingly, William Heelas Way and the neighbourhood centre (including the whole of Phase 6) fall within the Buckhurst Boulevard and Square character area. Reflecting its function this character area has a relatively formal, urban character with terraced town houses and apartment blocks forming a semi-continuous, formal, frontage along William Heelas Way, with vertical emphasis and limited gaps.
43. Consistent with this character, the density and building heights parameters plans established that the greatest densities and building heights would occur along this route: up to three-storey (up to 13 metres) along most of the route, rising to three and a half-storey (14 metres) opposite the neighbourhood centre, around the junction with the secondary access (Whitlock Avenue). Within the neighbourhood centre the mixed use building, containing the shops and community uses can be up to 3.5-storey (15 metres maximum height), reflecting both its need to stand out as a public facility and also the greater storey heights required for retail and community uses compared to residential. This approach is in accordance with SPD Design Principle 3C which establishes the principle that landmark buildings and increase in building heights should be used emphasise the role and status of places such as the neighbourhood centres as an aid to legibility. The proposed development falls within these parameters with the northern development block consisting of mainly three-storey, terraced houses and apartments with ridge heights of up to 11.7 metres, rising to 13 metres for block B and 15 metres for Block A. It also adopts the approach established by the DAS, Design Code and Development Brief of using gables, balconies, bays and dormers to reduce the apparent scale of the buildings.
44. Design Principle 4c states that the position and design of buildings should help to distinguish the centres and the proposed design approach reflects this. The design of the buildings in the northern block is very much consistent with the earlier phases of the development while the mixed use building uses many of the same devices but with a more modern interpretation, allowing the building to fulfil the landmark function mentioned in paragraph 43 . It also complies with the advice in Design Principles 4c and d that large footprint buildings should be embedded within the block structure and form part of the street frontage. The guidance also stresses the importance of including residential uses on the upper floors above shops and similar uses, to promote the vibrancy and safety of centres.
45. A palette of materials - orange/red brick and render, with tile or slate roofs – was established at the outline stage. The use of these materials in differing proportions

throughout the site will help define the different character areas. Condition 10 of O/2010/1712 requires approval of materials before commencement of development in any sub-phase.

46. Conditions 12 and 13 require approval of an Arboricultural Implications Assessment and Arboricultural Impact Assessment and Condition 14 requires approval of a scheme of landscaping before work commences in any sub-phase.
47. Condition 15 required approval of an overarching Landscape and Habitat Management Plan before submission of the first reserved matters application (this was approved in February 2012, Conditions reference C/2012/2568) followed by a detailed Plan before development in any sub-phase begins.
48. Overall the scale, design and character of the proposal is considered to be in accordance with the principles set out within adopted policies and guidance and that of the outline planning permission.

#### Residential amenity

##### Separation distances from neighbouring properties in earlier phases of the development

49. Core Strategy Policy CP3, *General Principles for Development* requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users or their quality of life. This is amplified by Figure 4.25 (page 47) of the Wokingham Borough Council Borough Design Guide SPD which establishes minimum separation distances required between dwellings to maintain acceptable levels of privacy and avoid overbearing impacts: within urban areas some overlooking is unavoidable but the impacts to future residents should be minimised.
50. The SDR, **William Heelas Way** would provide over 20 metres separation between the buildings proposed within the neighbourhood centre and those on the opposite side of the road (three-storey houses and apartments, rising to 3.5-storey on the corner of Whitlock Avenue). The hedgerow corridor to the north of the neighbourhood centre would provide at least 30 metres separation from the housing in **Baker Crescent** (two-storey houses except for a three-storey apartment building on the corner with William Heelas Way). This is comfortably above the 10 metres minimum front-to-front separation required by the Borough Design Guide and also the more generous 15 metres recommended for buildings of three or more storeys so would prevent any adverse impact on the properties approved in earlier phases of the development.

##### Separation distances within Phase 6

51. The southern perimeter block in Phase 6 is formed by two buildings: **Block A** is a mixed-use building with residential accommodation on the first, second and third floors, while **Block B** is a three-storey apartment building. The minimum, back-to-back separation between the two buildings (measured from the gables of the third-floor flats in Block A) would be 28 metres. This separation is over the 22 metre minimum back-to-back separation distance, although slightly below the 30 metres recommended between flats of three-or more storeys. Combined with the layout of Block B (there is a communal, circulation corridor running along the rear elevation, so no habitable rooms facing directly towards Block A) it will provide an appropriate level of privacy for occupants of both buildings. As such this is considered acceptable.
52. At the southern end of the block there would be ten metres between the gable ends of

the two buildings. Habitable room windows are proposed on the first-floor and above in the flanks of both buildings: the sole window to one bedroom plus a secondary bedroom window and the window to a kitchen which is part of an open plan living room in Block A (apartments 30, 42 & 54) and a kitchen window, also within an open plan living room) in Block B (apartments 11 & 17). This is akin to a back-to-flank relationship although the primary outlook from the flats remains to the front and rear. Given that only one bedroom in each of the three flats in Block A relies on this as its sole outlook and the context in the neighbourhood centre, in particular the need to minimise the gap between the buildings to reinforce the perimeter block and active frontages, this relationship is acceptable.

53. At the northern end there would be 25 metres between the rear of Block A and the flank of Block B. The only windows in the flank of Block B would be a bathroom and secondary bedroom window in the third floor flat (apartment 12). The separation comfortably exceeds the recommended 12-15 metres back-to-flank separation.
54. The northern perimeter block consists of a mixture of flats and houses, some two and some three-storey.
55. Plots 5-14 are three-storey apartments have a back to flank relationship with the houses, plots 21 & 43 being the closest. The minimum back-to-flank separation of 12 metres is met and the distance from habitable room windows to the boundary is at least 14 metres, approaching the more generous 15 metres recommended for three-storey flats. However, the internal layout of the flats is such that their primary outlook is to the front with only hallways or secondary windows (kitchens within open plan living rooms) in the rear elevation so the extent of overlooking would be limited. A similar relationship occurs with the three-storey flats, plots 29-34 where the back-to-flank separation from the nearest house, plot 38 is 14 metres but these flats are also laid out so their primary outlook is to the front, so again the relationship would not give rise to unacceptable overlooking.
56. The two terraces of houses - plots 20-23 which are three-storey and plots 38-43 which are two-storey – are not parallel so views between them are slightly oblique. Back-to-back distances between the two rows of houses, the three-storey flats (plots 18-20) and the two-storey flat-over-garages (FoGs, plots 1, 24 & 37) are all at least the 22 metre minimum and in most cases also meet the desirable separation distances of 26 metres for three-storey houses and 30 metres for three-storey flats. Plots 23 & 24 are a minimum of 22.5 metres from the houses opposite (measured from the corner of plot 24) and given that views would be slightly oblique and that phase has always been intended to have a denser, more urban character than the remainder of the development, these relationships would not result in undue harm and are acceptable.
57. Front-to-front distances across the central street, between the flanks of Blocks A and B and plots 34-43 would be over 19 metres, so comfortably above the 10-15 metre recommended separation.
58. Thus acceptable relationships would be achieved between both with dwellings in earlier phases of the development and within Phase 6.
59. To minimise disturbance during construction, Condition 32 of O/2010/1712 requires approval of a Construction Environmental Management Plan (CEMP) before development in any sub-phase begins and Condition 33 controls hours of work.

### Compliance with internal space standards

60. Consideration should also be given to the amenity of future occupants of the development.
61. From 1 October 2015 the internal space standards set out in MDDL Policy TB07: *Internal Space Standards*, the Borough Design Guide and the Affordable Housing SPD were superseded by the *Technical housing standards – nationally described space standard*, which establishes minimum gross internal floor areas and storage requirements based on the number of bedrooms, occupants and storeys.
62. The proposed dwellings all comply with this standard: 50m<sup>2</sup> gross internal area for a one-bedroom, two-person flat; 61m<sup>2</sup> for a two-bedroom, three-person flat; 79m<sup>2</sup> for a two-storey, two-person house and 130m<sup>2</sup> for a three-storey, four-bedroom, eight-person house. (Incidentally, the TB07 requirement for a two-bedroom house would have been higher at 83m<sup>2</sup> and the proposal also complies with this).

### Private amenity space

63. The Borough Design Guide (page 47) establishes principles for provision of private amenity space for dwellings in addition to the generous levels of open space being provided on site.
64. Gardens of at least 11 metres in depth are recommended for houses, although in areas with an urban character more compact gardens may be appropriate. The ten houses in phase 6 would all have a private rear garden of at least 9 metres in length. Given that the neighbourhood centre is intended to have a denser, more urban character this is appropriate in this instance and would not result in harm to the amenities of these residents.
65. Flats should preferably have access to some form of private or communal garden space, or – for upper floor flats – a balcony, terrace or winter garden. Although no communal private amenity space is proposed, 35 (65%) of the 54 flats in Block A and 11 (65%) of the 17 flats in Block B would have balconies. Of the 34 flats in the northern block, 28 (82%) would have balconies and three of those that don't would have a Juliette balcony. While it is public rather than private amenity space plots 15-28 would benefit from an outlook over one of the green corridors that run through the site. Thus, there would be good provision of private amenity space commensurate with the character of the neighbourhood centre and reflective of urban centres.
66. Taking into account that this phase has always been intended to have a denser character than the remainder of the development and other material planning considerations - in particular the need to provide adequate space for car parking (standards have increased since the outline planning permission was granted) and the large amount of open space within the development (the amount of amenity open space provided in the green corridors that run through the site is significantly over policy requirements) – the proposed provision of private amenity space is appropriate and is in accordance with levels found within more dense urban areas.

### Noise and odour

#### Traffic Noise

67. Core Strategy Policy CP1, *Sustainable Development* and MDDL Policy CC06, *Noise*

direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.

68. The South Wokingham SPD identifies noise as a constraint to development and the noise assessment submitted at the outline stage identified three areas where noise levels in 2026 were predicted to be within Noise Exposure Category (NEC) B, where noise must be taken into consideration, or NEC C, where planning permission should not normally be granted (these categories have since been revised by the MDDLDP). These were along London Road, along the SDR and adjacent to the railway. Accordingly, Condition 24 of the outline planning permission requires the layouts submitted at reserved matters stage to have regard to the need to avoid noise sensitive development with these areas. However, the strategy for the site requires development within active frontages facing onto the SDR and noise considerations must be balanced against privacy and visual amenity. Hence, the need for noise mitigation measures cannot be entirely avoided and condition 25 requires approval and implementation of noise mitigation measures.
69. The proposals for phase 6 include development fronting onto the SDR. Gardens lie to the rear of the buildings, which will afford them some protection and the noise assessment indicated standard thermal double glazing would provide adequate mitigation to achieve suitable internal noise levels (which will be confirmed when details to comply with Condition 25 are submitted). Acceptable noise levels can be achieved.

#### Noise and odour from commercial and community uses

70. Policy CP 1 also requires emission of pollutants to be minimised and the high quality of the environment to be maintained. The development within Phase 6 includes uses within use classes A1-A5 and D1 which have the potential to cause a nuisance due to noise and odours. These matters were considered at the outline stage and conditions 27-30 of planning permission O/2010/1712 are concerned with mitigating impact of commercial and community uses on the amenity of the surroundings. These conditions and place controls on:
- a) noise generated by plant and equipment;
  - b) hours of operation;
  - c) noise from the commercial and community facilities; and
  - d) deliveries which are precluded outside the hours of 0800 to 22:00 Monday to Saturday and 08:00 to 13:00 on Sunday and public holidays;
  - e) and require extraction equipment to be installed in accordance with approved details.
71. These conditions will protect the amenity of nearby residents, including those living within the mixed use building.

#### Ecology

72. Core Strategy Policy CP7, *Biodiversity* and MDDLDP 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.
73. A key feature of both landscape and ecological value is the network of species rich

hedgerows, which are to be retained as an integral part of the landscape framework for the development. To allow for successful retention of the hedgerows, Condition 17 of O/2010/1712 requires reserved matters to be in accordance with the Hedgerow Management Plan (revised 14 October 2011) and Condition 18 requires amplification of the details of breaks in the hedgerows and mitigation of the impact before development in any sub-Phase begins.

74. A critical element of the Hedgerow Management Plan is the establishment of ten metre wide buffers on either side of the hedgerows (measured from the centre line of the hedgerow) consisting of open soft areas, with occasional leisure paths. The buffers may, as an exception, be reduced to a minimum of seven meters for short sections, on one side only. The application is consistent with the Hedgerow Management Plan.
75. In order to balance the sometimes conflicting aims of providing a safe environment for occupants and minimising the impact on wildlife, especially bats, Condition 20 required approval of an overarching lighting strategy before submission of reserved matters, to be supplemented by a detailed scheme for each phase before development in the phase begins. Also see informative 2.
76. Condition 19 required an updated reptile survey to be submitted, together with a Reptile Contingency Plan, before commencement of each phase: these details have already been approved for Phase 6 (C/2014/1409).

#### Thames Basin Heaths Special Protection Area

77. The Thames Basin Heaths Special Protection Area was designated under European Directive due to its importance for heathland bird species. Southeast Plan Policy NRM6 and Core Strategy Policy CP8 establish that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the Special Protection Area. The South Wokingham SDL falls within this zone of influence and, accordingly, Core Strategy Policy CP21 amplified by MDDL Policy SAL05 and SDP Design Principle 1c (vi) require provision of Suitable Alternative Natural Greenspace (SANG).
78. Condition 68 of outline planning permission O/2010/1712 secured provision of 12.48 hectares of SANG within Phase 2 of the development (RM/2013/0242 & C/2013/0243) (consistent with MDDL Policy SAL05). The SANG was delivered in three stages, with the first stage including laying out the network of footpaths before occupation of the first dwelling. Final stages of planting, including replacement of plants that failed to establish successfully is taking place during the 2016/2017 planting season. The S106 secures a commuted sum for future maintenance of the SANG and a SANG management plan.

#### Access and movement

79. Core Strategy Policies CP1, *Sustainable Development* and CP6, *Managing Travel Demand* seek to manage travel demand by a variety of measures and Policies CP10, *Improvements in the Strategic Transport Network* and CP21, *South Wokingham Strategic Development Location* amplify this aim, identifying specific measures relevant to the South Wokingham SDL including provision of the SDR, improvements to capacity along the A329 and A321 corridors and improved provision for travel by means other than the private car. The travel impacts of the development were considered at the outline stage (in line with the Council's modelling protocol) mitigation was secured through a combination of conditions (Conditions 41, 42, 43, 45, 46 and 47

of O/2010/1712) and the S106 legal agreement.

### Movement layout

80. Two important concepts underlying the proposals for South Wokingham are the role of the SDR as the primary route for movement through the development - for pedestrians, cyclists and motor vehicles – as well as fulfilling a strategic function and that development should consist of a series of “walkable neighbourhoods” (Figure 4.2) focused on neighbourhood centres. Neighbourhood centres should be located to facilitate direct, safe, easy access with priority given to pedestrians, then cyclists and public transport passengers (Design Principle 2a(ii)) and all new homes should be within a 5-10 minute walk from the neighbourhood centre (paragraph 5.2.1).
81. In accordance with this approach, the outline planning permission (Plan Drawing Nos TA03 Rev T *Land Use Parameters Plan* and TA07 Rev T, *Movement and Access Parameters*) established the location of the neighbourhood centre (adjacent to the SDR and to the new school) and a network of streets and paths, converging on SDR. It is situated in the centre of the development and would be less than 500 metres or a five minute walk from any part of the development.
82. As well as providing an indication of the layout of the movement network, the approved *Movement and Access Parameters Plan* amplified by the DAS and Design Code, establishes typologies for different types of route.
83. The design of the SDR has been approved through outline planning permission O/2010/1712, the Phase 1 reserved matters application RM/2013/0240 and subsequently refined through the S38/S278 highway approval process and approval of details to comply with planning conditions: these refinements were drawn together in a non-material amendment application NMT/2014/0378. As anticipated by the South Wokingham SPD, these approvals establish the character of the road as a tree lined street with residential development facing onto it.
84. Access to Phase 6 is to be provided by a tertiary street. These are intended to be slow speed lanes (potentially shared surfaces), providing access rather than catering for through traffic and where pedestrians and cyclists are prioritised to encourage multi-functional use of the public realm. In addition there would be pedestrian routes running along the northern and southern edges of this phase. Both follow the line of existing green corridors which form part of the informal amenity space within the development and will help provide a variety of routes into the neighbourhood centre and beyond to the school and SANG.
85. As visitors turn off the SDR into the tertiary access, they will either turn immediately right into the neighbourhood centre car park or continue straight ahead to access the residential areas within Phase 6. Visitors can exit the car park by the same route or a separate exit towards the eastern end of the car park. The layout has been designed to prioritise pedestrians and cyclists at the junction and to lead visitors into the neighbourhood centre car park. The residential part of the street will have a more ‘private’ feel to encourage slow speeds and deter visitors to the community facilities to some extent. The detailed design of the street will be critical to its success and Condition 4 requires the design to be worked up in more detail. SPD Design Principle 4b establishes that centres should be characterised by high quality public realm which will add to tier appeal and attraction. This is reflected in Condition 4.

### The approach to car parking provision

86. In line with Core Strategy Policy CP6, *Managing Travel Demand* and MDDL Policy CC07: *Parking* Condition 36 of O/2010/1712 requires reserved matters to incorporate car and motorcycle parking in line with the Council's standards. However, the application of these standards is more complicated in the case of a mixed used development, where parking is shared by the different uses. SPD Design Principle 2a(ii) established that some car parking provision should be made within neighbourhood centres, to be shared by all facilities and services, rather than allocated for different uses. This approach makes efficient use of land and parking, avoiding over provision, as the peak demand for different uses varies. Accordingly the outline planning permission established that a single car park would be provided to serve the neighbourhood centre including the school; residential parking will be provided separately. (There is on-site staff parking at the school and a temporary 'parents' car park has been provided for the period until the neighbourhood centre comes forward. The proposed permanent car park overlaps it and use will need to be managed during construction: informative 6 refers). Thus residential and neighbourhood centre parking will be considered separately.

### Neighbourhood centre parking

87. Condition 7i) of the outline planning permission required a Development Brief for the Neighbourhood Centre including "*vii) a parking and servicing strategy for the commercial, community and residential uses within the neighbourhood centre, the adjacent school and community use of the school facilities taking into consideration the potential for facilities to share parking*" (application 163239). In addition, in accordance with Condition 39, the current application is accompanied by a Parking and Servicing Strategy. This uses TRICS data for comparable shopping parades, community facilities and primary schools – the three main destinations that will be visited by people using the car park - to calculate peak arrival times, dwell times and, therefore, parking demand for each of the uses.
88. Peak demand for the car park will be at school drop-off and collection times: between 08:00 – 09:00 and 15:00 – 16:00. (Condition 28 of planning permission O/2010/1712 required the operating hours for the school to be approved: they are 08:30-15:30 Monday-Friday. Community Use of the sports facilities will be 17:00-22:00 Monday-Friday and 07:00-22:00 Saturday and Sunday.)
89. An average dwell time of 15 minutes is considered robust for the A Class uses (taking into account that just over 60% of the shopping parade is expected to be occupied by a convenience store which will generate a high number of vehicular trips but with a short dwell time of only 5-10 minutes). On their own the A Class units are likely to generate a maximum parking demand of around 15 spaces, with a peak demand of around 14 spaces between 08:00 – 09:00 and 12 spaces between 15:00 – 16:00 (i.e. school drop off / pick up times).
90. Activities at community centres do not generally start before 09:00. Peak use is likely to be by after school groups between 15:00 and 17:00 and between 17:30 until and 22:00 (condition 28 of outline planning permission O/2010/1712 will require hours of operation to be approved). Applying an average dwell time of one hour, the indicate a maximum parking demand is likely to be around 8 vehicles, with minimal parking demand of 2 and 4 spaces for the periods 08:00 –09:00 and 15:00 – 16:00 respectively (this does not make any allowance for the fact that a proportion of the vehicles arriving may just be dropping off e.g. taking children to clubs).

91. Combined the A Class uses and community facility would generate a maximum parking demand of around 21 spaces. This demand would be easily met by the 42 spaces required to meet the MDDL Appendix 2 standard of one space per 20m<sup>2</sup> for A1 shops and the D2 community facility: 31 for the shops and 11 for the community centre.
92. However, additional capacity will be required to cater for the use as a school drop-off and collection point. The school will eventually expand to three forms of entry with up to 630 pupils, 26 nursery pupils and 40 FTE staff. When fully occupied this would generate a maximum of 171 vehicular trips during peak times with a parking demand of around 45-57 spaces based on a 20 minute dwell time. This is a robust calculation as it does not take into account the 40 on-site school staff parking spaces. Other factors which are likely to reduce demand are car sharing with siblings or friends, staggered school hour for different age groups, and breakfast and afterschool clubs. Furthermore, there will be excellent pedestrian accessibility for those living with in Montague Park (as mentioned in paragraph 80, all parts of the development are within a short walk of the neighbourhood centre) and the school is implementing a travel plan (as required by Condition 44 of O/2010/1712). Hence, it is expected parents within the new development (for which the school is being provided) will walk or cycle to drop-off and collect children rather than driving.
93. Thus peak demand would be between 08:00-09:00 when the demand generated would be 14 car parking spaces for the shops, 2 for the community facility and 57 for the school; 73 in total. Allowing for there being some crossover between these three uses, the proposed provision of 71 spaces is appropriate.
94. The Parking and Servicing Strategy indicates that the car park could be offered to WBC for adoption but it is considered more appropriate that it should be retained and managed together with the commercial premises (informative 8 refers).

#### 'Blue Badge' parking provision

95. MDDL Appendix 2 also sets out requirements for 'Blue Badge' parking provision: for car parks with 51-200 bays the recommended provision is three bays plus 3% i.e. 5 'blue badge' bays. Accordingly, five are proposed. They are distributed through the car park and located to provide convenient access to likely destinations in the neighbourhood centre.

#### Motor cycles

96. The standards require parking for powered two wheelers at a rate of one per 20 car parking spaces for A Class uses and one per 40 car parking spaces for D2 community uses. Three spaces are proposed which is appropriate given that there would be capacity in the car park outside school pick-up and drop-off times.

#### Residential parking

97. For residential development, the Design and Access Statement and Design Code proposed a combination of on-plot parking (drives and in some cases car ports or garages), formally marked-out parking bays within the public realm and parking courtyards serving a small number of dwellings (primarily along the SDR where a proliferation of individual accesses would hinder the flow of traffic and highway safety).
98. Residential parking requirements have been calculated in accordance with the

Council's parking demand approach, which requires allocated parking to be supplemented with unallocated parking. The majority (109) of the 115 dwellings would have at least one allocated car parking space. The overall residential parking provision would be 159 spaces and two garages: the breakdown of the spaces is 111 allocated spaces (a few within undercroft car ports), 28 unallocated spaces for residents and 21 unallocated spaces for visitors. Using the parking demand calculator, this equates to 112 allocated parking spaces and generates a demand for 49 unallocated spaces, which is what is exactly what is proposed. (Counting each garage as 0.5) this equates to 1.4 spaces per dwelling and is in accordance with standards.

99. The amount of allocated parking is proportionate to the size of dwelling, with the four-bedroom houses being among those to have two allocated spaces or an allocated space and a garage. The distribution of both allocated and unallocated parking across the site would also be good: spaces would be well located in relation to the dwellings they are intended to serve. Therefore parking provision is considered to be acceptable.
100. Condition 37 of O/2010/1712 requires garages and car ports to be retained and kept available for parking.

#### Cycle storage

101. Consistent with Core Strategy Policies CP1, *Sustainable Development* and CP6, *Managing Travel Demand*, which expect development to make provision to support sustainable travel and MDDL policy TB07, Condition 38 of O/2010/1712 requires the reserved matters for each Sub-Phase of development to incorporate cycle storage in line with the Council's standards at the time. These are set out in MDDL *Appendix 2: Car Parking Standards*

#### Neighbourhood centre cycle parking

102. For Class A uses the cycle parking requirement is 1 space per 125m<sup>2</sup> of which 20% should be long term spaces i.e. 5 spaces one of which should be long term for the proposed 627m<sup>2</sup> parade of shops.
103. For the Class D2 community facility the requirement is one short term space per 15 visitors and one long term space per five members of staff. Based on a maximum capacity of 111 visitors (one visitor per 2m<sup>2</sup>) and five to 10 staff onsite at any one time seven short-stay and two long-stay cycle spaces would be required for the proposed 222m<sup>2</sup> facility.
104. Thus, the combined requirement is storage for 11 short-stay and three long-stay bicycles. The proposed provision of 14 short-stay spaces (seven Sheffield stands) and four long-stay (bike lockers for use by staff), split between three locations within the neighbourhood centre car park, exceeds this requirement.

#### Residential cycle storage

105. The minimum cycle storage requirement for dwellings, as set out in MDDL *Appendix 2*, is at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.
106. In addition, condition 56 requires applications pursuant to reserved matters to demonstrate that at least Code for Sustainable Homes (CfSH) Level 3 will be achieved

by market dwellings and Level 4 by affordable housing. The criteria assessed include cycle storage: Section 3.8 of the Applicant's CfSH pre-assessment is based on the three FoGs achieving two credits for cycle storage and the remaining dwellings achieving one. The provision required to achieve these scores is the same or less than the WBC requirement, so no additional provision is needed to achieve compliance with condition 56 in this case.

107. The table below sets out the proposed provision: the number of spaces is in line with the Council's standards and they are to be in secure, covered stores, well related to the dwellings they are intended to serve. The houses will each be provided with a shed within their rear gardens; secure covered cycle stores for the flats will be provided within the apartment buildings or, in one case, in a separate store within a parking courtyard (serving plots 21-38).

Plots	WBC Requirement		Proposed provision	Policy compliant
1	2	8	8 (store in plot 1)	✓
2-7	6			
8-12	5	13	13 (store in plots 13-20)	✓
13-20	8			
21-24	3 each		shed (4 bikes) for each house	✓
25	2	16	8 (store in plot 25) + 8 (store in parking court)	✓
26-37	12			
38	2			
39-44	1 each		shed (2 bikes) for each house	✓
Block A	54	71	71: 18 (store in Block A) + 53 (store Block B)	✓
Block B	17			

108. The proposed garages would be 3 x 6 metres internally, which is sufficient as separate cycle storage is proposed.

#### Servicing

109. MDDL policy TB20 requires that retail premises can be serviced without harm to amenity due to noise, fumes and disturbance, an adverse impact on highway safety or other adverse environmental impact.

110. TRICS data suggests retail units of the scale proposed are only likely to generate one goods vehicle delivery per day. A 15 metre loading bay is proposed which would accommodate delivery vehicles of up to 10 metres. Deliveries to the smaller retail units and community centre are likely to be by large transit vans or similar size vehicles and two oversize parking bays are proposed to accommodate these.

111. Conditions are recommended to encourage management of deliveries to avoid conflict with peak school traffic (Condition 5 and informative 7 refer) .

#### Recycling

112. Core Strategy Policy CP1 and MDDL policy CC04 require new development to include provision for waste management, including on-site recycling. Consistent with this, Condition 7i) of O/2010/1712 requires provision for recycling facilities to be incorporated in the neighbourhood centre. These are proposed to be conveniently located within the neighbourhood centre car park. To prevent them being visually

obtrusive a design with an underground collection chamber is proposed. Condition 7 will secure approval of the specification and provision.

### Flooding and Drainage

113. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. These requirements are reinforced by South Wokingham SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds.
114. The Montague Park site was and remains entirely in Flood Zone 1 where the risk of flooding is low and all uses, including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. Furthermore, the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment and, therefore, the sequential test was met.
115. The Environment Agency's information on "Risk of Flooding from Surface Water" shows that parts of the site – predominantly along the Clay Lane ditch and the watercourse that runs east-west across the site - are at low-to medium risk and at a few points high risk of pluvial flooding.
116. The outline application was supported by a Flood Risk Assessment (a requirement for site of more than one hectare area) which established how development could be carried out without increasing surface water run off or, therefore, the risk of flooding and Condition 48 of O/2010/1712 required development to be in accordance with this document. In addition Conditions 49 requires reserved matters applications for each sub-phase to include a surface water drainage scheme and Condition 50 requires approval of a strategy for surface water and foul drainage before development in any sub-phase commences.
117. The FRA established a storm water run-off management strategy which includes source control (permeable paving), site control (detention basins) and regional control (attenuation ponds incorporating wetland areas), to mimic a natural catchment and incrementally reduce pollution, flow rates and volumes. Discharge would be to an existing on-site water course and ultimately to the Thames Water sewer, as is currently the case. Discharge rates would be limited to current greenfield run off rates and would control the volume of storm water run-off to reflect current discharge rates with capacity provided within the attenuation systems for storm water run-off during 1 in 100 year storm events, including an allowance of an additional 30% for potential future climate change.
118. The two detention basins (and the attenuation basin have already been approved under the reserved matters for Phases 2 & 4 (RM/2013/0242 and RM/2014/0979). The application is accompanied by a surface water drainage scheme, which fulfils the requirements of Condition 49. Thus the application demonstrates that the drainage for the development will be acceptable.

### Sustainable Design and Construction

119. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDDL policies CC04: *Sustainable design and construction* and CC05: *Renewable energy and decentralised energy networks* and the Sustainable Design and Construction Supplementary Planning Document (May 2010). These matters are now largely dealt with under Building Regulations but as a legacy project, pre-dating these changes there are a number of conditions that remain applicable.
120. Policy CC04 establishes that new housing should seek to achieve **Code for Sustainable Homes** (CfSH) Level 4 but outline planning permission O/2010/1712 pre-dates this policy and Condition 56 of requires market housing within the development to be designed to at least CfSH level 3 and affordable housing to be designed to at least CfSH level 4. A CfSH pre-assessment has been submitted as part of the application and demonstrates this can be achieved.
121. Another requirement of Policy CC04 is to meet **internal potable water consumption** targets of 105 litres or less per person per day and Condition 59 requires the reserved matters for each phase to include details of measures to reduce **consumption** this level. The Code for Sustainable Homes pre-assessment which accompanies this application estimates that internal potable water use of 105 litres per person per day water can be achieved for the market houses and 89 litres per person per day for the affordable dwellings and private flats, complying with or exceeding the policy target.
122. Policy CC05 requires proposals to deliver a minimum 10% **reduction in carbon emissions** through renewable energy of low carbon technology. The outline application was supported by an Energy Demand Assessment which established a preliminary strategy for achieving 10% of the predicted energy use of the development from on-site decentralised, renewable or low carbon sources. Building on this, Condition 57 of O/2010/1712 requires either amplification of this strategy or an alternative strategy which can achieve a greater carbon saving. An alternative strategy based on a fabric first approach, which achieves carbon savings by prioritising measures such as improved insulation (thereby reducing the demand for energy) before use of decentralised, renewable or low carbon energy sources has been approved (C/2013/0241).
123. The CfSH pre-assessment for Phase 6 confirms that this will be achieved through a combination of fabric first plus photovoltaic panels for the affordable houses, which is consistent with the earlier phases of the development. Condition 57 also requires reserved matters applications to include details of the measures to fulfil the approved strategy and installation of the approved measures before first occupation of the buildings they are intended to serve. This detailed information is not available at this stage and, therefore, a condition requiring approval of details prior to installation is recommended (Condition 8).
124. MDDL Policy CC04 requires all development to incorporate suitable waste management facilities including on-site recycling. Condition 58 requires provision of **water butts** and space for **composting**: the CfSH pre-assessment indicates that both internal and external provision for storage of refuse and recycling will be made, together with provision of water butts for the houses and compost bins for the

affordable houses. Since no details have been provided at this stage and no composting provision is currently proposed for the market houses a condition requiring approval of details is recommended (Condition 9).

#### Archaeology

125. Core Strategy Policy CP3 and MDDL Policy TB25 require the archaeological impact of development to be taken into consideration.

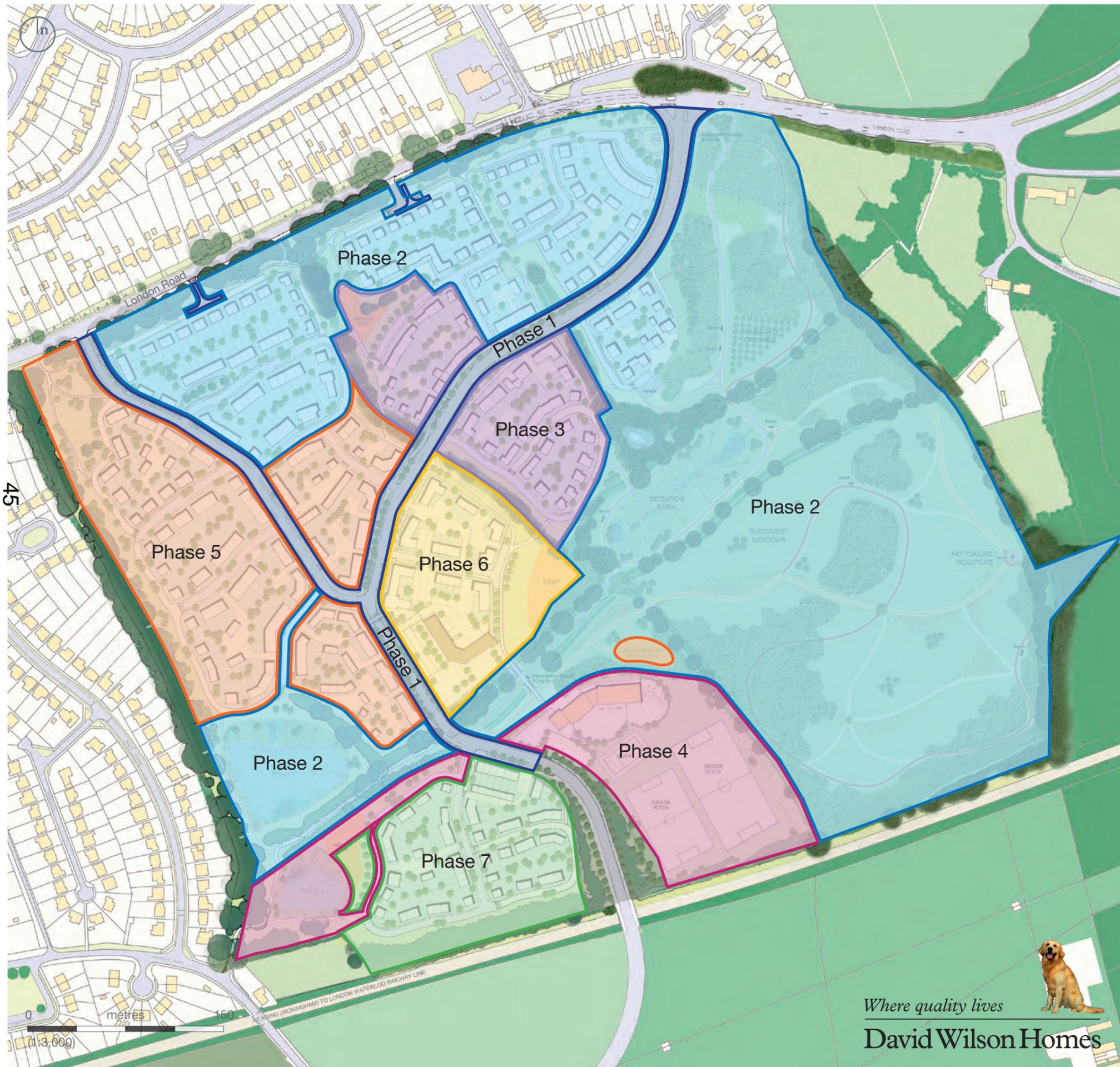
126. The Archaeological Assessment submitted at the outline stage did not find evidence of archaeological remains of sufficient importance to justify in-situ preservation but did suggest that further, intrusive investigation was justified. Accordingly Condition 34 of O/2010/1712 required a programme of archaeological work to be agreed and implemented before submission of reserved matters for each sub-phase of the development. Fieldwork has taken place across the whole site, in accordance with the approved Written Scheme of Investigation (WSI) and a report of the evaluation has been submitted (C/2012/2568): the evaluation was acceptable and no further archaeological work is required so the condition has been discharged.

#### **CONCLUSION**

The reserved matters – considered on their own and as a whole with the reserved matters have already been approved for previous phases - are consistent with the principles and parameters established by the outline planning permission which themselves reflect the Council's adopted policies (including the MDDL, adoption was more recent than the grant of outline planning permission) and guidance for development within the South Wokingham SDL. The application represents the reserved matters for the final phase of the development and demonstrates delivery of new homes and the infrastructure required to support them in line with the outline planning permission and the Council's spatial strategy: accordingly it is recommended for approval.

#### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
SDL Delivery	0118 974 6428 / 6429	development.control@wokingham.gov.uk



**Key**

- Phase 1**  
 Buckhurst Boulevard to junction to Primary School access and boundary with bridge land (excluding approved junction with London Road)  
 Secondary access to neighbourhood centre (excluding approved junction with London Road)  
 Cul-de-sac access to London Road
  
- Phase 2**  
 Buckhurst Meadows (Phase 1 and 2)  
 160 dwellings (including approximately 11% affordable)  
 Detention Basin (Pond 1)  
 Public Art 'gateway' feature  
 Related incidental open space, footways, cycleways and public realm
  
- Phase 3**  
 Northern - Local Equipped Area of Play  
 66 dwellings (including approximately 36% affordable)
  
- Phase 4**  
 Primary School (first form and shell for second form) and access  
 Ancillary hard surface and grassed areas  
 MUGA (Multi-Use Games Area), junior grass pitch, senior artificial pitch  
 Primary School car park  
 Primary School access junction with Buckhurst Boulevard  
 Detention Basin (Pond 2)
  
- Phase 5**  
 206 dwellings (including approximately 30% affordable)  
 Buckhurst Meadows (Phase 3)  
 Local Landscape Area of Play  
 Related incidental open space, footways, cycleways and public realm
  
- Phase 6**  
 128 dwellings (including approximately 26% affordable)  
 Neighbourhood Centre and access - Neighbourhood Equipped Area of Play  
 Dementia Care facility  
 Public Art - neighbourhood centre feature  
 Related incidental open space, footways, cycleways and public realm

- Phase 7**  
 90 dwellings (including approximately 14% affordable)  
 Allotments  
 Related incidental open space, footways, cycleways and public realm  
 Southern - Local Equipped Area of Play



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Client:  
**David Wilson Homes**

Project:  
**Montague Park**

Drawing:  
**Sub-phasing strategy**

Scale:  
**1:3000 @ A3**

Status:  
**Final**

Project Number:  
**DAVW1001**

Drawing Number:  
**TA24**

Date:  
**March 2014**

Revision:  
**19**

*Where quality lives*

**David Wilson Homes**

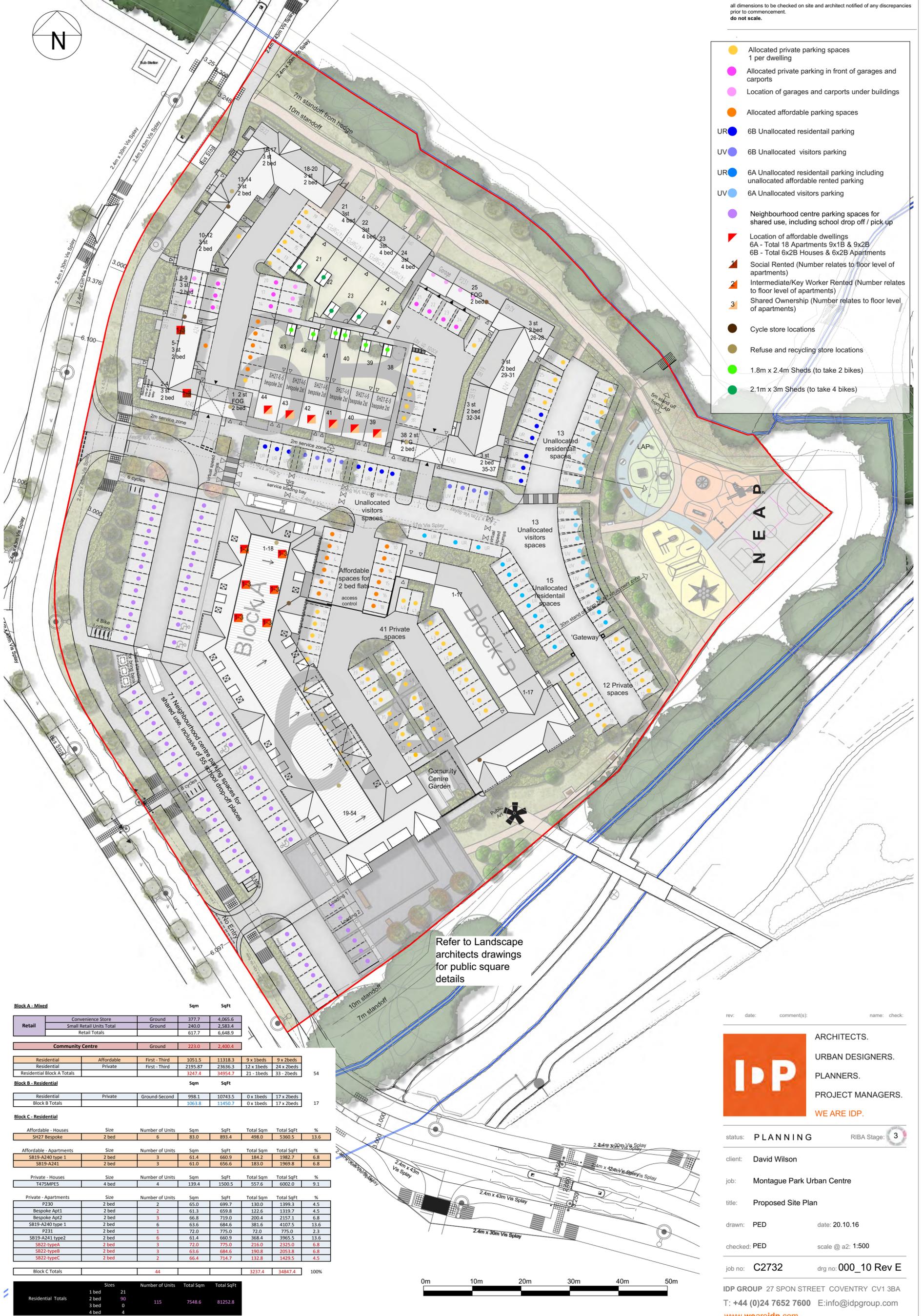
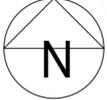


**Turley**

Refer to Landscape architects drawings for coloured masterplan and hard and soft landscape proposals

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- Allocated private parking spaces 1 per dwelling
- Allocated private parking in front of garages and carports
- Location of garages and carports under buildings
- Allocated affordable parking spaces
- UR ● 6B Unallocated residential parking
- UV ● 6B Unallocated visitors parking
- UR ● 6A Unallocated residential parking including unallocated affordable rented parking
- UV ● 6A Unallocated visitors parking
- Neighbourhood centre parking spaces for shared use, including school drop off / pick up
- ▲ Location of affordable dwellings
  - 6A - Total 18 Apartments 9x1B & 9x2B
  - 6B - Total 6x2B Houses & 6x2B Apartments
- ▲ Social Rented (Number relates to floor level of apartments)
- ▲ Intermediate/Key Worker Rented (Number relates to floor level of apartments)
- ▲ Shared Ownership (Number relates to floor level of apartments)
- Cycle store locations
- Refuse and recycling store locations
- 1.8m x 2.4m Sheds (to take 2 bikes)
- 2.1m x 3m Sheds (to take 4 bikes)

Refer to Landscape architects drawings for public square details

Block A - Mixed		Sqm	SqFt				
Retail	Convenience Store	Ground	377.7	4,065.6			
	Small Retail Units Total	Ground	240.0	2,583.4			
	Retail Totals		617.7	6,648.9			
Community Centre		Ground	223.0	2,400.4			
Residential	Affordable	First - Third	1051.5	11318.3	9 x 1beds	9 x 2beds	
	Private	First - Third	2195.87	23636.3	12 x 1beds	24 x 2beds	
Residential Block A Totals			3247.4	34954.7	21 - 1beds	33 - 2beds	
Block B - Residential		Sqm	SqFt				
Residential	Private	Ground-Second	998.1	10743.5	0 x 1beds	17 x 2beds	
Block B Totals			1063.8	11450.7	0 x 1beds	17 x 2beds	
Block C - Residential		Sqm	SqFt				
Affordable - Houses	Size	Number of Units	Sqm	SqFt	Total Sqm	Total SqFt	%
SH27 Bespoke	2 bed	6	83.0	893.4	498.0	5360.5	13.6
Affordable - Apartments	Size	Number of Units	Sqm	SqFt	Total Sqm	Total SqFt	%
SB19-A240 type 1	2 bed	3	61.4	660.9	184.2	1982.7	6.8
SB19-A241	2 bed	3	61.0	656.6	183.0	1969.8	6.8
Private - Houses	Size	Number of Units	Sqm	SqFt	Total Sqm	Total SqFt	%
T475MPPE5	4 bed	4	139.4	1500.5	557.6	6002.0	9.1
Private - Apartments	Size	Number of Units	Sqm	SqFt	Total Sqm	Total SqFt	%
P230	2 bed	2	65.0	699.7	130.0	1399.3	4.5
Bespoke Apt1	2 bed	2	61.3	659.8	122.6	1319.7	4.5
Bespoke Apt2	2 bed	3	71.0	761.0	200.4	2157.1	6.8
SB19-A240 type 1	2 bed	6	63.6	684.6	381.6	4107.5	13.6
P231	2 bed	1	72.0	775.0	72.0	775.0	2.3
SB19-A241 type2	2 bed	6	61.4	660.9	368.4	3965.5	13.6
SB22-typeA	2 bed	3	72.0	775.0	216.0	2325.0	6.8
SB22-typeB	2 bed	3	63.6	684.6	190.8	2053.8	6.8
SB22-typeC	2 bed	2	66.4	714.7	132.8	1429.5	4.5
Block C Totals			44		3237.4	34847.4	100%
Residential Totals		Sizes	Number of Units	Total Sqm	Total SqFt		
		1 bed	21				
		2 bed	90				
		3 bed	0				
		4 bed	4	7548.6	81252.8		

rev: date: comment(s): name: check:



status: **PLANNING** RIBA Stage: **3**

client: David Wilson

job: Montague Park Urban Centre

title: Proposed Site Plan

drawn: PED date: 20.10.16

checked: PED scale @ a2: 1:500

job no: C2732 drg no: 000\_10 Rev E

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notes:  
 Landscaping to indicate subject to detailed design.  
 Levels are indicate subject to detailed design.



Streetscene A-A



Streetscene B-B



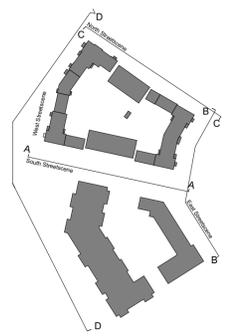
Streetscene C-C



Streetscene D-D



Streetscene D-D



rev: date: comment(s): name: check:

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status: **PLANNING** RIBA Stage: **3**

client: David Wilson

job: Montague Park Urban Centre

title: Streetscenes

drawn: DT date: 20.10.16

checked: PED scale @ a1:1:200

job no: C2732 drg no: 250\_00 Rev C

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notes:



6A/A West Elevation



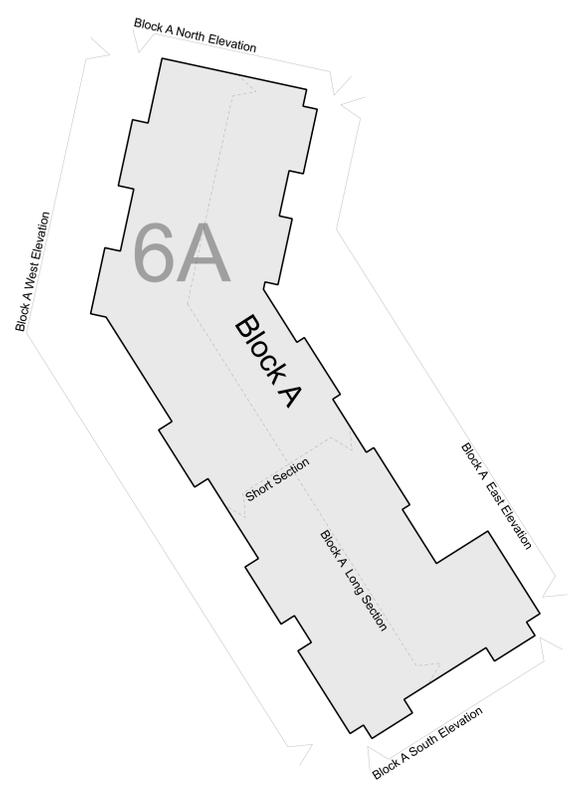
6A/A East Elevation



6A/A North Elevation



6A/A South Elevation



- ### Materials Key
- Grey Coloured Windows
  - Fiber Cement Cladding
  - Pressed Fascia
  - Concrete Interlocking Roof Tiles
  - Brickwork
  - Contrasting Brickwork
  - Engineering Brickwork



rev	date	comment(s)	name	check
<b>IDP</b> ARCHITECTS, URBAN DESIGNERS, PLANNERS, PROJECT MANAGERS, LANDSCAPE ARCHITECTS. WE ARE IDP.				
status: <b>PLANNING</b>		RIBA Stage: <b>3</b>		
client: <b>David Wilson</b>				
job: <b>Montague Park Urban Centre</b>				
title: <b>Block A - Elevations</b>				
drawn: <b>DW</b>	date: <b>21.10.2016</b>			
checked: <b>BF</b>	scale @ a0: <b>1:100</b>			
job no: <b>C2732</b>		drg no: <b>200_00 Rev D</b>		
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## Emy Circuit

---

**From:** Oliver Whittle  
**Sent:** 11 April 2017 18:16  
**To:** Emy Circuit; 'Julian Sumner [REDACTED]'  
**Subject:** Re: Planning application 163264 Phase 6 Montague Par ~[UNCLASSIFIED]~

Dear Emy

I think the summary is as good as anything, i.e.:

This application represents a densely populated urbanised development which is not viewed as high quality development and varies significantly in character from the surrounding development and that of Wokingham Town in General and as such represents an over development.

We have serious concerns about the quality and sustainability of the design, in particular some of the apartments in Block C and parking in the same area.

The development comprises of over 91% 1 & mainly 2 Bedroom Apartments which is significantly at odds with original application 0/2010/1712 approved on 18/12/12 which estimates the overall percentage of 1&2 Bed dwellings as 36% Private 65% Affordable. Affordable accommodation makes up 28% of the housing mix against a commitment in the original application to provide 35%.

Additionally, serious consideration should be given to the viability of this or indeed any future phase of this development until alternative road transportation infrastructure is available. All access into and out of this development is via the main London Road which is already at capacity and gridlocked during peak periods. When completed, this scheme would make additional demand on the northern section of the London Road which is unsustainable.

Best regards

Oliver Whittle  
**Councillor**  
**Wokingham Borough Council**  
**Email:** [oliver.whittle@wokingham.gov.uk](mailto:oliver.whittle@wokingham.gov.uk)  
**Website:** [www.wokingham.gov.uk](http://www.wokingham.gov.uk)  
**Address:** Shute End, Wokingham, RG40 1BN  
**Tel:** [REDACTED]

---

## Emy Circuit

---

**From:** Mike Dunstan <[REDACTED]>  
**Sent:** 17 February 2017 11:50  
**To:** Emy Circuit  
**Subject:** WTC comments on 163264 Montague Park Phase 6

Emy

Here are the Town Council's comments on this application.

I think they were all covered in the discussion we had with you recently, but Councillors have asked me to present them to you as concerns and they will be raising them at the Planning Committee.

1) While recognizing that the overall housing density of the site was agreed at the outline planning stage, the Town Council has very serious concerns that this phase represents an overdevelopment of the area not properly described when the initial planning consent was granted. We also have concerns relating to the long term sustainability of this area and the poor design quality, particularly in block C. It is well known that such high density accommodation leads to antisocial behaviour.

2) The Town Council is conscious that all of the additional traffic generated by the construction of this phase will be forced on to the London Road which is already at capacity at peak times and will remain so until such time as the Southern Distributor Road is delivered. Construction of the rail overbridge by Network rail is urgently required.

3) Tandem parking spaces are unacceptable unless both are allocated to the one property

4) The large expanse of parking to the east of the site is unsightly. Some of this could be relocated to the south and the spaces moved be replaced by soft landscaping

5) The retail delivery and school parking strategy is highly questionable

Regards  
Mike Dunstan

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## Emy Circuit

---

**From:** Mike Dunstan <[REDACTED]>  
**Sent:** 10 April 2017 13:52  
**To:** Emy Circuit  
**Subject:** Re: 163264 - Montague Park Phase 6, Neighbourhood Centre – revised plans  
~[UNCLASSIFIED]~

Emy

The Town Council's view is that no changes of any real significance have been made to this design and their original comments stand, primarily that this application is an overdevelopment of poor design quality which contains no measures to mitigate the increase of traffic it will generate.

I understand that WTC will be speaking against the application when it comes to the Committee. Please could you let me know when the meeting date has been confirmed?

Regards  
Mike Dunstan

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**From:** Mike Dunstan [mailto:[planning@wokingham-tc.gov.uk](mailto:planning@wokingham-tc.gov.uk)]  
**Sent:** 03 April 2017 13:14  
**To:** Emy Circuit  
**Subject:** Re: 163264 - Montague Park Phase 6, Neighbourhood Centre – revised plans  
~[UNCLASSIFIED]~

Emy

Not to worry thanks, I've printed some on A3 and they should be OK for our purposes.

Regards  
Mike Dunstan

On 3 April 2017 at 12:42, Emy Circuit <[Emy.Circuit@wokingham.gov.uk](mailto:Emy.Circuit@wokingham.gov.uk)> wrote:

Mike,

Sorry; it was only submitted by email so I don't have any hard copies. If there are particular drawings it would be useful for you to have a hard copy of I can arrange for them to be printed.

Kind regards

**Emy Circuit**

**Delivery Manager** (South Wokingham & Wokingham Town Centre)

Development Delivery Team

Wokingham Borough Council

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

**Telephone:** (0118) 974 6479 (Direct Dial)

**Mobile:** 07825 420634

**Email:** [emy.circuit@wokingham.gov.uk](mailto:emy.circuit@wokingham.gov.uk)

**Website:** [www.wokingham.gov.uk](http://www.wokingham.gov.uk)

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**From:** Mike Dunstan [mailto:[planning@wokingham-tc.gov.uk](mailto:planning@wokingham-tc.gov.uk)]  
**Sent:** 03 April 2017 09:47  
**To:** Emy Circuit  
**Subject:** Re: 163264 - Montague Park Phase 6, Neighbourhood Centre – revised plans  
~[UNCLASSIFIED]~

Emy

Are there paper copies of the revised plans that I could have please?

Regards  
Mike Dunstan

On 31 March 2017 at 16:36, Emy Circuit <[Emy.Circuit@wokingham.gov.uk](mailto:Emy.Circuit@wokingham.gov.uk)> wrote:

Mike,

I've received the revisions now and they should be on the website. The covering letter “*Phase 6 Montague Park - Amended Plans\_Redacted*” sets out the changes, although I'm not sure they have addressed the question about the length of the delivery bay: I will check and follow that up if necessary.

Please can you take this as the consultation on it?

Kind regards

**Emy Circuit**

**Delivery Manager** (South Wokingham & Wokingham Town Centre)

Development Delivery Team

Wokingham Borough Council

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

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**From:** Mike Dunstan [mailto:[planning@wokingham-tc.gov.uk](mailto:planning@wokingham-tc.gov.uk)]

**Sent:** 23 March 2017 14:00

**To:** Emy Circuit

**Subject:** Re: 163264 - Montague Park Phase 6, Neighbourhood Centre – revised plans  
~[UNCLASSIFIED]~

Thanks Emy

I will check with Cllr Waters who would be doing the initial appraisal to see if he will be available.

Regards  
Mike Dunstan

On 23 March 2017 at 13:22, Emy Circuit <[Emy.Circuit@wokingham.gov.uk](mailto:Emy.Circuit@wokingham.gov.uk)> wrote:

Morning Mike,

We've been negotiating some revisions to the reserved matters for the Montague Park neighbourhood centre in the light of various consultation responses: the reason for emailing now is to forewarn you that there might be a bit of a tight turnaround on the consultation on the revisions.

I'm hoping to have the full package of revised plans for circulation on the morning of Thursday 30 March, which leaves me with an extremely tight timetable to get to committee on 26 April, which is the aim! I'm hoping to get the majority of consultation feedback within a week as I will need to have my draft report ready by 5 April, to be finalised by 12 April. That will be the latest any comments can be incorporated in the report, which is the ideal, although there will as ever be the Members' Update.

The purpose of the consultation is to see whether the revisions have addressed concerns raised previously so it shouldn't be such a big piece of work as the initial consultation. Is timetable likely to be a problem for the Town Council?

Kind regards

Emy

**Emy Circuit**

**Delivery Manager** (South Wokingham & Wokingham Town Centre)

Development Delivery Team

Wokingham Borough Council

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# Agenda Item 124.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
161255	Ext	Shinfield	Shinfield South	N/A Major Development

**Applicant** Bewley Homes

**Location** Land North of Hyde End Road, Spencers Wood **Postcode** RG7 1DG

**Proposal** Full application for the proposed erection of 32no dwellings with associated vehicular access, parking and landscaping

**Type** Major

**PS Category** 7

**Officer** Christopher Howard

**FOR CONSIDERATION BY** Planning Committee on 26/04/17

**REPORT PREPARED BY** Delivery Programme Director

## SUMMARY

This application is a full application for the erection of 32 dwellings and associated landscaping, vehicle access and parking. The parcel of land is directly adjacent to the Croft Gardens development (approved under F/2013/0347) and whilst the land has been brought forward separately, the development would link in well to this and has been designed taking the constraints of the new development into account. The land has been allocated as part of the SDL and there is further planning history of this provided below.

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

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

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

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly through the CIL levy. In addition it would also assist in the delivery of housing numbers and assist the council in maintaining a 5 year housing supply.

In design terms, the proposal meets all the standards and in particular internal space and parking. The proposals are considered to be acceptable, represents good design and therefore it is recommended that reserved matters are approved subject to conditions outlined below.

### **PLANNING STATUS**

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 5km of the Special Protection Area (SPA)
- Mineral consultation zone
- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)
- Public Right of Way intersects the centre of the site (FP21)
- Grade II listed building to west of site (Fullbrooks)

### **RECOMMENDATION**

**A. That the committee authorise the Head of Development Management to GRANT PLANNING PERMISSION subject to conditions and completion of the legal agreement including:**

1. On site Affordable Housing and a commuted sum
2. Highways contributions to My Journey and the South of the M4 Public Transport Strategy
3. Bus Services Contribution
4. Maintenance of open space via a management company
5. SANG provision and maintenance
6. SAMM Contribution and
7. Employment and skills contribution
8. Where CIL to be abolished without replacement, provision to retain a CIL contribution commuted sum

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

#### **Conditions List**

1. The development hereby permitted shall be begun before the expiration of three 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).*

#### **Plans**

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

*Plans numbers being finalised to be included on Members Update*

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

### **Materials/boundary treatments**

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 buildings and footways / highways/ hard surfacing 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 that the external appearance of the buildings are satisfactory.*

*Relevant Policies: Core Strategy policies CP1 and CP3.*

4. Before the residential 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: To safeguard amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6*

5. Prior to the commencement of development, details of fencing for the land adjoining the rear / side of Fullbrooks shall first be submitted for approval to the Local Planning Authority. The fencing shall be installed in accordance with the approved details prior to the formation of any foundations for the dwellings or an earlier date to be agreed with the Local Planning Authority and permanently so retained.

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

### **Permitted development**

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

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

*Relevant policy: Core Strategy policy CP3*

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

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

*Relevant Policies: Core Strategy policies CP2, CP3 and Design Guide Supplementary Planning Document.*

### **Landscaping and trees**

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, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor

artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

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.

*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*

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.

*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*

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

b) No development (including any tree felling, tree pruning, demolition works, soil

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

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

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

*Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity 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*

### **Ecology**

12. The mitigation, contingency and enhancement measures contained within the submitted Biodiversity Mitigation and Enhancement Scheme dated February 2017 ref: 7042.BMES.vf1 shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

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

### **Construction management**

13. Before the development hereby permitted is commenced a Construction Environmental Management Plan (CEMP) 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 (including measures for traffic management and operating hours);
- v) piling techniques;
- vi) provision of boundary hoarding;
- vii) protection of the aquatic environment in terms of water quantity and quality;
- viii) details of proposed means of dust suppression and noise mitigation;
- ix) details of measures to prevent mud from vehicles leaving the site during construction;
- x) details of any site construction office, compound and ancillary facility buildings.

- These facilities shall be sited away from woodland areas;
- xi) lighting on site during construction;
  - xii) measures to ensure no on site fires during construction
  - xiii) monitoring and review mechanisms;
  - xiv) implementation of the CEMP through an environmental management system;
  - xv) details of the haul routes to be used to access the development; and
  - xvi) details of the temporary surface water management measures to be provided during the construction phase
  - xvii) details of the excavation of materials and the subsurface construction methodology
  - xviii) appointment of a Construction Liaison Officer.

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

14. No works in respect of the construction of the development hereby permitted shall be undertaken:
- Outside the hours of 08:00 - 1800 on Mondays to Fridays (inclusive);
  - Outside the hours of 0800 - 1300 on Saturdays; and
  - On Sundays and on public holidays.

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

### **Access and Movement**

15. 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 and implemented in accordance with the approved details.

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

16. No part of any dwelling(s) hereby permitted shall be occupied or used until the vehicle parking and turning space serving that dwelling has been provided in accordance with the approved plans, unless otherwise agreed in writing by the Local Planning Authority. The vehicle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning vehicles.

*Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety. Relevant Policies: Core Strategy policy CP6 and the Parking Standards Study within the Borough Design Guide 2010*

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

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

*Reason: To ensure that the road, footway, footpath, cycleway, and surface water drainage are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).*

18. Prior to the occupation of the dwellings hereby permitted the secure and covered bicycle storage/ parking facilities serving that dwelling shall be provided in accordance with the approved plans and shall be permanently retained for the parking of bicycles.

*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: Core Strategy policies CP1, CP3 & CP6.*

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any Order revoking and re-enacting that Order within or without modification), any garage, carport or area of undercroft parking accommodation on the site shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. Carports and undercroft parking shall be erected 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 undercroft parking 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, the Parking Standards Study within the Borough Design Guide 2010 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).*

20. 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 gates or barrier shall be erected at the vehicular access from each dwelling onto the highway, unless details have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant Policy: Core Strategy policy CP6.*

21. 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.

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

### **Archaeology**

22. No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of

archaeological work (which may comprise more than one phase of work) 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: A programme of archaeological work will ensure that the significance of any buried heritage assets on the site can be assessed and preservation, by record or in situ, can be achieved in a manner appropriate to their significance, in accordance with national and local planning policy. Relevant Policies: NPPF, Managing Development Delivery DPD policy TB25 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).*

### **Lighting**

23. Before development commences, a detailed lighting scheme including details of the type of lighting, contour illumination plans and measures to prevent light pollution shall be submitted to and approved in writing by the Local Planning Authority and lighting shall be provided in accordance with the approved details before the relevant part of the site comes into use.

*Reason: To prevent an adverse impact upon wildlife, especially bats in accordance with Wokingham Borough Core Strategy Policy CP7 and to ensure the proper planning of the development as required by Core Strategy policies CP1, CP3 and CP19.*

### **Contamination**

24. Works shall be carried out in accordance with the approved 'remediation method statement' GEOTECHNICAL AND GEO-ENVIRONMENTAL SITE INVESTIGATION HYDE END ROAD, SPENCERS WOOD dated April 2016 by Eastwood & Partners Consulting Engineers. Following completion of the measures set out in the approved remediation method statement a validation report shall be submitted to the Local Planning Authority before the site (or relevant phase of the development site) is occupied.

*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.*

25. 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.*

### **Sustainable design and construction**

26. Before the commencement of the development a Waste Management Strategy including principles of minimisation of waste at source (reuse and recycling) in accordance with the principles identified in the Overarching Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Strategy.

*Reason: To ensure sustainable development in operation as required by Core Strategy Policy CP1, the Sustainable Design and Construction Supplementary Planning Document (2010) and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).*

27. Before the commencement of development hereby permitted commences a Site Waste Management Plan (SWMP) will be submitted to and approved in writing by the Local Planning Authority and development shall be carried out in accordance with the approved details.

*Reason: to minimise waste in accordance with Wokingham Borough Core Strategy Policy CP1, the Sustainable Design and Construction Supplementary Planning Document (2010) and chapter 18 of the Environmental Impact Assessment (February 2013).*

28. All dwellings 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.*

### **Flooding and drainage**

29. The development permitted by this planning permission shall be carried out in accordance with the approved FRA and drainage strategy reference CP/16/0261/5361, Flood Risk Assessment & Development Drainage Strategy, December 2016, Rev B.

*Reason: To prevent the increased risk of flooding, and to protect water quality in accordance with Wokingham Borough Core Strategy Policy CP1.*

30. Development should not commence until the LPA have received details of the drainage system with pipe sizes, and approved these in writing. Development shall be carried out in accordance with the approved details.

*Reason: To prevent the increased risk of flooding, and to protect water quality in accordance with Wokingham Borough Core Strategy Policy CP1*

31. Prior to the commencement of development, confirmation that an agreement with Thames Water showing that their system has the capacity to cope with the extra 5l/s that the development is proposing shall be submitted for approval by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To prevent the increased risk of flooding, and to protect water quality in accordance with Wokingham Borough Core Strategy Policy CP1*

32. No soakaways shall be constructed more than 2 metres below existing ground level and shall not penetrate the water table or be constructed through contaminated material unless otherwise agreed in writing by the Local Planning Authority in consultation with the Environment Agency.

*Reason: To prevent pollution of groundwater in accordance with Wokingham Borough Core Strategy Policy CP1.*

33. None of the dwellings shall be occupied until works for the sewage disposal/drainage have been completed 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.

*Reason: In order to ensure satisfactory provision is made in accordance with Wokingham Borough Core Strategy Policy CP1.*

**SANG Condition**

34. None of the approved dwellings shall be occupied until the Local Planning Authority have confirmation that the area of Suitable Alternative Natural Greenspace (SANG) to be provided by the University of Reading has been provided and made available and is opened for public use.

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

**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 agreement under Section 106 of the Town and Country Planning Act (yet to be finalised) the contents of which relate to this development.
3. 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. 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. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
6. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
7. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are

coordinated to take place wherever possible at the same time.

8. 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. 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.
10. 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>
11. 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.
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.

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

*Reason:*

*The proposal fails to demonstrate how the development will make satisfactory provision of the necessary infrastructure, including affordable housing and SANG, required through the cumulative impact of development within the SDL and within the site, therefore represents a piecemeal approach that does not accord with the overarching infrastructure approach envisaged in the Core Strategy. As such the proposal is likely to compromise the delivery of the necessary infrastructure within the South of the M4 SDL and is contrary to policies CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP10, CP19 and Appendix 7 of the Core Strategy, saved policy NRM6 of the South East Plan and the Council's adopted South of the M4 SDL SPD and Infrastructure Delivery and Contributions SPD.*

**Planning History :**

97/64936/O	Outline application for the erection of 2500 houses – Not determined
30403	Outline application for 2750 dwellings and district centre – Appeal withdrawn
30407	Outline application for 2750 dwellings and district centre – Appeal withdrawn
28463	Outline application for 20 houses – Appeal dismissed
28462	Outline application for 150 houses – Appeal dismissed

**Planning History South of M4 SDL:**

F/2005/4827	Proposed construction of an Eastern relief road for Shinfield including a new bridge over the M4 motorway and under Cutbush Lane. Appeal withdrawn 31/10/2006
O/2007/2268	Outline application for the proposed residential development (C3 Use) at a minimum of 30 dph plus creation of new vehicular accesses footpath links cycleways and public open space. Approved 25/02/2008
O/2009/1027	Outline application for phase 1 development of Science & Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings. – Approved 27/10/10
F/2010/1428	Full application for the construction of an Eastern Relief Road (ERR) to Shinfield including the construction of road foot and cycle-ways an M4 over-bridge. Re-grading of embankments landscaping utilities creation of flood compensation areas and associated works including engineering and other operations. Erection of replacement boundary wall and fence adjoining Shinfield Road/ ERR part demolition of existing farm buildings at Lane End Farm and demolition/deconstruction of two poly tunnels south of Cutbush Lane. – Appeal Approved 08/11/2012
F/2010/1434	Application for change of use of land from agricultural to Suitable Alternative Natural Greenspace (SANG) (Sui Generis use) and associated development to include Pedestrian and Vehicular access car park Footpaths and Landscaping. – Appeal Approved 08/11/2012
O/2010/1432	Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a food store (2 500 sqm) and other retail and office uses a community building proposed extension of existing primary

	schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – Appeal Approved 08/11/2012
F/2013/0347	Full planning permission for the erection of 276 dwellings with associated access landscaping and open space following demolition of existing dwelling and ancillary buildings (214a Hyde End Road). - Approved 24/12/2013
O/2013/0565	Outline application for the erection of 100 dwellings with associated landscaping and open space means of access to be considered. – Approved 10/04/2014
O/2013/0101	Outline planning permission for a residential development comprising up to 126 dwellings, public open space, children's play areas, accesses to Cutbush Lane and the Shinfield Eastern Relief Road, Landscaping, Ecological buffer zone, ground modelling, sustainable drainage systems and associated infrastructure. – Approved 22/07/2014
VAR/2014/0624	Application to remove condition 48 of planning consent O/2010/1432 (the development shall be implemented in accordance with the approved Residential Travel Plan) – <i>Officer note: this has been removed, however a deed of variation has been agreed to the S106 agreement to secure contributions towards the councils own travel plan – My Journey.</i> Approved 22/10/14
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
NMT/2014/1837	Application for a non-material amendment to planning consent O/2010/1432 to allow for changes to condition 15 relating to Affordable Housing Provision – <i>Officer note: this application secured 16.6% on site affordable housing provision and a commuted sum for off-site affordable housing which has been secured through a deed of variation to the legal agreement.</i> Approved 23/10/14
RM/2015/1375	Reserved Matters application pursuant to Outline Planning consent VAR/2014/0624 for the erection of 69 dwellings including access roads garages parking spaces open space and landscape treatment of Phase 1a Shinfield West (access within site appearance landscaping layout and scale).
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered.

160183	Application for Reserved Matters submission in respect of the primary infrastructure phase including access roads, suds ponds, foul and surface water drainage and associated landscaping. Approved 15/04/16
161189	Reserved Matters application pursuant to Outline planning permission VAR/2014/0624 (Pursuant to O/2010/1432) for the erection of 517 dwellings including access roads, garages, parking spaces, open space and landscape treatment of Phase 1, Shinfield West. (Access within the site, appearance, landscaping, layout and scale to be considered). Approved 21/07/2016
162829	Application for Reserved matters application for 175 dwellings including internal access roads, garages, parking places, open spaces, allotments, Multi-Use Games Area (MUGA) and Locally Equipped Area of Play. – Approved 10/03/2017

<b>SUMMARY INFORMATION</b>	
<b>For Residential</b>	
Site Area	1.68
Existing units	0
Proposed units	32
Proposed density - dwellings/hectare	19
Number of affordable units proposed	0 –commuted sum
Previous land use	Agricultural
Proposed parking spaces	92 (including garages)

<b>CONSULTATION RESPONSES</b>	
WBC Archaeological officer	Condition 22 recommended
Natural England	No objection
WBC Environmental Health	No objection
Network Rail	No comments
Thames Water	No objection
Highways England	No objection
English Heritage	No comment
WBC Planning Policy	No comment
WBC Waste services	Standing advice in respect to refuse collection / bin collection points
WBC Highways/drainage	No objection, request conditions 15-21
WBC Landscape and trees	No objection, request condition 8-11
WBC Ecology	No objection, request condition 12
Shinfield Parish Council	Request access is from the Croft Gardens development and no additional access onto Hyde End Road – <i>Officer note: The access onto Hyde End Road has been assessed by the Highways Officer and includes a stage 1 Road Safety Audit. – see report below paragraphs 47 - 56</i> Request boundary treatment to Fullbrooks – <i>Officer note conditions 4 - 5 secure further details</i> Parking and Parking Provision – <i>Officer note see report below paragraphs 47 - 56</i>

WBC Conservation Officer	No objection requests condition 3
Environment Agency	No comments
WBC Affordable Housing	No objection
WBC Public Rights of Way	No objection
WBC Flood Risk Officer	No objection

## REPRESENTATIONS

8 letters of objection in respect to the following issues:

- Impact on wildlife/ecology/trees/hedgerows – *Office note: The application has been assessed by the Biodiversity Officer and Landscape Officer and they have supported the application – See report below paragraphs 27-28 and 64-65*
- Loss of agricultural land / countryside /Overdevelopment of the village – *Officer note: The principle of development on this site has been established through the allocation of the site within the Core Strategy and South of the M4 SPD – see report below paragraphs 1-2 and 14-21*
- Impact on highways / highway safety – *Officer note: See report below paragraphs 47-56*
- Access onto Hyde End Road inappropriate - *Officer note: see report below paragraphs 47-56*
- Loss of views – *Officer note: Not a material planning consideration and cannot be used for a reason for refusal*
- Devaluation of property – *Officer note: not a material planning consideration*
- Flood Risk – *Officer note: Drainage plans and a drainage statement have been considered. This has been assessed by the Flood Risk Officer and they have raised no objections to the proposed scheme.*
- Impact on sewers – *Officer note: Condition 33*
- Loss of Light / Privacy / Overbearing– *Officer note: Fully assessed in paragraphs 31-36 below*
- Noise / Disruption / Construction Access – *Officer note: These matters can be controlled by condition 13*
- Design of houses, layout , visual amenity, density – *Officer note: see report below paragraphs 14-30*
- Impact on Fullbrooks (Grade II Listed) in respect to character and setting of the listed building – *Officer note: The application has been assessed by the Conservation Officer who raises no objections to the amended layout- see report below paragraphs 66-68*
- Impact on Public Right of Way – *Officer note: The PROW will be retained in the site layout and upgraded to a footpath / cycleway providing improved connectivity – see report below paragraph 54*
- Noise on occupation of dwellings – *Officer note: see report below paragraph 37*
- Previous appeal decisions for the site – *Officer note: The land has been allocated in the Core Strategy and South of M4 SPD and therefore the principle of development is acceptable – see report below paragraphs 1-3*

A further letter has been received in respect to bus stop positions for future delivery of bus services from adjacent developers. The applicant has provided plans which demonstrate areas in which these can be delivered.

## PLANNING POLICY

National Policy

National Planning Policy Framework 2012

Technical Guidance to the National Planning Policy Framework 2012

National Planning Policy Guidance 2014

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development

CP2 - Inclusive Communities

CP3 - General Development Principles

CP4 - Infrastructure Requirements

CP5 - Housing Mix, Density and Affordability

CP6 - Managing Travel Demand

CP7 - Biodiversity

CP8 - Thames Basin Heaths Special Protection Area

CP9 - Scale and Location of Development Proposals

CP10 - Improvements to the Strategic Transport Network

CP11 - Proposals outside Development Limits (including countryside)

CP17 - Housing delivery

CP19 – South of the M4 Strategic Development Location

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

Managing Development Delivery Local Plan (MDD LP) policies

CC01 Presumption in Favour of Sustainable Development

CC02 Development Limits

CC03 Green Infrastructure, Trees and Landscaping

CC04 Sustainable Design and Construction

CC05 Renewable energy and decentralised energy networks

CC06 Noise

CC07 Parking

CC08 Safeguarding alignments of the Strategic Transport Network & Road Infrastructure

CC09 Development and Flood Risk (from all sources)

CC10 Sustainable Drainage

Residential Uses

TB05 Housing Mix

TB07: Internal Space Standards

TB09 Residential accommodation for vulnerable groups

Landscape and Nature Conservation

TB21: Landscape Character

TB23: Biodiversity and Development

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

Shinfield Parish Neighbourhood Development Plan:

Policy 1 Location of Development

Policy 2 General Design Principles  
Policy 3: Sustainable Development  
Policy 4: Accessibility and Highway Safety  
Policy 5: Parking  
Policy 6 Trees, Hedgerows and Woodlands  
Policy 7: Biodiversity  
Policy 8: Flooding  
Policy 9: Community Assets  
Policy 10: Community and Sports Facilities  
Policy 12 Broadband Provision

#### Supplementary Planning Documents

Wokingham Borough Design Supplementary Planning Document (18 February 2010)

Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 28th April 2010)

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

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

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

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

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

### **PLANNING ISSUES**

#### Principle of development and infrastructure delivery

- 1) The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the South of the M4 Strategic Development Location (SDL).
- 2) Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which South of the M4 SDL is one of these. It is anticipated that a phased development incorporating approximately 2,500 dwellings and associated infrastructure will be delivered on 77 hectares of land within the South of the M4 SDL (Appendix A7.14).
- 3) Core Strategy policy CP19 is amplified by Appendix 7 of the Core Strategy, the South of the M4 Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which addresses the associated infrastructure impacts across the whole Borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community. The development site sits within the development limits as outlined in Policy 1 of Shinfield Parish

## Neighbourhood Plan

4) The applicant has agreed to the following infrastructure:

- On site Affordable Housing and a commuted sum
- Highways contributions to My Journey and the South of the M4 Public Transport Strategy
- Bus Services Contribution
- Maintenance of open space via a management company
- SANG provision and maintenance
- SAMM Contribution and
- Employment and skills contribution
- Were CIL to be abolished without replacement, provision to retain CIL contribution sum

5) The application will also secure CIL contributions towards local infrastructure. In addition, on site affordable housing and an offsite affordable housing contribution will be secured in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

### Site Description

6) The site is located to the north of Hyde End Road in Spencers Wood. The current land use is agricultural and is typically flat. There are linear hedgerow features which include trees on the north, west and eastern boundaries of the site. A public footpath runs through the centre of the site (FP21) which the alignment is to be retained in the site layout and the Public Rights of Way officers have raised no objections to this. Beyond the boundaries of the site, there is typically linear development to the west on Hyde End Road. Directly adjacent to the proposed development there is a grade II listed building (Fullbrooks). To the east, there is the new residential development at Croft Gardens which also bounds the site to the north. Linear development is also located to the south of the site and the entrance of Sussex Lane is located roughly opposite to the development site.

### Affordable and specialist housing

7) Core Strategy Policy CP5, *Housing mix, density and affordability*, amplified by MDD LP Policy TB05: *Housing Mix*, South of the M4 SPD Design Principle 2b, the Infrastructure SPD and the Affordable Housing SPD, requires a mix of tenures, including 35% affordable housing within SDLs.

8) The application proposes 3 x 3 bed affordable (shared ownership) on site and a financial contribution towards 8.2 units off site. This will meet the need to secure the 35% affordable housing required across the two development parcels and the affordable housing officer is satisfied with this approach.

9) The location of affordable housing and clustering of it has been raised by representations received. The affordable housing has been designed to be tenure blind (i.e. blend in and not be distinctive in design to the market housing). Furthermore, clustering the units is preferred by the Regional Housing Providers as it helps with the future management of the dwellings. On this basis, the location and distribution of the affordable housing is considered acceptable.

10) It is considered that the application is in accordance with the agreed strategy and

will secure the 35% affordable housing requirement. The affordable housing officer is satisfied with this strategy.

Dwelling mix

11) MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.

12) The application proposes the dwelling mix outlined in table 1:

**Table 1: Dwelling mix**

Dwelling Type (bedrooms)	Number provided on site	2 Storeys
3 bed house	20	20
4 bed house	12	12

13) Officers raise no objections in terms of the dwelling mix. Taking the constraints of the site into account, this approach is considered acceptable.

Masterplan – Layout

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

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

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

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

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

18) Further design guidance is provided by the South of the M4 SPD in section 4.

Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.

- 19) The applicant has submitted a Design and Access Statement (DAS) which assesses the constraints of the site and informs the layout. The site would be accessed from Hyde End Road along the existing footpath alignment. This would be retained in the site layout and the application proposes a 3m wide footpath /cycleway. Frontage development would be maintained on Hyde End Road which reflects the existing linear built form. The layout is appended to this report.
- 20) Within the site, the layout has been informed by the site constraints and the significant majority of the important hedgerow features have been retained. The dwellings have in most cases been orientated to face onto these and where this is not possible, appropriate buffers have been included for the retention of these.
- 21) The proposal includes a main spine road into the site and a number of secondary roads are included to provide access to the new dwellings. Again the layout of these has been informed by the existing vegetation features. A pedestrian and cycle link will provide connections to the Croft Gardens development to the north of the site which demonstrates a comprehensive approach to the delivery of pedestrian and cycle links beyond the site.

#### Masterplan – Design and appearance

- 22) In terms of the detailed design of the buildings, the South of the M4 SPD recommends that the existing built form should be used to inform the design which is echoed by the Shinfield Parish Plan policy 2.
- 23) The DAS includes a character appraisal of the prevailing built form in the area and the detailing, scale and form of the existing housing has informed the detailed design of the proposed dwellings. The design approach is a mixture of 2 storey dwellings that have a modern traditional form of design. A variety of house types has been used to provide diversity and the detailing of these is also varied with the use of tile hanging on some units and detailed brickwork to break up the facades. It is considered that the proposed design of the houses and level of detailing has a strong regard for the existing built form at Spencers Wood.
- 24) The overall design approach for all of the dwellings provide continuity in approach and is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

#### Masterplan – Density

- 25) Design principles 3 (a-g) are outlined in the South of the M4 SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the South of the M4 SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35dph across the SDL.
- 26) The overall density proposed by the application is 19dph. Whilst this is lower than the guidance, the vegetation constraints and buffer zones have restricted

developable area of the site. In addition, consideration has been made with the relationship of the site and the surrounding area and no apartment blocks are proposed which would otherwise increase the density but could have a detrimental impact on the character of the area. As this has been well considered within the site layout, the proposed density is considered acceptable.

#### Masterplan – Landscaping

27) As outlined in paragraph 20 above, the applicant has carefully considered the existing landscape framework for the proposed layout. The significant majority of these would be retained in the site layout. A veteran tree is also located at the centre of the site which would also be retained with acceptable buffer zones. This would also provide a small area of public open space within the site. The layout of the proposed houses generally fronts onto the significant hedgerows which will help soften the development and provide natural surveillance to these features which will assist with the future maintenance.

28) Overall, the majority of the significant hedgerows and trees have been retained and where there are losses, these are either compensated for or these are species not considered significant by the Landscape Officer. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by condition 8.

#### Masterplan conclusion

29) The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and in respect to the surrounding area. The applicant has strongly demonstrated a comprehensive approach to the delivery of the houses under consideration through the application of the principles established in the design code within the layout and design choices of the units themselves.

30) Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

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

31) Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.

#### **Fullbrooks**

32) Fullbrooks effectively backs onto the development site. Plot 1 would be located some 18m away from the rear wall of Fullbrooks. The Borough Design Guide generally requires that there is a 12m flank to rear separation to existing built form. In this case more space is afforded as the proposed house has been sited to provide a buffer to Fullbrooks for heritage terms. Flank windows at first floor level will be obscurely glazed and this can be controlled by condition 6. On this basis there would be no significant overbearing, loss of light or overlooking issues.

#### **Croft Gardens Development**

33) Construction on the Croft Gardens estate is still ongoing although some units have

been occupied. Notwithstanding this, the proposed development secures sufficient separation to the new houses (currently occupied or otherwise) and the separation distances in the Borough Design Guide are met in all cases.

### **Hyde End Road**

34) Plots 1, 2, 6, 7, 8 will front onto 197-209 Hyde End Road. The level of setback of the proposed houses from Hyde End Road means that there would be over 30m to any of the existing dwellings from the proposed houses. This is well in excess with the 10m minimum front to front relationship recommended by the Borough Design Guide.

35) As outlined above the development is in accordance with the separation standards outlined in the Borough Design Guide. Where there is no prescribed standard, a comparable relationship has been applied. Given these factors and the onsite conditions, it is considered that there would be no significant issues arising in terms of loss of light, overbearing or overlooking. Planning conditions 6-7 will ensure that this relationship remains in the future.

36) Given these relationships and the onsite conditions, it is considered that there would be no significant amenity impacts to existing residents in terms of overlooking, loss of light and overbearing.

### Residential amenity – noise

37) Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by condition 13. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

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

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

### Private amenity space

39) The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted masterplan, the proposed layout complies with these requirements. Overall, with the level of outdoor amenity space is considered to provide acceptable levels of private amenity space and privacy for the future occupants of the dwellings.

### Internal Space Standards

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

appropriate standard of living and amenity will be enjoyed by future occupiers of the dwellings.

#### Security

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

#### Noise

42) Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.

43) The main source of noise would be Hyde End Road. The proposed layout and access road to the dwellings fronting onto this means that there is a good buffer to this road. Environmental Health have assessed the application and have raised no objections in respect to noise for the future occupants and it is therefore is acceptable.

#### Sustainable Design and Construction

44) Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.

45) The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure that this is commitment is achieved and in accordance with the requirements part L of the building regulations. The council seeks both fabric first approach (such as housing insulation and low energy appliances) and on site renewables and as such, it is not necessary to duplicate by way of condition.

46) As part of delivering sustainable development on the site, the Council expects measures to reduce water consumption to be included within the development. In the case of water, this can be achieved by the inclusion of aerated taps, shaped low capacity baths, dual flush toilets, low flow rate showers and the provision of water butts. Again building regulations covers this aspect and a condition is not required.

#### Access and movement

47) The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. The application is accompanied by a Transport Assessment which assesses the impact of development, both in terms of the traffic generated by the development itself and in the context of the cumulative impact of additional residential development in respect of the wider SDL.

48) Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to

provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.

49) The application is accompanied by a Transport Assessment which analyses the impact of the vehicle movements that may be generated by the development. This included modelling the impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. This demonstrates the cumulative effect of all the developments and along with the identified transport interventions, including the delivery of the ERR, that there would be no significant harm caused by additional houses to both local and the wider transport networks. Wider transport interventions have been secured in the area to upgrade existing junctions and deliver bus stop improvements together with improved services. The analysis suggests that for this particular development within the SDL, it is expected to generate 16 two-way trips in both the AM and PM peak periods, which equates to one trip every 3 – 4 minutes. There is sufficient highway capacity to accommodate the additional vehicle movements.

#### Site Access

50) The main site access would be from the north side of Hyde End Road opposite the entrance to Sussex Lane. The access would serve the full 32 dwellings proposed. A PICADY assessment has been made of the site access and this has demonstrated that the junction onto Hyde End Road would operate below capacity with the development fully occupied. In addition a Stage 1 Road Safety Audit has been provided to demonstrate that the proposed new junction onto the site would operate safely. Whilst representations have been received in respect to the relationship with the proposed access and Sussex Lane, the above have demonstrated that there would be no adverse harm with this arrangement. The Highways Officer has assessed the application and raised no objections to this aspect of the proposal.

#### Access and movement - Site layout

51) The proposed layout includes a primary road through the centre of the site (5.5m wide) with secondary accesses leading off of this (4.8m wide). The applicant has provided full tracking details which demonstrates refuse lorries can manoeuvre throughout the site. The street hierarchy is considered a good approach and will ensure that vehicle speeds are low within the site. The site has been design in accordance with the standards required for an adoptable development with adequate road widths, service margins and parking.

#### Access and movement - Car parking

52) The development proposes the following parking provision as set out in table 2 below

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

	<b>nos</b>	<b>ratio of 32</b>
Total Visitor/Unallocated	9	0.28
Total Allocated	65	2.03
Total Garages	18	0.56
Total Allocated	83	

Visitor/Unallocated & Garages (garage use assumed to be 50%)		2.59
Total Visitor/Unallocated, allocated & garages	92	2.88

53) The total level of parking would be 83 spaces. With garages assumed to provide half a space, this would equate to around 2.6 spaces per dwelling including visitor spaces. A mixture of parking types has been provided with tandem parking on some drives and parking bays on others. The applicant has amended the application to increase the parking provision and the overall level of parking, distribution for the houses and spread of visitor parking is considered acceptable by the Highways Officer.

Access and Movement – Pedestrian & Cycle Access

54) An existing public right of way runs through the centre of the site adjacent to the main spine road. This is to be retained in the site layout and will be upgraded to a 3m wide pedestrian / cycle link as per the PROW team’s requirements. This PROW would be upgraded from the existing field track to form a fully constructed footpath and cycle way would continue north to the Croft Garden development which has also secured a pedestrian / cycle link through it. To the west of the site, another pedestrian link is proposed leading to the Croft Gardens development which would also provide good connections to the new residential development and be of benefit to the future occupants of both of the development sites.

Access and Movement - Cycle storage

55) Cycle parking is provided within sheds for houses where there is no garage provision and parking stores for flats. Where dwellings have garage, they comply with the minimum dimensions for cycle parking of 3m by 7m. All dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements.

Access and Movement - Access to public transport

56) An SDL South of M4 Public Transport Strategy has already been developed and is expected, when in full operation, to provide up to a 15 minute each way frequency bus service that operates in a loop in and out of Reading along the A327 or A33 corridors, running in part along a section of Hyde End Road once fully delivered. The development site is within access to bus stop facilities on Hyde End Road and the level of service should offer an attractive alternative to the car.

Flooding and Drainage

57) Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. These requirements are reinforced by the South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

58) The site is entirely in Flood Zone 1 where the risk of flooding is low and all uses,

including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. Furthermore, the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment.

- 59) The application includes a Flood Risk Assessment which assesses flood risks across the whole site and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100 year storm events (+30% for climate change) for the areas of residential development.
- 60) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed. The application proposes underground storage in the area of open space. Whilst SUDS ponds are normally more desirable, the size of the site, developable area of the site together with the landscape constraints means that it would not be possible to fully accommodate SUDS ponds in the layout without having a significant impact on housing numbers. The cellular storage would provide sufficient volume of surface water catchment to attenuate storm runoff in accordance with the above rates. The applicant will ensure the future management of the cellular storage through a management plan.
- 61) The Flood Risk Assessment and Drainage strategy propose measures on site have been assessed by the council's Drainage Officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable.

#### Thames Basin Heaths Special Protection Area

- 62) The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The South of the M4 SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided.
- 63) The development will be mitigated through purchasing an area of SANG from the University of Reading at the Ridge. Full planning permission has been approved for the SANG areas and as such this meets the Natural England's *'Guidelines for the Creation of Suitable Alternative Natural Greenspace'* (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach. A condition will be imposed ensuring that the dwellings are not occupied until the SANG is made available for public use.

#### Ecology

- 64) Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b of the South of the M4 SPD (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The proposal includes a detailed Ecological Mitigation

Strategy. This demonstrates that the site layout has considered impacts on ecological permeability. In addition no adverse impacts are envisaged to flora and fauna.

- 65) In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Heritage

- 66) Policy TB24 of MDD LP seeks to ensure that development conserves and, where possible enhances the important character and special architectural or historic interest of listed buildings. This echoes the principles of the NPPF.

- 67) The development site is located to the east of Fullbrooks which is a Grade II listed building. Whilst this currently has a good degree of open landscape to the east, as the site has been allocated for housing, the principle of development in this location is acceptable as this constraint would have been taken into account when the site was identified.

- 68) The applicant has amended the plans following concerns from the Conservation Officer and reduced the number of dwellings from 3 to 2 on the land directly adjacent to Fullbrooks. This will help to retain a degree of spaciousness to the listed building as plot 1 has a reasonably large side garden towards Fullbrooks. The current layout has been assessed by the Conservation Officer who considers that housing would result in less than substantial harm to the character and setting of the listed building. Further details in respect to materials can be secured by condition 3. On this basis the proposal is considered acceptable and in accordance with the objectives of policy TB24 and NPPF.

Archaeology

- 69) Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Condition 22 relating to archaeology is attached and this approach is supported by the Council's Archaeological Officer.

**CONCLUSION**

The proposal is consistent with the Council's adopted policies and those within the Shinfield Parish Neighbourhood Plan and guidance for development within the South of the M4 SDL. It is considered that the applications will deliver high quality development in accordance with the Council' spatial strategy and vision and therefore can be recommended for approval.

**CONTACT DETAILS**

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

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# Appearance



- Plot 2**
- Red brick
  - Brick bands
  - Burnt brick window headers and sills
  - Timber porch



- Plot 5**
- Red brick
  - Tile hanging
  - Brick bands
  - Burnt brick window sills
  - Timber porch



Wickham - 4 bedroom detached house (illustrative view)



- Plot 11**
- Red brick
  - Tile hanging
  - Brick bands
  - Burnt brick window sills
  - Timber porch



- Plots 25 & 26**
- Red brick
  - Brick bands and detailing
  - Burnt brick quoins, headers and window sills



Stockbridge - 4 bedroom detached house (illustrative view)



Kintbury - 3 bedroom detached and semi-detached houses (illustrative view)

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## Planning observations from Shinfield Parish Council

30 January 2017

**161255**

Proposal

Planning Officer

Comments

### **Land North of Hyde End Road, Spencers Wood**

Full application for the proposed erection of 32no dwellings with associated vehicular access, parking and landscaping

Chris Howard

Comments by 10 February 2017

This application will be deemed acceptable by Shinfield Parish Council, if:

- The access to the site is as per the original site masterplan, via the north of the site. The Parish Council deems an additional off-set junction onto Hyde End Road as potentially dangerous and unnecessary.
- Boundary treatment should be designed to best protect the neighbouring property (Fullbrooks) – see policy 2 of the Shinfield Neighbourhood Plan.
- Policy 5 of the Neighbourhood Plan, regarding parking provision, garage dimensions and use of features to deter on-pavement and on-verge parking be adhered to.

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# Agenda Item 125.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
163609	16	Shinfield	Shinfield South	Major

**Applicant** University of Reading  
**Location** Thames Valley Science Park, Land to East of Shinfield Eastern Relief Road and North of Cutbush Lane **Postcode**

**Proposal** Outline planning application for Phase 2 of the Thames Valley Science Park comprising up to 57,110 sqm research and development and innovation floor space (with occupancy restricted by a Gateway policy) inclusive of up to 5,711 sqm of amenity and supporting uses and an energy centre (all matters reserved except access to the site).

**Type** Major  
**PS Category** 002  
**Officer** David Smith

**FOR CONSIDERATION BY** Planning Committee on 26<sup>th</sup> April 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is situated to the south of the M4 motorway, between junctions 10 and 11 and to the east of Shinfield.

Outline Planning Permission for Phase 1 of the Thames Valley Science Park was originally granted in May 2010. Phase 1 comprises of 18,850 sqm of floorspace and has secured Reserved Matters consents for phases 1a (the gateway building), 1b (the Cancer Treatment Centre) and the car park. Construction has commenced.

Planning permission is now sought in outline for Phase 2 of the Thames Valley Science Park – an extension to the development approved under Phase 1. Outline consent for an additional 57,110 sqm of floorspace is sought; with occupancy to be managed by a Park Director through the recommended condition and the Gateway Policy set out in the S106. Outline Planning Permission is sought, together with consent for detailed matters of access to the site. All other matters of detailed design (layout, appearance, scale, landscaping) are reserved so do not fall for consideration here.

Submitted parameter plans identify that the car park will be provided to the north of the site as an extension to the car parking approved under Phase 1. The building zone would extend the phase 1 building zone eastwards and would be inclusive of buildings ranging from single to five storeys in height.

A Science and Innovation Park is a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. The Thames Valley Science Park (TVSP) is expressly promoted by Wokingham's current Development Plan Policies. It will deliver substantial public benefit both locally and for the wider region and is an integral part of Wokingham's development plan strategy for employment and economic growth.

The application is accompanied by parameter plans and a whole host of supporting documents which will set the context within which the detailed design of the individual phases will be brought forward. The submitted documents appropriately demonstrate that the quantum of floorspace proposed can be comfortably accommodated in a high quality development responsive to the design constraints of the site and local context.

Whilst the introduction of the TVSP will have inevitable localised impacts on the landscape character area, the development will be inclusive of a range of mitigation measures including considerable areas of woodland planting as part of the 'advance landscape planting strategy' on the southern and western extent of the site. Further landscape enhancement is also proposed, such as new hedgerow and hedgerow trees to field boundaries; together with the comprehensive landscaping that will be required around the buildings and in the parking areas. Subject to these provisions the quantum and scale of development shown on the parameter plans will integrate successfully into the underlying landscape character of the area.

The application site is sufficiently remote from neighbouring sensitive properties such that it need not cause harm to the amenities currently experienced by neighbouring residents. Conditions are proposed in this regard to safeguard neighbouring amenity.

The application is accompanied by supporting documents to demonstrate that the development will appropriately promote sustainable patterns of transport and that, in doing so, it will not impact unacceptably upon the function and safety of the highway network.

The application commits to targeting a BREEAM rating of 'Very Good' and will be inclusive of an energy strategy to achieve a minimum 10% reduction of carbon emissions against minimum Building Regulation standards. The final choice of technology will be made at a later date, as phases 1 and 2 of the Science Park become further developed and there is greater certainty about heat and electricity demands of the users.

In terms of surface water drainage, attenuation will be provided via sales and basins with discharge controlled by a hydro-brake at greenfield rates. The detailed drainage strategies for each parcel of development will be brought forward pursuant to the recommended conditions.

At the time of writing WBC's Ecology Officer was reviewing the overarching ecological strategy for the development to ensure it contains a sufficiently comprehensive approach to the ecological management of the site, such that detailed strategies and plans can be worked up as part of the subsequent Reserved Matters planning applications. Officers will up-date members on the evening of committee.

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

Officers therefore recommend that the application is approved, subject to the S106 planning obligations and conditions set out herein.

## **PLANNING STATUS**

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

## **RECOMMENDATION**

Approve, subject to the following S106 Planning Obligations and Conditions:

### *S106 Heads of Terms*

- Operation of a 'Gateway Policy' – Restricting access to the Science Park to: 1) businesses that undertake research and/or develop new products or services that have an innovational or technology base or which uses technologies to develop innovative new products or services; and 2) support businesses and organisations (e.g. a café) – such policy to be managed by an appointed Park Director with assistance from an Advisory Group inclusive of an appropriate representative of the Council with responsibility for Business Development [arrangements as were initially secured against phase 1 of the Science Park];
- Implementation of a Travel Plan;
- Provision and operation of a Construction Employment Skills Plan (ESP) in relation to each sub phase of the development;
- Implementation of highways works to the access from the ERR only to be implemented if necessary and at the discretion of WBC;
- Contingency monies to be made available for use (if required) to sustain the bus service beyond 2027.
- If requested by WBC, to set up a Monitoring Panel to discuss and resolve problems arising from the construction.

### **Conditions**

#### 1. Reserved Matters:

- a) Approval of the details of the layout, scale, appearance and landscaping (hereinafter called "the reserved matters") for each sub phase of the development shall be obtained from the Local Planning Authority in writing before the relevant sub phase of the development is commenced.
- b) Each sub phase of development shall be begun before the expiration of two years from the date of the final approval of reserved matters pertaining to that sub phase of development.
- c) Application for approval of the reserved matters referred to in a) above and pertaining to the first sub phase of development shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
- d) Application for approval of the reserved matters pertaining to the remaining sub phases of development shall thereafter be made to the Local Planning Authority before the expiration of twenty years from the date of this permission.

*Reason: The delivery of the Science Park is an integral part of the Wokingham's development plan's employment strategy, both during and beyond the current plan*

*period. The circumstances of the development, particularly the scale and phased sequencing of the Science Park as a whole and the requirement to secure reserved matters for the first sub phase cognisant of what is being delivered in Phase 1 of the Science Park, is such that a more bespoke and flexible time table for implementation is required than would otherwise be prescribed under the Town and Country Planning Act 1990, as amended.*

### **Approved Plans**

2. This permission is in respect of Parameter Plan TVSP PH2-Ryder-00-ZZ-DR-A-1000 rev P2. Each application for reserved matters submitted pursuant to condition 1 of this decision notice shall need to broadly comply with the parameters hereby approved and, where appropriate, demonstrate compliance with the other conditions of this planning permission.

*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.*

### **Phasing**

3. Prior to or concurrent with the submission of the first Reserved Matters application pursuant to condition 1 above, an Indicative Sub-Phasing Plan for the phased delivery of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include the likely sequencing of delivery of the sub-phases of the development and details of the delivery and coordination of car parking, road, green and drainage infrastructure. Each Reserved Matters Planning Application thereafter shall be inclusive of a Phasing Strategy Statement which identifies the extent to which the relevant sub-phase will conform to the Indicative Sub-Phasing Strategy and, in the case of non-conformity, provide details of how the sub-phase will nevertheless contribute to a coordinated delivery of development and associated infrastructure to service the development.

*Reason: To ensure a coordinated delivery of development and associated infrastructure to service the development.*

4. Unless details of such have already been submitted to and approved by the Local Planning Authority, the Reserved Matters application(s) for buildings falling within the areas labelled +66m AOD (shaded light blue) and +60m AOD (shaded pink) on Drawing 1000 Rev P2 (Parameter Plan – Phase 2) shall include full details of the ‘Landscape Structure’ and the ‘Ecological Mitigation Area’ along the Cutbush Lane boundary of the site.

*Reason: The building heights indicated on drawing 1000 Rev P2 are only acceptable in principle subject to the provision of substantial and extensive planting to provide visual screening along the Cutbush Lane boundary. Details of the landscaping will be integral to the Council’s consideration of the detailed matters of appearance, layout and scale of buildings in the above mentioned areas.*

### **Use**

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

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

### **Design and Appearance**

6. All applications for Reserved Matters approval shall be accompanied by a Design Statement which explains how the Reserved Matters proposals conform to the masterplanning principles set out in the Design and Access Statement (Ryder: third issue: 20 Dec 2016) and results in a high quality development that contributes to the character and appearance of the area.

*Reason: In order to ensure that a high quality development is provided on the site and that individual phases of development pay sufficient regard to the overall aspirations of the phase 2 masterplan and do not prejudice the overall design quality of the development in accordance with Core Strategy Policies CP3 and CP16.*

7. 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.

*Reason: To ensure that the external appearance of the buildings and hard surfaced areas is satisfactory. Relevant Policy: Policies CP3, CP9, CP11 and CP16 of the Wokingham Core Strategy and Policy TB21 of the Managing Development Delivery Development Plan Document.*

### **Lighting**

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any building on the site except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: To safeguard visual amenities. Relevant Policy: Policy CP1, CP3 and CP7 of the Wokingham Core Strategy and Policies CC03, TB21 and TB23 of the Managing Development Delivery Development Plan Document.*

### **Levels**

9. The Reserved Matters applications submitted pursuant to condition 1 of this planning permission shall be inclusive of a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and intended finished ground levels and finished floor levels for the particular sub phase.

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant Policies: Policies CP1 and CP3 of the Wokingham Core Strategy and Policy TB21 of the Managing Development Delivery Development Plan Document.*

### **Access, Parking and Servicing**

10. No access to the Science and Innovation Park shall be taken at any time from Cutbush Lane, other than for pedestrians, cyclists and emergency vehicles.

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

11. No part of any building of the development hereby approved shall be occupied until on-site car, motorcycle and cycle parking and vehicle turning spaces serving that

building has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority as part of the relevant Reserved Matters application. Thereafter the car, motorcycle and cycle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning.

*Reason: To ensure a satisfactory form of development, to avoid adverse impact on the public highway in the interests of highway safety and to ensure bicycle parking facilities are provided so as to encourage use of sustainable modes of travel – Core Strategy Policies CP1, CP3 and CP16 and Managing Development Delivery DPD Policies CC07 and TB13.*

12. No occupation of any building part of the development hereby approved shall commence until such time as a parking management plan relating to users of that building has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the access arrangements into the parking areas; details of enforcement; details of the provision and operational management of Electric Vehicle Charging Points (EVCPs); and a mechanism to ensure that the supply and demand of the blue badge bays are regularly monitored and the provision reviewed to ensure that provision equates to the demand from disabled visitors. Thereafter, the car parking shall be managed in accordance with the details set out in the approved parking management plan.

*Reason: To ensure appropriate management of the car parking at the site - Core strategy Policy CP3 and Managing Development Delivery Development Plan Document Policy CC07.*

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

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

14. The Reserved Matters application(s) for each sub phase of the development shall include a Bus Strategy which sets out the provisions to be made to accommodate bus services serving users of the buildings of that sub phase of development.

*Reason: To ensure provision is made for bus services so as to promote and facilitate more sustainable patterns of travel to and from the site.*

#### **Sustainable Design and Construction**

15. The development hereby approved shall target a BREEAM rating of 'Very Good'. Prior to the commencement of building works pertaining to any sub phase of the development, a full BREEAM pre-assessment for that sub phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, no later than 6 months following the substantial completion of the development, verification that the development has achieved the BREEAM rating of 'Very Good' shall be submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure sustainable design and construction. Relevant Policies: Core Strategy policy CP1, Managing Development Delivery (MDD) document Policies CC04 and CC05.*

16. The development hereby approved shall be constructed in accordance with the overarching principles set out in the Energy and Sustainability Statement hereby approved (AECOM: December 2016). The Reserved Matters application(s) submitted pursuant to condition 1 of this planning permission shall be inclusive of a detailed Energy and Sustainability Scheme pertaining to the particular sub phase of development which demonstrates how the individual sub phase will achieve (or contribute to) the site wide carbon reductions set out in the Energy and Sustainability Statement.

*Reason: To ensure sustainable design and construction. Relevant Policies: Core Strategy policy CP1, Managing Development Delivery (MDD) document Policies CC04 and CC05.*

### **Construction Management**

17. No development shall commencement on a sub-phase of the development hereby permitted until such time as a Construction Environmental Management Plan (CEMP) in respect of that sub-phase has been submitted to and approved in writing by the Local Planning Authority. Construction of each sub-phase of the development shall not be carried out otherwise than in accordance with the relevant approved CEMP. The CEMP(s) shall include the following matters:

- i) a construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials;
- iv) a construction traffic management plan including measures for traffic management and a programme of works / phasing / lorry routing including temporary signage and potential construction vehicle numbers;
- v) piling techniques including types of piling rig and earth moving machinery;
- vi) provision of boundary hoarding;
- vii) protection of the aquatic environment in terms of water quantity and quality;
- viii) details of proposed means of dust suppression, and mitigation measures for noise, vibration and odour;
- ix) details of measures to prevent mud from vehicles leaving the site during construction;
- x) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- xi) lighting on site during construction (including temporary);
- xii) measures to ensure no on site fires during construction;
- xiii) details of the haul routes to be used to access the development;
- xiv) demolition protocol including details of how to deal with asbestos. This shall include an Asbestos Management Report providing details of surveys, mitigation, and verification of asbestos management, and as appropriate, provision of contingency surveys, mitigation and verification to be adopted during the construction phase;
- xv) details of the temporary surface water management measures to be provided during the construction phase;
- xvi) details of the excavation of materials and the subsurface construction methodology;
- xvii) implementation of the CEMP through an environmental management system;
- xviii) appointment of a Construction Liaison Officer; and

xix) monitoring and review mechanisms;

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

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

18. Work related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 08:00 am and 18:00 pm Monday to Friday and 08:00 am to 1.30 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: Wokingham Core Strategy Policies CP1 and CP3*

### **Neighbouring Amenity**

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

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

### **Archaeology**

20. No development on a sub-phase of development shall take place until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work in relation to the particular sub-phase in accordance with a written scheme of investigation, which has first 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 - Policy TB24 of the MDD DPD.*

### **Contamination**

21. Each Reserved Matters application shall be accompanied with details of a scheme to deal with potential contamination of the site which shall need to be subject to approval 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 for the relevant building works has been submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure any contamination of the site is remedied and to protect existing/proposed occupants of the application site and/or adjacent land. Relevant*

*Policy: Wokingham Core Strategy CP1.*

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

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

### **Drainage**

23. The development hereby approved shall be constructed in accordance with the Flood Risk Assessment hereby approved (WSP Flood Risk Assessment 70016704). No construction on a sub phase of the development shall take place until full details of the drainage system for that sub phase have been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level.
- Full calculations demonstrating the capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change with runoff controlled at Greenfield rates, or better.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels.
- A maintenance arrangement for the SuDS features throughout the lifetime of the development.
- An agreement with the utilities provider that their system can cope with foul flows from this development.

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

24. No development shall commence until such time as 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. Relevant Policies Policy CP1 of the Wokingham Core Strategy and Managing Development Delivery Development Plan Document Policies CC09 and CC10.*

25. 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.

*Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand. Relevant Policies Policy CP1 of the Wokingham Core Strategy and Managing Development Delivery Development Plan Document Policies CC09 and CC10.*

### **Ecology**

26. Condition required to secure either: i) an overarching Ecological Mitigation Strategy for the site prior to the submission of the first reserved matters application and detailed ecological mitigations strategies and Environmental Management Plans with each of the Reserved Matters applications thereafter; or ii) detailed ecological mitigations strategies and Environmental Management Plans with each of the Reserved Matters applications, in general compliance with the currently submitted Ecological Strategy Report.

[NOTE: Wording of condition will be provided via an 'officer up-date' once WBC's Ecology Officer has had chance to review the submitted Ecological Strategy Report and confirm acceptance, or not, of that document as currently drafted.]

### **Access**

27. The access to the site hereby approved shall only be constructed in accordance with the details of such shown on drawing A102-005 P2, unless otherwise approved 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.*

28. Notwithstanding the details shown on the approved drawings, no construction of the additional left turn lane accessing the development (as shown on drawing A102-005 P2) shall commence until such time as details of the replanting and regrading of the bund effected by the works, including a timetable for implementation, have been submitted to and approved in writing by the Local Planning Authority. The works of replanting and regrading as approved shall thereafter be implemented in accordance with the approved timetable for implementation.

*Reason: To ensure an appropriate quality of development at this important approach to the development.*

### **Informatives**

1. This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.

2. The Planning Permission the subject of this decision notice is also subject to a S106 agreement; the requirements of which shall need to be executed by the developer in accordance with the requirements set out therein.
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. 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 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.
6. 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.
7. 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.
8. Landscaping - The details of landscaping to be submitted pursuant to condition 1 of this planning permission should be inclusive of 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 should include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants (noting species, planting sizes and proposed numbers/densities where appropriate), and an implementation timetable.
9. Impact on M4 - Depending on detailed design of layout and landscaping, headlights within the proposed car park could have the potential to dazzle users of the M4. The development shall need to be designed to prevent such occurrences; matters which shall need to be considered by the LPA (in consultation with Highways England) during the determination of the Reserved Matters application(s) for the relevant sub phases.

10. Surface Water Drainage - Thames Water advise that with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. 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 groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

#### PLANNING HISTORY

O/2009/1027	Outline Planning Permission for phase 1 of the development of Science & Innovation Park (all matters except Access were reserved) plus Full Planning Permission for the construction of access road, foot and cycle ways, M4 overbridge and associated works - APPROVED on 27 <sup>th</sup> May 2010.
RM/2015/0630 / 151988	Reserved Matters for the development of phase 1A of the Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – APPROVED 26 <sup>th</sup> August 2015
152330	Application to extend the implementation date of planning consent O/2009/1027 (dated 27/05/2010) for a further 5 years – APPROVED 22 <sup>nd</sup> October 2015.  [Officer Note: The grant of permission 152330 had the effect of granting a new planning permission for the development – the 'extant outline consent'].
162841	Reserved Matters in relation to the development of Phase 1b of the proposed Thames Valley Science Park (TVSP) for a new cancer treatment centre, all associated landscaping, access and ancillary works – APPROVED 8 <sup>TH</sup> December 2016.
162818	Reserved Matters application for the car park for phase 1 of the Science Park – APPROVED 8 <sup>TH</sup> December 2016.
160011	Full planning permission for the Eastern Relief Road.  [Officer Note: The Eastern Relief Road is being constructed pursuant to planning permission 160011. This planning permission and the Eastern Relief Road being constructed pursuant to it supersedes the full planning permission for the access road, M4 overbridge etc. approved under hybrid application O/2009/1027.]

**SUMMARY INFORMATION****For Commercial**

Site Area	12.1ha
Previous land use(s)	Agricultural
Proposed floorspace of each use(s)	57,110 sqm
Number of jobs created	Circa 4,000
Proposed parking spaces	Circa 1,900

**CONSULTATION RESPONSES [Officer comment in brackets]****WBC Consultees**

WBC Planning Policy	Advises that “the proposal is supported by the development plan and would support the Borough’s wider employment aspirations and the specific vision to develop a hi-tech facility to improve the Borough’s skills and knowledge base”.
WBC Flood Risk & Drainage	No objection, subject to condition [as included]
Berkshire Archaeology	No objection, subject to condition [as included]
WBC Highways	No objection, subject to conditions and S106 provisions [as included]
WBC Trees and Landscaping	No in principle objection, but would like to see more detail on the structure planting [matters which will need to be presented in the Reserved Matters application]
WBC Ecology	No in principle objection. At the time of writing was reviewing the submitted Ecological Mitigation Strategy.
WBC Public Rights of Way	No objection
WBC Conservation	No objection

**External**

Highways England	No objection, subject to the development not causing harm to the function and safety of the M4 through headlights within the proposed car park dazzling users of the M4. [These matters will need to be evidenced and considered during the determination of the RM applications - see informative].
SGN	There is a high pressure gas pipeline in the vicinity of the proposed development. No objection is raised to the development; but guidance is provided.
Thames Water	No objection, subject to conditions [as included].
Historic England	No comment
Natural England	No objection
Royal Berkshire Fire and Rescue	No objection

**Neighbouring Councils**

Reading Borough Council	Raise an objection to the proposal for the following reasons:  - Concerns over the transport impacts for the transport network in Reading Borough arising from the high levels of parking proposed
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and the lack of provision for access by alternative modes of transport, in particular a frequent bus service to the site;

- Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading; and
- The proposed development is unlikely to function or operate in a sustainable manner, taking account of the predicted generation of vehicular traffic and the site's relatively remote location, which is poorly served by public transport links and pedestrian/cycle routes.

[Officer Comment: See transport section of this recommendation report. Officers are satisfied with the level of assessment undertaken and are satisfied that subject to the implementation of the South of M4 Bus Strategy the site will be appropriately served by public transport to mitigate the wider impacts of the development upon the highway network].

## **LOCAL REPRESENTATIONS**

Letters were sent to over 200 neighbouring property addresses in the vicinity of the site. The application was also advertised by way of site notice and press advert.

At the time of writing no representations have been received from local residents in respect to the application.

At the time of writing no representations have been received from local Councillors.

Shinfield Parish Council:

Requests that the boundary treatments to the site be more appropriate, and in keeping with the existing surrounds of the Loddon Valley. The site is currently very visually dominant from a number of local vantage points, and Shinfield Parish Council believes that the boundary treatment on the southern edge of the site should be more substantial (taller and denser). Whilst the Parish Council recognises that this site will never be 'in keeping' with its neighbouring surroundings, the site could be made more discreet from within the village, whilst maintaining a more prominent visual advantage from the M4.

[Officer Note: Recommending officers consider that the parameter plans and associated submissions include sufficient commitment to boundary planting along the Cutbush Lane (southern) boundary to mitigate the visual impacts of the development upon the local landscape character; detailed matters of which shall need to follow with the relevant Reserved Matters planning applications.]

## **PLANNING POLICY**

### National Policy

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

Wokingham Borough Core Strategy policies:

- CP1 - Sustainable Development
- CP3 - General Development Principles
- CP4 - Infrastructure Requirements
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network
- CP11 - Proposals outside Development Limits (including countryside)
- CP15 – Employment Development
- CP16 – Science Park
- CP19 – South of M4 Strategic Development Location

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

Managing Development Delivery Document (Local Plan) (adopted February 2014)

- CC01 – Presumption in Favour of Sustainable Development
- CC02 – Development Limits
- CC03 - Green Infrastructure, Trees and Landscaping
- CC04 - Sustainable Design and Construction
- CC05 - Renewable energy and decentralised energy networks
- CC06 - Noise
- CC07 – Parking
- CC09 - Development and Flood Risk (from all sources)
- CC10 - Sustainable Drainage
- TB12 – Employment Skills Plan
- TB13 – Science and Innovation Park
- TB20 – Service Arrangements and Deliveries for Employment and Retail Use
- TB21 - Landscape Character
- TB23 - Biodiversity and Development
- TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
- TB25 - Archaeology
- SAL07 – Sites within Development Limits allocated for employment/commercial development

Supplementary Planning Documents

- South of M4 Strategic Development Location Supplementary Planning Document (October 2011)
- Wokingham Borough Design Supplementary Planning Document (2012)
- Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

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

Other Documents

- Shinfield Parish Neighbourhood Plan

## **PLANNING ISSUES**

### **Application Site**

1. The application site is situated to the south of the M4 motorway, between junctions 10 and 11. The village of Shinfield is located approximately 0.5km to the south west.
2. The phase 2 site lies immediately to the east of phase 1 of the Science Park; which itself lies immediately to the east of the newly constructed Eastern Relief Road which will provide direct access from a roundabout junction. Phase 1 of the Science Park is currently under construction.
3. The north of the site is bounded by the M4 motorway, and the south east of the site by Cutbush Lane. The application site is mostly open arable farmland, with mature trees to the boundaries. The main access to the site will be via the new Shinfield Eastern Relief Road to the west of the site. There is also an existing access direct to/from Cutbush Lane.
4. Cutbush House, a former farmhouse of 16th century origin, and its adjoining former barn (now converted to domestic use and known as Badger Cottage) are Grade II listed buildings, located on the same side of Cutbush Lane as the application site. These are visually screened from the site by woodland.
5. The application site for this phase 2 part of the development covers an area of approximately 12.1 Ha. The site is wholly under the applicant's ownership, having previously been part of its horticultural research unit.

### **Development Proposals**

6. Outline Planning Permission for Phase 1 of the Thames Valley Science Park was originally granted in May 2010. Phase 1 comprises of 18,850 sqm of floorspace and has secured Reserved Matters consents for phases 1a (the gateway building), 1b (the Cancer Treatment Centre) and the car park. Construction has commenced.
7. Planning permission is now sought in outline for Phase 2 of the Thames Valley Science Park – an extension to the development approved under Phase 1. Outline consent for an additional 57,110 sqm of floorspace is sought; with occupancy to be managed by a Park Director through the recommended condition and the Gateway Policy set out in the S106.
8. Outline Planning Permission is sought, together with consent for detailed matters of access to the site. The application therefore seeks approval for the principle of the development in this location together with access arrangements from the newly constructed ERR and Cutbush Lane. All other matters of detailed design (layout, appearance, scale, landscaping) are reserved so do not fall for consideration here.
9. Submitted parameter plans identify that the car park will be provided to the north of the site as an extension to the car parking approved under Phase 1. The building zone would extend the phase 1 building zone eastwards and would be inclusive of buildings ranging from single to five storeys in height. The indicative masterplan submitted identifies that the development could potentially be delivered in 14 buildings (17 overall with what will come forward in Phase 1), although this will in all likelihood change over time as occupiers' needs are identified and detailed design is commenced. The parameter plans for which consent is sought would not preclude this flexibility.

### **Land Use**

10. A Science and Innovation Park is a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. In most instances, science parks are associated with a centre of technology such as a university or research institute; in this case it is linked to the University of Reading (the applicant). It is anticipated that the Thames Valley Science and Innovation Park will deliver 55,000sqm of employment floorspace by 2026. The Thames Valley Science Park (TVSP) is expressly promoted by Wokingham's current Development Plan Policies. It will deliver substantial public benefit both locally and for the wider region.
11. Core Strategy policy CP16 supports the provision of a Science Park south of the M4 to enhance the Borough's employment base by facilitating the expansion and diversification of the University of Reading in collaboration with the commercial sector. Further to this, MDD policy TB13 defines the boundary of the site and the fundamental principles relating to its further development following approval of phase 1. MDD policy SAL07 (*Sites within Development Limits allocated for employment/commercial development*) allocates the Science and Innovation Park for completion of 55,000sqm of employment floorspace by 2026; with additional development anticipated to continue beyond the plan period. The delivery of the Science Park is therefore an integral part of Wokingham's development plan strategy for employment and economic growth.
12. Locally the TVSP would enhance Wokingham Borough's employment base and would offer opportunities for the Borough's resident highly skilled and knowledgeable workforce. The TVSP is also integral to the sustainable development of the South of the M4 Strategic Development Location; which in its entirety will become a place where people can choose to live, work, shop and go to school in very close proximity, and can use alternatives to the car to get around. More widely the TVSP will play a key role in driving the region's knowledge economy, taking advantage of its location close to London and Heathrow and access to a first class regional transport infrastructure. Moreover, the TVSP will deliver a high quality, flagship development within the Wokingham Borough, at the heart of the Thames Valley that will encourage inward investment and a new commercial offering to the knowledge-economy markets in London, the Thames Valley and the South East.
13. Along with the previous Phase 1 permissions for this site, approval here would establish consent for an overall floorspace of 75,690 sqm. The applicant anticipates that the Phase 1 development of 18,580 sqm floorspace will be completed by 2020, while the Phase 2 development of 57,110 sqm (the subject of this application) will be completed by 2040. The development therefore will help secure additional employment floorspace beyond the current plan period.
14. In land use terms therefore, the principle and quantum of development in this location as an extension to the Phase 1 development is entirely supported by current Development Plan Policy.

### **Detailed Design**

15. The application seeks outline planning permission with all matters of detailed design, other than access to the site, reserved until later consideration. Detailed

matters of layout, appearance, massing and landscaping are therefore not for consideration here. That said, the application is accompanied by parameter plans and a whole host of supporting documents which will set the context within which the detailed design of the individual phases will be brought forward.

16. The application is inclusive of a Design and Access Statement and an illustrative masterplan, which treats the Science Park as a single entity; cognisant of what has already been approved in phase 1 and presenting a comprehensive and coherent approach to the development of the remainder of the site. The indicative masterplan for the Science Park provides for a flexible layout with a strong central street running for the length of the development linking all of the buildings together through a series of three key character areas. These character areas are identified as the Collegiate Square (key character area A - included in Phase 1), the Civic Place (key character area B – provided at the centre/heart of the Science Park and acting as a pin wheel around which the development is orientated) and Cutbush Walk (key character area C – creating a vista looking down to a key feature building suspended on a colonnade over the wet pond at the lowest point of the site). It is anticipated that the buildings will all be orientated to present their main entrances onto the central street and key public spaces.
17. Phase 1 of the Science Park consists of a series of plots typically 20m wide arranged with gables fronting onto the ‘Collegiate Square’. The Gateway Building provides an entrance marker into the site and a strong frontage along the ‘Collegiate Square’.
18. The site massing principles presented within the masterplan for phase 2 follow those that were included in the original indicative masterplan presented with the outline planning application for phase 1. Within Phase 1 the Gateway building and amenity hub are contained within a three storey building affording enhanced prominence both at the site entrance and within the wider phased development. Buildings step down in height to two storeys immediately behind the Gateway building. Phase 2 is an extension to phase 1 and proposes that buildings step up to potentially five storeys in height at the heart of the site, providing visual prominence from the motorway and scale suitable to provide enclosure to the Civic Space. The remainder of the phase 2 development terraces down towards the eastern boundary finishing at two storeys closest to Cutbush Lane. Landscape structure planting and landscaped ecological mitigation planting is proposed along the eastern boundary; which will be necessary to ameliorate the impact of the scale of the development in this rural location.
19. Car parking for the development is shown to the north, between the new buildings and the M4 motorway. This is an extension of the arrangements of Phase 1. The masterplan does suggest the use of decked parking areas to accommodate more spaces and further consideration of this arrangement will be required at the time of the relevant Reserved Matters planning applications.
20. The masterplan suggests that generally the phase 2 buildings will be either concrete or steel framed with the external envelope consisting of engineered façade solutions with cladding and curtain walling systems. It is important to the applicant that a generic office block palette is not followed, but that a campus style of development is achieved where buildings and landscaping are designed to function together to encourage collaboration and invite interaction. Full details of appearance will need

to be presented for consideration at the time of the relevant Reserved Matters application.

21. Whilst detailed design is not presented here, the submitted documents nevertheless appropriately demonstrate that the quantum of floorspace proposed can be comfortably accommodated in a high quality development responsive to the design constraints of the site and local context.

#### **Landscape and Visual Character**

22. Policy TB21 of the MDD (*Landscape Character*) requires that proposals shall retain or enhance the condition, character and features that contribute to the landscape and policy TB23 of the MDD (*Biodiversity and Development*) requires that schemes demonstrate measures to enhance biodiversity.
23. The development of the TVSP introduces new large scale buildings into the existing settled and farmed landscape, with significant and inevitable localised impacts on the landscape character area. Wider landscape impacts however are not so significant because, whilst the TVSP will be visible from the M4, it will not be widely visible from other directions due to site levels and planting. So while the TVSP will have a significant presence on the main approaches, there will be distinct separation from Shinfield and minimal visibility from the rural Loddon Valley.
24. It must be remembered that this is an allocated site in the Development Plan and that during the allocation the LPA would have been cognisant of the urbanising nature of the development. Phase 1 of the Science Park has already secured planning permission in this context.
25. To mitigate the impacts of the built form on local landscape character, the development is inclusive of considerable areas of woodland planting as part of the 'advance landscape planting strategy' on the southern and western extent of the site. Substantial woodland planting is already approved as part of Phase 1, to the north of Cutbush Lane. Further landscape enhancement is also proposed, such as new hedgerow and hedgerow trees to field boundaries; together with the comprehensive landscaping that will be required around the buildings and in the parking areas. Subject to the provisions of these elements of green infrastructure, in accordance with full details and strategies that will need to be presented as part of the reserved matters planning applications, there is no reason to suggest that the quantum and scale of development shown on the parameter plans will not suitably integrate and appear proportionate to the underlying landscape character of the area.

#### **Amenity Impact**

26. Policy CP1 of the Core Strategy states that development should: 'Avoid areas where pollution (including noise) may impact the amenity of future occupiers' and policy CC06 of the MDD states that 'Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors'. Core Strategy Policy CP3 identifies that developments should be of an appropriate scale of activity, mass, layout, built form, height, materials and character and that they should avoid detriment to the amenities of adjoining land users.
27. The development would not be introducing of a use or uses inappropriate to this location. The use has already been established as acceptable under the

determination of the outline planning permission for phase 1 and is explicitly supported by way of the development plan allocation.

28. The development is sufficiently distant from all neighbouring properties such that it would not introduce unacceptable relationships of overlooking and loss of outlook, daylight or sunlight. The closest residential properties (Cutbush House and Badger Cottage) would be some 170m from the new gateway building of phase 1 and would be screened from the development by the existing mature woodland.
29. The application is accompanied by an Acoustic Report that evidences that noise breakout from the new building, including from roof plant, will not create a high noise impact at noise sensitive receptors in the area. The recommended condition will safeguard neighbouring properties in this regard.
30. Noise, disturbance and inconvenience during the construction period can be minimised as far as is reasonable through good practice and through the recommended conditions - including conditions which require construction management and restrict hours of construction. No further mitigation is considered necessary.
31. For the reasons set out above, in terms of its impact upon neighbouring residential amenity the development need not fail against the relevant policies of the Development Plan; namely Core Strategy Policies CP1 and CP3 and policy CC06 of the MDD DPD.

### **Transport and Highways**

32. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. The NPPF advises, however, that development 'should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
33. The primary access to the site would be from a roundabout junction on the ERR. In accordance with the resolution made in respect to phase 1, the access from Cutbush Lane will be restricted to pedestrian, cycle and emergency vehicle access only.
34. ARCADY operational assessments, carried out in support of the application, indicate that the ERR site access junction as constructed for Phase 1 may not in time function satisfactorily in the AM peak hour. In response the applicant has included junction improvements in the application which would introduce a left turn only slip road on the ERR into the site of approximately 100m in length. The modelling, based on trip generations and forecasts, indicate that this may be required at occupation of approximately 50,000sqm of floorspace – which on current forecasts would be around 2026. Based on the traffic modelling, the new access arrangements would suitably improve the junction capacity to better accommodate the science park traffic.
35. The potential highway improvement scheme has however been identified based on analysis that utilises 'demand flows' (as opposed to actual flows) from the WSTM

model when the development is fully operational. These flows are considered unlikely to materialise given the forecasts assume unsuppressed conditions which ignore the effects of up-stream queuing. It is therefore recommended that whilst planning permission should be granted for the new access arrangements, the traffic situation in and around the Science Park should be monitored over time and the access improvements only delivered if proven necessary. Such matters would be secured under the S106. In addition, a condition is recommended to ensure the suitable re-grading and replanting of the existing access bund that would be affected by the works.

36. Wider afield, Reading Borough Council has raised concerns that the development will increase traffic flows on its network and that the full impact of such increased traffic flows have not been properly assessed in the Transport Statement. Given the site designation however, the site has been included in the WBC Strategic Transport Model (WSTM) and is similarly represented in the Reading Transport Model. All major developments within WBC and Reading BC which have been appraised using these traffic models have therefore allowed for trip generation from the TVSP, thereby ensuring that the future performance of the road networks have been appraised in a cumulative manner that allows for the allocated TVSP site.
37. The Phase 2 proposal for the Science Park would result in a total development quantum of 75,690sqm; which is higher than the 55,000sqm quantum originally allowed for within the WSTM. Notwithstanding, the WSTM assumes trip generation rates for the TVSP associated with B1(a) office use; whereas the gateway policy of the TVSP restricts the nature of the permitted use to that which exhibits lower trip generation. Specifically the WSTM allowed for the TVSP to generate 1,041 (AM) and 779 (PM) two way vehicle trips during the 2026 peak hours; whereas allowing for trip rates more appropriate to the Science Park users results in forecast trip generation figures of 984 (AM) and 833 (PM) two way vehicle movements when the TVSP is fully built out. The phase 2 proposals for the Science Park would therefore likely generate a similar level of vehicle trips to that which has always been allowed for within the WSTM.
38. The Transport Assessment includes the results of detailed junction assessments at locations where there would be a marked increase in vehicle movements resultant from the proposed development. It demonstrates that the junctions specifically assessed can accommodate the additional traffic. The effect of the development further afield would be less pronounced, given that the traffic would dissipate onto the surrounding networks. The assessment indicates that further afield, including routes in Reading BC, the development would not increase traffic by greater than 5% and hence would lie within the typical day-to-day variation of traffic flows. Whilst such increases below 5% do not automatically signify that a detrimental effect would not occur along the wider road network, the appropriate response to mitigating such potential impacts is to first employ measures that will act to reduce the level of vehicular trip generation associated with the development. In this instance that mitigation comprises a high quality public transport service linking the site (and wider SDL) to Reading and Wokingham town centres.
39. The application is accompanied by a framework travel plan to promote more sustainable patterns of travel to the site and reduce traffic impacts. A full travel plan would be secured via the S106 agreement.

40. The transport strategy for the Science Park is reliant upon the South of M4 public transport strategy to service the site. Phase two of the strategy will provide a 30 minute frequency from the site in September 2017. Phase 3 will be a 15 minute service operating as a clockwise and anticlockwise loop. At present the South of M4 bus strategy is expected to be funded until 2027; with no guarantee beyond this period. At the time of writing WBC Officers are in discussions about how the development can best support an ongoing bus service beyond 2027 in the event that funding is no longer available. Officers will up-date the Committee by way of an addendum item.
41. In addition, the bus stop location approved under Phase 1 of the development and shown on the Illustrative Masterplan is just 70m from the ERR access roundabout. If a bus is stopped at this location then there is only room for approximately 8 vehicles to wait before blocking the roundabout. This bus stop in this location therefore will unlikely be acceptable to support the full build out of the Science Park and an alternative location will likely need to be found. Such matters will need to be addressed as the detailed design of phase 2 is worked up and a condition is recommended to deal with this matter.
42. In terms of car parking, the masterplan indicatively includes a provision of 1 space per 30sqm, which would generally accord with WBC standards – albeit caution should be taken when applying the WBC standards to the bespoke nature of the TVSP. Details of parking and parking management, including cycle and motor cycle parking, will need to be provided and considered at the time of the relevant reserved matters planning applications; where greater certainty will be available about future occupiers. Conditions are recommended to deal with these matters.
43. Subject to the recommended conditions and S106 agreement, the development would accord with the relevant transport related policies of the development plan.

#### **Sustainable Design and Construction**

44. Core Strategy policy CP1 requires development to contribute towards the goal of achieving zero carbon developments by including on-site renewable energy generation and minimising energy and water consumption. The Managing Development Delivery (MDD) document Policy CC04 requires all non-residential developments of over 100 sqm to achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements. MDD policy CC05 (Renewable Energy) requires that non-residential schemes of over 1000 sqm gross floorspace should provide for a minimum 10% reduction in carbon emissions through on-site renewable energy or low carbon sources.
45. The application is accompanied by an 'Energy and Sustainability Statement'. The statement sets out a commitment to targeting a BREEAM rating of 'Very Good'.
46. The statement also identifies that the site will reduce energy demand below minimum Building Regulation requirements via energy efficiency measures (e.g. passive design, building fabric and improved efficiency of services plant and equipment), before applying low / zero carbon technologies (solar photovoltaic systems and/or district heating) to achieve a minimum 10% reduction as required by policy CC05. It is envisaged that the 10% emissions reduction will be achieved across the whole of the phase 2 development, but not necessarily on each building – i.e. some buildings could achieve a greater carbon reduction than others if that

was a more economically viable way of meeting the overall 10% reduction.

47. The final choice of technology will be made at a later date, as phases 1 and 2 of the Science Park become further developed and there is greater certainty about heat and electricity demands of the users. In this way the optimum design solution for reducing carbon emissions in line with the prescribed targets across the whole of Science Park can be delivered.
48. The recommended conditions will ensure that the development, as it is worked through the Reserved Matters applications, includes suitable commitment to sustainable design and construction in accordance with the relevant policies of the Development Plan.

### **Waste**

49. A waste strategy has been submitted with the application, which takes into account the need to lessen overall impact of waste generation through prevention, minimisation, reuse and recycling. Detailed matters of waste management will need to be worked up as part of the detailed design on a phase by phase basis as and when greater understanding of future occupiers is known. A condition is recommended to this effect.

### **Noise and Air Quality**

50. The application is accompanied by a Noise Report and an Air Quality Assessment. Given the lack of nearby sensitive receptors the reports conclude that the development will not give rise to any significant noise or air quality impacts; especially if mitigation measures are employed as will be the case through the construction management. A further condition is recommended to protect neighbouring residents from plant and machinery that may be used during the operations of the development.

### **Flooding and Drainage**

51. The NPPF and Core Strategy policy CP1 seek to ensure that new development should avoid increasing and where possible reduce flood risk. MDD Policy CC09 seeks to locate vulnerable development away from areas at risk of flooding, and Policy CC10 seeks to reduce run-off rates and volumes to as near as greenfield as practicably possible.
52. The application site falls within in flood zone 1. In terms of the drainage strategy for the site, the Flood Risk Assessment (FRA) submitted with the application proposes swales and two hydraulically linked SuDS basins to the east of the development. Soakaway testing has been undertaken and identified that infiltration is not achievable at this site. The submitted FRA therefore proposes that attenuation will be provided via sales and basins with discharge controlled by a hydro-brake at greenfield rates.
53. The detailed drainage strategies for each parcel of development will be brought forward pursuant to the recommended conditions. The development therefore need not fail against Core Strategy Policy CP1 and MDD Policies CC09 and CC10 with regards to flooding and drainage.

### **Ecology**

54. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires

appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.

55. The application is accompanied by an Ecological Strategy Report for the site. The document is an overview of the mitigation measures drawn from the ES of the consented Outline scheme for Phase 1 but updated where necessary following update surveys, with the expectation that a more detailed Ecological Management Plan (EMP) will be provided as part of the Reserved Matters applications.
56. At present, the landscape does not support a high diversity of wildlife. Surveys conducted over a period of time have identified a small number of farmland birds using the arable fields, badger foraging and a small number of common bat species. The bats roost in trees along Pearman's Lane and in the woodland, and forage and commute along the boundary hedgerows.
57. The strategy details measures proposed to protect and enhance these ecological receptors, during construction and during the operational phase; including restricted working hours, fenced buffer zones, a lighting strategy to minimise impacts on bats during construction and buffers of natural habitat around retained features, wildlife corridors, wildlife friendly planting to enhance foraging for Badgers, bats and birds, and a sensitive lighting scheme to maintain dark corridors for bats.
58. At the time of writing WBC's Ecology Officer was reviewing the overarching strategy to ensure it contains a sufficiently comprehensive approach to the ecological management of the site, such that detailed strategies and plans can be worked up as part of the subsequent Reserved Matters planning applications. Officers will update members on the evening of committee.

### **Heritage Impacts**

59. Policy TB24 of the MDD DPD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings.
60. The TVSP, subject to the parameters proposed, would not have a detrimental impact upon the listed Cutbush House and Badger Cottage and their settings. The buildings on the Science Park as a whole are not in the immediate vicinity of the listed buildings (the gateway building of phase 1 is the closest at 170m) and are separated by mature and extensive woodland.
61. There are no other listed buildings, historic parks and gardens, scheduled ancient monuments or conservation areas within the vicinity of the site that would be materially affected by the development.
62. In terms of archaeology, there is a potential for buried remains to be present, in particular relating to the Romano- British, medieval and post-medieval periods. Therefore a geophysical survey followed by trial trenching to further evaluate the archaeological potential of the site is required. Further phases of field investigation may be required depending on the results of the trial trenching. A condition of consent is recommended to deal with this matter, as recommended by Berkshire Archaeology. Subject to the condition, the application need not fail against policy TB24 of the MDD DPD.

**Land Contamination**

63. The site is currently agricultural land. There is no current evidence to suggest that there will be contaminants at the site that would prejudice the delivery of the TVSP as proposed. Ground investigation will need to be undertaken prior to the proposed “cut and fill” earthworks to characterise ground conditions and test for relevant contaminative substances. The recommended conditions provide suitable control should contamination be found at the site.

**Construction Skills Plans**

64. In accordance with *Policy TB12 of the Wokingham Borough Council MDD*, the applicant has committed to the submission and operation of an ‘Employment Skills Plan’ for the constructional phases of the development. This would be secured via the S106 agreement. This document would specifically commit the developer to working with the relevant Council department to promote opportunities for local residents in the construction of the development. These provisions will promote opportunities for local people and are substantial residual benefits of the development.

**CONCLUSION**

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

Officers therefore recommend that the application is approved, subject to the S106 planning obligations and conditions listed above.

**CONTACT DETAILS**

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

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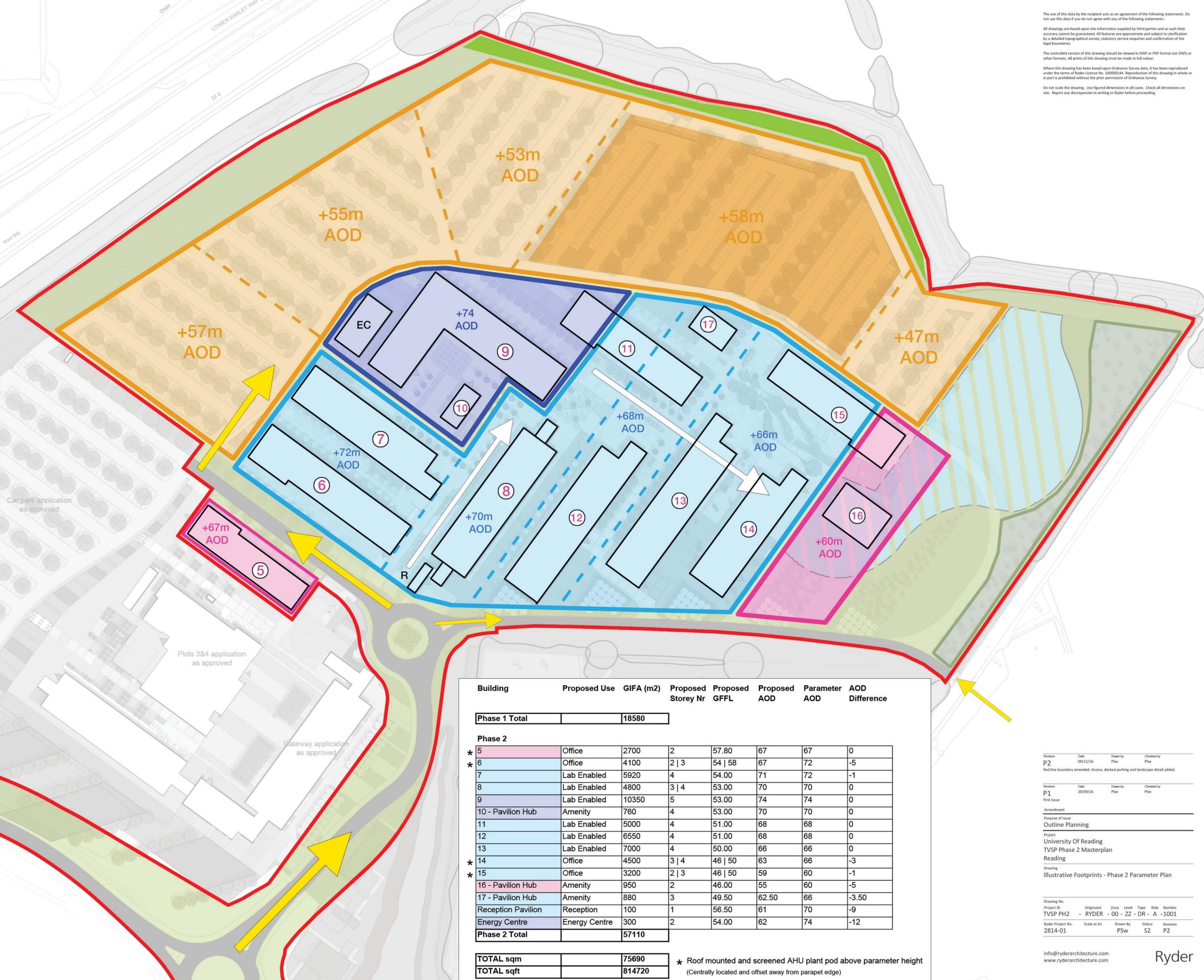
**LEGEND**

- Phase 2 boundary site
- +67m Maximum parameter AOD heights
- 2 storey
- Up to 4 storey
- Up to 5 storey
- Built development zones
- Surface parking
- Decked parking
- Drainage facilities
- Landscape structure, including ground modelling, extensive tree planting and hard and soft areas
- Ecological mitigation area and substantial planting
- Root protection zone
- Proposed road infrastructure
- ➔ Main access points
- ➔ Indicative direction of construction phasing sequence

**Note:**

As per the Gateway Building, each of the future potential laboratory buildings will require flues with heights that will exceed the parameter height up to a maximum of 4m.

The future potential energy centre(s) will require flues with heights that will exceed adjacent buildings by a maximum of 4m, and therefore exceed the parameter height up to a maximum of 4m.



Building	Proposed Use	GIFA (m2)	Proposed Storey Nr	Proposed GFFL	Proposed AOD	Parameter AOD	AOD Difference
<b>Phase 1 Total</b>		<b>18580</b>					
<b>Phase 2</b>							
* 5	Office	2700	2	57.80	67	67	0
* 6	Office	4100	2   3	54   58	67	72	-5
7	Lab Enabled	5920	4	54.00	71	72	-1
8	Lab Enabled	4800	3   4	53.00	70	70	0
9	Lab Enabled	10350	5	53.00	74	74	0
10 - Pavilion Hub	Amenity	760	4	53.00	70	70	0
11	Lab Enabled	5000	4	51.00	68	68	0
12	Lab Enabled	6550	4	51.00	68	68	0
13	Lab Enabled	7000	4	50.00	66	66	0
* 14	Office	4500	3   4	46   50	63	66	-3
* 15	Office	3200	2   3	46   50	59	60	-1
16 - Pavilion Hub	Amenity	950	2	46.00	55	60	-5
17 - Pavilion Hub	Amenity	880	3	49.50	62.50	66	-3.50
Reception Pavilion	Reception	100	1	56.50	61	70	-9
Energy Centre	Energy Centre	300	2	54.00	62	74	-12
<b>Phase 2 Total</b>		<b>57110</b>					
<b>TOTAL sqm</b>		<b>75690</b>					
<b>TOTAL sqft</b>		<b>814720</b>					

\* Roof mounted and screened AHU plant pod above parameter height (Centrally located and offset away from parapet edge)

Revision	Date	Drawn By	Checked by
P2	09/12/16	PSW	PSW
Red line boundary amended. Access, decked parking and landscape detail added.			
P1	20/09/16	PSW	PSW
First Issue			
Amendment			
Purpose of Issue			
Outline Planning			
Project			
University Of Reading			
TVSP Phase 2 Masterplan			
Reading			
Drawing			
Illustrative Footprints - Phase 2 Parameter Plan			
Drawing No.			
Project ID	Originator	Zone	Level
TVSP PH2	RYDER	-00 - ZZ - DR - A	-1001
Ryder Project No.	Scale at A1	Drawn By	Status
2814-01		PSW	S2
			Revision
			P2

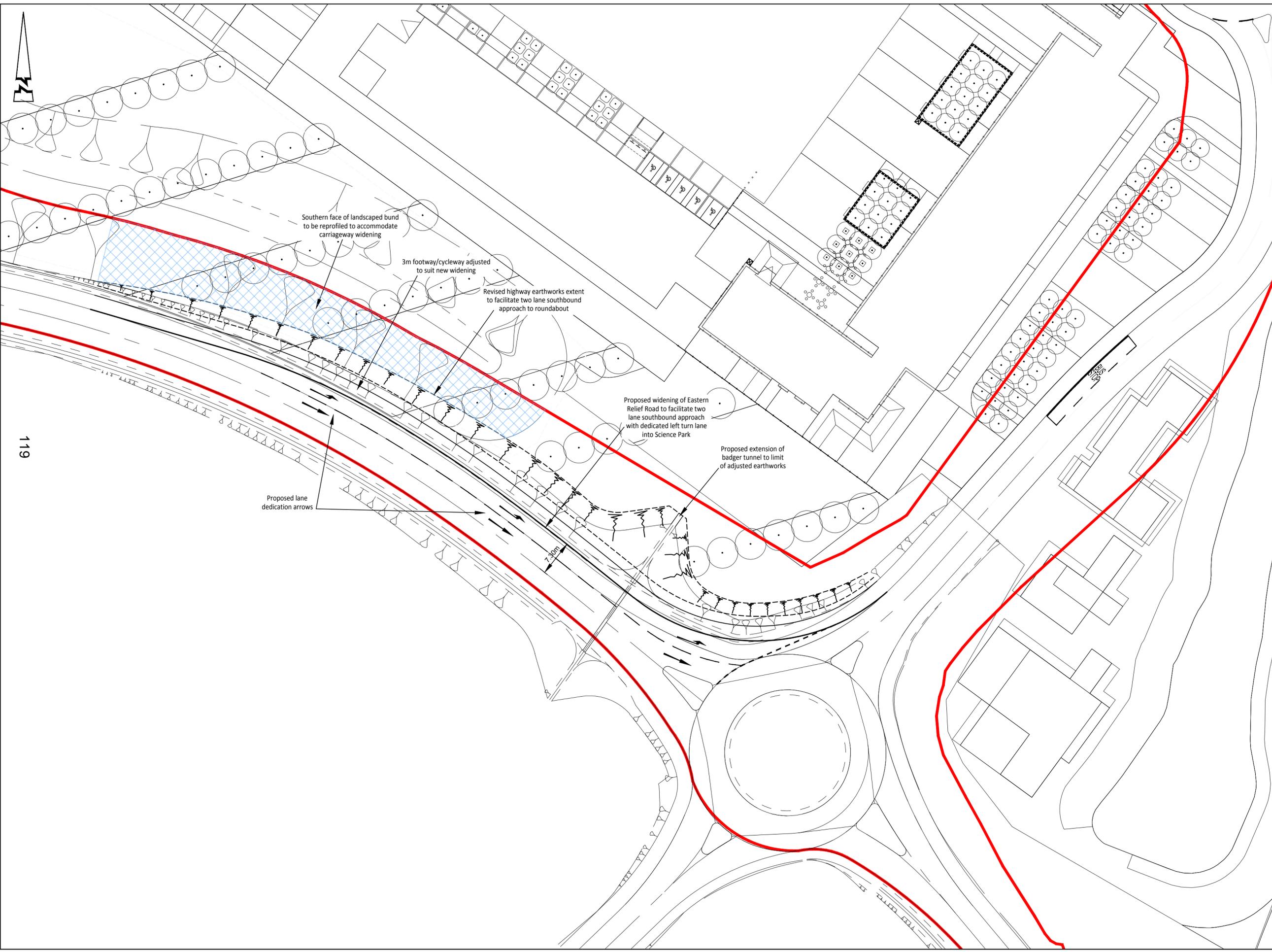
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**NOTES**

1. Do not scale from this drawing.
2. To be read in conjunction with all other project drawings and specifications.
3. Proposed Thames Valley Science Park Site Layout taken from General Arrangement Overview plan reference UOR1174.IM.001 Rev 08 produced by Oobe Architects.

**KEY**

-  Application Red Line (Phase 2)
-  Area of existing landscaped bund to be regraded



119

P1	12.16	Red line boundary updated	SM	PJ
P1	12.16	Internal site layout and red line boundary updated and annotations added	SM	PJ

**ABLE LETCHFORD PARTNERSHIP**  
Consulting Engineers

Search House, Charnham Lane  
Hungerford, Berkshire RG17 0EY  
www.alpce.co.uk Tel: 01488 684390

Client: **UNIVERSITY OF READING**

Project: **THAMES VALLEY SCIENCE PARK**

Title: **PROPOSED MITIGATION SCHEME FOR ERR/TVSP ROUNDABOUT**

Status:

Scale	Date	Drawn	Checked
1:500 @ A2	SEP 2016	RAE	PJ
Drawing No	Revision		
A102-005	P2		

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Development Management Ref No	No weeks on day of committee	Parish	Ward	Reason for listing
170570	9/8	Finchampstead	Finchampstead South	Approval of matter committee has resolved to consider

**Applicant** Mr G Lee  
**Location** Land to west of Twin Oaks, Longwater Lane, **Postcode** RG40 4NX Finchampstead  
**Proposal** Full application for the change of use of land for the siting of a single mobile home for residential purposes and parking space for 2no motor vehicles, removal of an existing timber stable block and a soft landscaping scheme  
**Type** Full  
**PS Category** 17  
**Officer** Graham Vaughan

**FOR CONSIDERATION BY** Planning Committee on 26<sup>th</sup> April 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

**SUMMARY**

The application site is within designated countryside and outside of the settlement of Finchampstead. Currently the site comprises of a dilapidated timber stable and an area of grassland. It is also adjacent to a local wildlife site, Longwater Lane Meadow. To the east of the site is an existing gypsy pitch and to the west an alpaca farm.

The scheme is for full permission for the establishment of a gypsy pitch which would include a mobile home, parking and landscaping. Access is proposed off Longwater Lane although in this location it is a public right of way rather than a highway.

The Local Planning Authority (LPA) is required to have a five year housing land supply of gypsy and traveller pitches across the borough and currently has a shortfall of one pitch. It is acknowledged that the site is outside of settlement and it would have a detrimental impact on the character of the area. However, as there is a need to accommodate one additional pitch, and no other better alternative sites before the LPA for consideration, the application is recommended for conditional approval.

- PLANNING STATUS**
- Countryside
  - Local Wildlife sites
  - Special Protection Area – 5 and 7 km
  - South East Water supply area
  - Farnborough Aerodrome consultation zone
  - Mineral consultation zone
  - Sand and gravel extraction
  - Footpaths

## RECOMMENDATION

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

- A. The completion of a legal agreement to secure mitigation against the impact on the Special Protection Area.**
- B. 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 '2465/1' and '2465/2 Rev A' received by the local planning authority on 23<sup>rd</sup> February 2017 and 12<sup>th</sup> April 2017. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.  
*Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.*
3. No part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space 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 remain available for the parking of vehicles at all times and the turning space shall not be used for any 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.*
4. The development hereby permitted shall not be carried out unless in accordance with the submitted grassland mitigation strategy for part of Longwater Lane Meadow Local Wildlife Site as detailed in section 4 and table 2 of the submitted Twin Oaks Grassland Mitigation Strategy (The Ecology Consultancy, Ref: 110269, August 2011) received by the Local Planning Authority on 23<sup>rd</sup> February 2017. The details shall be implemented in full unless otherwise approved in writing by the Local Planning Authority and thereafter maintained for a period of five years from the date of this permission.  
*Reason: To maintain favourable conservation status of the site for protected habitats of principal importance. Relevant Policy: Core Strategy policy CP7 and MDD policy TB23*
5. The development hereby permitted shall not be carried out unless in accordance with the submitted landscaping details (plan 2465/2 Rev A) received by the Local Planning Authority on 12<sup>th</sup> April 2017. Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the

occupation of the site. 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.

*Reason: To ensure adequate planting in the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development)*

6. 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*

7. The hard surfacing hereby permitted shall be constructed from porous materials or provision shall be made to direct water run-off from the hard surface to a permeable or porous area within the curtilage of the development, and the hard surfacing shall thereafter be so-maintained.

*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) and Managing Development Delivery Local Plan policies CC09 and CC10*

8. All waste on the site and all materials arising from the demolition of buildings shall be permanently removed from the site.

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

9. The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1 of Planning Policy for Traveller Sites (August 2015) (or any policy revoking and re-enacting that policy with or without modification).

*Reason: To ensure continuing provision for the needs of the gypsy population. Relevant policy: Planning Policy for Traveller Sites (August 2015), Core Strategy policy CP2 and Managing Development Delivery Local Plan policy TB10*

10. No more than one caravan, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (or any Act revoking and re-enacting that Act with or without modification), shall be stationed on the site at any time.

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

11. Any material change to the position of the caravan, or its replacement by another

caravan in a different location, shall only take place following the written agreement of the Local Planning Authority.

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

*Informatives:*

1. The applicant is advised of the following regarding the public right of way:
  - a. This planning permission does not in any way allow the public right of way to be obstructed at any time during the course of the development.
  - b. Nothing connected with either the development or the construction must adversely affect or encroach upon the Public Right of Way, which must remain available for public use at all times.
  - c. The applicant is advised that the Rights of Way Manager must be informed prior to the laying of any services beneath the Public Right of Way.
  - d. Where the ground levels adjacent to a Public Right of Way are to be raised above the existing ground levels, a suitable drainage system must be installed adjacent to the Public Right of Way, to a specification agreed with the Local Authority, prior to development commencing.
  - e. No alteration of the surface of the right of way must take place without the prior written consent of the Public Rights of Way Manager.
  - f. The applicant's attention is drawn to the fact that private rights of vehicle access must be obtained before the use of the access hereby approved can be used to serve the development. Failure to do so will be an offence under the Road Traffic Act 1988 s.34.
  - g. No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that may obstruct or dissuade the public from using the public right of way whilst development takes place.
  - h. No changes to the public right of way direction, width, surface, signing or structures shall be made without prior permission approved by the Rights of Way Manager or necessary legal process.
  - i. No construction / demolition vehicle access may be taken along or across a public right of way without prior permission and appropriate safety/mitigation measures approved by the Rights of Way Manager. Any damage to the surface of the public right of way caused by such use will be the responsibility of the applicants or their contractors to put right / make good to a standard required by the Rights of Way Manager.
2. The applicant is advised that the provision of a septic tank will require a permit to be sought from the Environment Agency prior to installation. If changes to the proposed septic tank are requested by the EA this may require further approval from the Local Planning Authority.

#### **PLANNING HISTORY**

- 22075 – Erection of barn **conditionally approved** on 23<sup>rd</sup> August 1984
- F/2012/2319 - Change of use of land to a dual pitch gypsy site including stationing of two mobile homes, two touring caravans and conversion of existing stable block to form utility block. **Non-determination appeal dismissed** on 18<sup>th</sup> June 2014
- (Adjacent site) F/2009/1964 - Use of land for the stationing of one long stay pitch for one gypsy family (1mobile home and 1 touring caravan). Retention of access and entrance gates. Retrospective **refused** on 30<sup>th</sup> November 2009. **Allowed at appeal** on 27<sup>th</sup> January 2011

**SUMMARY INFORMATION**

Site Area	0.06 hectares
Existing parking spaces	0
Proposed parking spaces	2

**CONSULTATION RESPONSES**

Berks & Bucks Wildlife Trust	No comments received
South East Water	No comments received
Thames Water	No comments received
WBC Biodiversity	No objection subject to condition (4)
WBC Environmental Health	No objection subject to condition (8)
WBC Highways	No objection subject to condition (3)
WBC LUTT (Policy)	No objection subject to condition (9)
WBC Tree & Landscape	No objection subject to condition (5)
WBC Waste Services	No comments received

**REPRESENTATIONS**

**Finchampstead Parish Council:** Object to the application with regards to:

- WBC can demonstrate an adequate supply of Gypsy and Traveller sites
- Development in the countryside
- Outside settlement boundary
- Unsustainable site
- Thames Basin Heath
- Appeal Decision reference APP/X0360/A/13/2201525 dated June 2014 for a similar development on this site concluded 'the proposal would harm the character and appearance of the countryside'

**Local Members:** Letter from Councillor Weeks noting level of public response and concern regarding the application

**Neighbours:** 1 letter of support received stating that the land is currently an eyesore so the site would benefit from occupation.

16 letters of objection received with regards to the following:

- A previous appeal on the site was dismissed (see paragraphs 31 – 32)
- Increased use of path by vehicles would be dangerous particularly as it is used by children (see paragraph 23)
- A septic tank may not work because the water table is close to the surface (see paragraph 28)
- Exterior lighting will harm the character of the area (see paragraphs 13 – 16)
- Noise and light pollution (see paragraph 21)
- Hard standing would impact on trees (see paragraph 29)
- The site is within the Longwater Lane Meadow wildlife site (see paragraph 17)
- Mobile home is not in keeping with the character of the area (see paragraphs 13 – 16)
- Erosion of the countryside and urbanising impact (see paragraphs 13 – 16)
- Outside the settlement area (see paragraphs 5 – 12)
- Additional strain on sewers (see paragraph 28)
- Need for gypsy pitches already met (see paragraphs 5 – 12)
- Unsustainable site with no transport links (see paragraph 26)

**APPLICANTS POINTS**

- The proposal would be occupied by a genuine gypsy/travelling family with strong local family connections
- Provision of a gypsy pitch would help meet demand
- Vehicular and pedestrian access to the site already exists

**PLANNING POLICY**

National Policy	<b>NPPF</b>	National Planning Policy Framework
	<b>PPTS</b>	Planning Policy for Traveller Sites (August 2015)
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP2</b>	Inclusive Communities
	<b>CP3</b>	General Principles for Development
	<b>CP4</b>	Infrastructure Requirements
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP8</b>	Thames Basin Heaths Special Protection Area
	<b>CP9</b>	Scale and Location of Development Proposals
	<b>CP11</b>	Proposals outside development limits (including countryside)
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC07</b>	Parking
	<b>CC10</b>	Sustainable Drainage
	<b>TB10</b>	Traveller Sites
	<b>TB21</b>	Landscape Character
	<b>TB23</b>	Biodiversity and Development
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 8
	<b>GTAA</b>	Gypsy and Traveller Accommodation Assessment 2015

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

1. The proposal is for the change of use of the land for the siting of a mobile home for residential purposes, associated parking provision and landscaping following the demolition of an existing stable block in order to establish a gypsy pitch. The land is currently adjacent to an existing gypsy pitch, known as Twin Oaks, and an alpaca

stud known as Easterwood Farm. The site comprises of a dilapidated timber stable, associated post and rail fencing and grassland. The Longwater Lane meadow wildlife site is located to the south.

2. The submitted site layout indicates it would be located to the north of the site. An access from Longwater Lane would be provided with two parking spaces and a turning area. Hedgerows and timber post and rail fencing are also proposed to demarcate the boundary of the site.

**Planning History:**

3. The site has been subject to a previous application, F/2012/2319, which was for two gypsy pitches comprising of two mobile homes, two touring caravans and the conversion of the stable block to form a utility block. The application was appealed on the grounds of non-determination and the Inspector dismissed this appeal on 18<sup>th</sup> June 2014 and concluded:-
  - a. The applicant complied with the definition of a gypsy but the weight applied to their personal circumstances was limited. Given that the Wokingham Gypsy and Traveller Accommodation Needs Assessment demonstrated there wasn't a need for additional pitches, the overall harm caused by the scheme was not outweighed by these points.
  - b. The scheme would not be disproportionate in relation to the settlement of Finchampstead however the caravans and associated paraphernalia would constitute stark and noticeable urban elements within the landscape. The development would be at odds with the semi-rural nature of its surroundings taking into account the limited public visibility and screening provided by the neighbouring sites.
  - c. The scheme required mitigation against its impact on the Thames Basin Heaths Special Protection Area which would need to be secured through a legal agreement. At the local level, harm would be caused to the local wildlife site.
  - d. Some infrastructure contributions would be required to mitigate the harm caused by the scheme. (Office note: This is now secured through CIL).
  - e. The size of the site and proposed layout would not detrimentally harm the amenity of future residents in terms of play areas or fire prevention.
  - f. No harm arises in highway terms with regards to sustainability, parking provision or access.
4. Adjacent to the site is Twin Oaks, a gypsy pitch which was allowed at appeal in 2011, reference F/2009/1964. The Inspector noted a potential shortfall in the provision of gypsy pitches across the Borough but also considered some harm would arise due to the countryside location. However, the educational need of the children of the family was afforded substantial weight which overcame the harm caused. The appeal was allowed on the basis of a personal permission on 27<sup>th</sup> January 2011.

**Principle of Development:**

5. The National Planning Policy Framework (NPPF) published in March 2012 forms a material consideration with a presumption in favour of sustainable development. The supporting document entitled Planning Policy for Traveller Sites (PPTS) (2015) sets out guidance to ensure fair and equal treatment for gypsies and travellers and also requires due regard for the protection of local amenity and the local environment. These documents state that new traveller site development in the

open countryside away from existing settlements should be restricted and that sites in rural areas should respect the scale of, and not dominate, the nearest settled community as well as avoiding placing undue pressure on local infrastructure (paragraph 25 of PPTS).

6. Policy H of the PPTS sets out that when determining planning applications for traveller sites, LPA should consider the following issues amongst others, relevant matters when determining applications for traveller sites.
  - a. The existing level of local provision and need for sites;
  - b. The availability (or lack) of alternative accommodation for applicants;
  - c. Other personal circumstances of the applicant/occupants;
  - d. Locally specific criteria; and,
  - e. Authorities should determine applications for sites from any travellers and not just those with local connections’.
7. **Local Provision and Need for sites:** The NPPF and PPTS require that LPA have a five year supply of Gypsy, Romany and Traveller (GRT) sites. The Council’s current needs assessment is the Gypsy and Traveller Accommodation Assessment (GTAA) March 2015. Although the Council has commissioned a new GTAA study, this is not yet complete.
8. The Council’s GTAA identifies a need for 52 pitches to be provided between 2014 and 2029. The need is broken down into five year periods and the need from the baseline to date this is 29 pitches. 28 pitches have been provided and there is therefore a shortfall of one pitch. The approval of the current application would ensure the Council has a five year supply of pitches.
9. The Council has a number of applications and appeals before it. Approval of this application would enable the Council to defend the refusal of other sites in the borough, many of which are located in significantly more harmful locations.
10. **Alternative Sites:** No alternatives sites have been put forward by the applicant and the Council is not aware of any other better alternatives that could accommodate the current need for one additional pitch.
11. **Personal Circumstances:** No information regarding the personal circumstances of the applicant has been put forward in favour of the proposal.
12. **Locally specific criteria:** Policy CP11 of the Core Strategy relates to proposals outside development limits designed to protect the separate identity of settlements and maintain the quality of the environment. The current application is located outside of development limits, and does not comply with the criteria set out in the policy. While Policy CP2 of the Core Strategy supports proposals that address the requirements of ‘the specific identified needs of minority groups in the borough, including Gypsies, Travellers and Travelling Showpeople’, policy TB10 of the MDD states that gypsy and traveller pitches should be located either within or close to the edge of settlements. As the site is located approximately 70 metres from the settlement boundary, this requirement is not met. However, this must be balanced against the other policies in the local plan and national guidance that requires local planning authorities to have a 5 year provision for GRT pitches.

### **Character of the Area:**

13. Longwater Lane is a residential road with a few other commercial uses. Two storey properties occupy both sides of the road but are set back on a building line resulting in a more verdant street. Indeed the presence of trees, grass verges and a less formal road design contribute to the more rural appearance of the area. At the 'end' of Longwater Lane is a small cul-de-sac, Corfield Close, which comprises of two storey properties with a more set, suburban design. Beyond this cul-de-sac, Longwater Lane becomes a track road heavily lined by trees. The track effectively leads to a farm and a public footpath to the west. The lane at this point is much more rural in appearance although this has been altered by the introduction of a gypsy pitch at Twin Oaks. The erection of a close boarded fence and views of the roof of a mobile home and day room above this has had an urbanising impact on the area.
14. In both appeals relevant to this application, the Inspectors considered a harmful impact would occur on the character of the area. In particular, the introduction of fencing and a mobile home would have an urbanising impact. However, in relation to the Twin Oaks appeal, the Inspector afforded greater weight to the personal circumstances of the family at the time. With regards to the current application, the proposal would 'replace' the dilapidated stable with a mobile home. Hard standing would be placed for use by vehicles and a close boarded fence is proposed to the front and side boundaries, adding to the existing fence. Additional landscaping is proposed to the front and rear of the site and the tree line to the west would be retained.
15. Policy TB10 of the MDD states that proposals for gypsy and traveller pitches should not have unacceptable impacts on the character and appearance of the surrounding landscape. Policies CP1 and CP3 also provide criteria to ensure proposals are sustainable and appropriate in terms of size and scale. Policy CP2 states that a proposed site should not be disproportionate to the scale of the existing settlement, either singularly or cumulatively. The proposal would undoubtedly have a further urbanising impact, compounding what has already occurred at Twin Oaks. The continuation of the close boarded fence, the views to the roof of a mobile home and potential external lighting would detrimentally harm the rural character and appearance. This is considered to be in line with the Inspector's decision which noted that even one mobile home would have a detrimental impact. As such, the proposal would not accord with policies CP1, CP3 or TB10. It is acknowledged however that the scheme would not be disproportionate to the scale of the existing settlement and therefore does not conflict with this aspect of policy CP2.
16. Mitigating this to a certain extent however is partly the fact the proposal would replace the existing built form on the site. The stable is dilapidated but nonetheless has walls and a roof and can be seen from outside of the site. Further to this, the existing pitch at Twin Oaks and the farm on the opposite side of the site do provide limited screening and reduce the visual impact of the scheme. It is also acknowledged that appropriate and native landscaping could be introduced and controlled by condition which would help in part to retain some of the rural characteristics of the site. Nevertheless, even cumulatively, this is not considered to overcome the harm caused to the rural character of the site.

### **Ecology:**

17. Part of the site is within a local wildlife site, Longwater Lane Meadow, which comprises of wet and dry grassland. As noted in the previous appeal, there is some harm to this wildlife site through the increase in activity on the site. Nonetheless, it is also noted that in the appeal for the adjoining Twin Oaks site, the Inspector allowed the appeal on the basis that a grass mitigation strategy was put in place. This mitigation strategy has been submitted for the application and demonstrates that through on going management of the wildlife site, an appropriate balance can be achieved. The Ecology Officer has confirmed that subject to a condition (4) requiring the strategy to be adhered to, no objection is raised.

### **Amenity of Future Occupiers:**

18. **Amenity Space:** The proposal includes the provision of one mobile home. Given this and the size of the site, it is considered that a sufficient area exists for amenity space that could be used for typical garden activities including children's play.
19. **Recycling:** Policy CC04 requires 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 on the site. In addition, it is noted that the adjoining land uses have household waste/recycling collected and removed and therefore no issue is raised with regards to the proposal.
20. **Environmental Health Issues:** The Environmental Health Officer has stated that the site is of a suitable size to accommodate a single mobile home provided that a three metre separation between the mobile home and the boundaries of the site is maintained. An amended site plan showing this separation has been agreed. It is also noted that there is existing material on the site which, if removed, could cause potential health risks. The applicant has confirmed this would be removed from the site and in any case is controlled through by a condition (8).

### **Amenity of Neighbouring Occupiers:**

21. The immediate context of the site consists of an established gypsy pitch to the east, which is surrounded by close boarded fencing, and a farm/alpaca stud to the west. Other residential properties are located to the east approximately 80 metres away. On this basis, the proposal is not considered to result in any harmful impact with regards to a loss of light, overlooking, overbearing, noise or external lighting glare.

### **Access and Movement:**

22. **Public Right of Way:** The site is adjacent to a public right of way (PROW) and access to the site would require use of this right of way. The PROW Officer has stated that no specific objection is raised with regards to the use of the right of way with the main concern being any potential damage caused by use. However, details regarding this have been included in informative 1 to ensure the applicant is aware. In terms of using vehicles on the PROW, this would be a matter for the applicant to resolve outside of the planning system.
23. **Highway Safety:** Due to the nature of the PROW being muddy and uneven, any vehicles that do travel on it would be moving at low speeds. This includes domestic traffic in relation to the adjoining land uses and commercial traffic in relation to the adjoining farm. The lane ranges between three to four metres in width and as a result of this and the low speed of vehicles, it is considered suitable visibility splays

could be achieved from the proposed access. Moreover, despite concerns being raised regarding the use of the lane by vehicles and pedestrians, the low speed of vehicles would decrease any risk. This is in line with the Inspector's findings for the previous appeal on the site where the Inspector stated "I envisage no unacceptable conflict between the traffic associated with the development and the pedestrians using the lane as a footpath". On this basis, a reason for refusal cannot be substantiated.

24. **Traffic Impact:** Whilst it is acknowledged the proposal would increase traffic movements associated with the site, the overall impact on the highway network would be negligible. As such, the Highways Officer does not object on this basis.
25. **Parking:** The proposal includes two parking spaces for the mobile home. This is considered acceptable and in accordance with parking standards. Both spaces are accessible and have a suitable turning area.
26. **Sustainability:** The site is located approximately 500 metres from a public house, school, bus stop, petrol station and shop. However, the bus service is once a week and the petrol station and stop are accessed on unlit roads. Nonetheless, these facilities do provide some access to day-to-day services and it should be noted there is an existing gypsy pitch adjacent to the site. Additionally, in determining the previous appeal on the site, the Inspector concluded "the effect on the aims of sustainability would not be unacceptable". On this basis, it is considered a reason for refusal could not be substantiated.

#### **Flooding and Drainage:**

27. The site is located in Flood Zone 1 (low probability of flooding) and is historically not known to have a significant flooding issue. Additionally, it is below a hectare in size and therefore a Flood Risk Assessment is not automatically required. However, to ensure that surface run-off would not be negatively impacted, any hard surfacing would need to be permeable. Subject to a condition (7) requiring this, no harmful impact is considered to occur.
28. It is proposed to connect to a septic tank as there is no sewer system near the site. This would need to comply with relevant environmental permits which would be obtained from the Environment Agency. Whilst the provision of services is a planning matter, the environmental impacts of a septic tank are considered by the EA when deciding whether to issue a permit. As such, from a planning perspective, no objection is raised with regards to the use of a septic tank in this instance. Any environmental impacts from this would be resolved through the permit from the EA and informative 2 refers. For information, the applicant has confirmed that a local contractor is satisfied with the location of the site in terms of emptying the septic tank.

#### **Landscape and Trees:**

29. The site is at beyond the main built up residential area of Longwater Lane and is outside of development limits. It is also adjacent to the Longwater Lane Meadow wildlife site. The front of the site is currently open but the eastern boundary is delineated with a close boarded fence and the western boundary an established line of mature oaks. Although there are trees protected by Tree Preservation Orders in the area, none of these are on the site and therefore no harm would occur in this respect. The application proposes additional landscaping to be placed in front of a

close boarded fencing facing Longwater Lane and additional landscaping in conjunction with a post and rail fence to the rear of the site. The Tree and Landscape Officer has stated that subject to further landscaping provided beneath the line of Oak trees, no objection is raised. This landscaping has been secured and would be controlled through a condition (5). Additionally, no objection is raised with regards to the impact on existing trees.

**Thames Basin Heaths Special Protection Area (SPA):**

30. Policy CP8 of the Core Strategy sets out the thresholds for mitigation against the impact of new residential units on the Thames Basin Heaths Special Protection Area. As the site is within 5km of the SPA and the proposal would result in the net gain of one residential unit, mitigation is required. A legal agreement securing contributions towards the Council’s mitigation strategy has been requested and is ongoing. Following the signing of this agreement, the scheme would be in accordance with policy CP8.

**Planning Balance:**

31. There is policy support for the provision of gypsy pitches at both national and local level. There is also a requirement for the Council to have a five year supply of GRT pitches and at present, in line with the current GTAA, the Council has a shortfall of one pitch. This carries significant weight in favour of the proposal.

32. Approval of the current application would enable the Council to meet its GRT land supply requirement and resist other more harmful proposals. However, this proposal does have some harmful impacts in respect of the harm to the character of the area which was identified by a previous planning Inspector. Nonetheless, there are no objections on the basis of detriment to trees, highway impact, flood risk, residential amenity, or on the basis of local and national ecology.

**CONCLUSION**

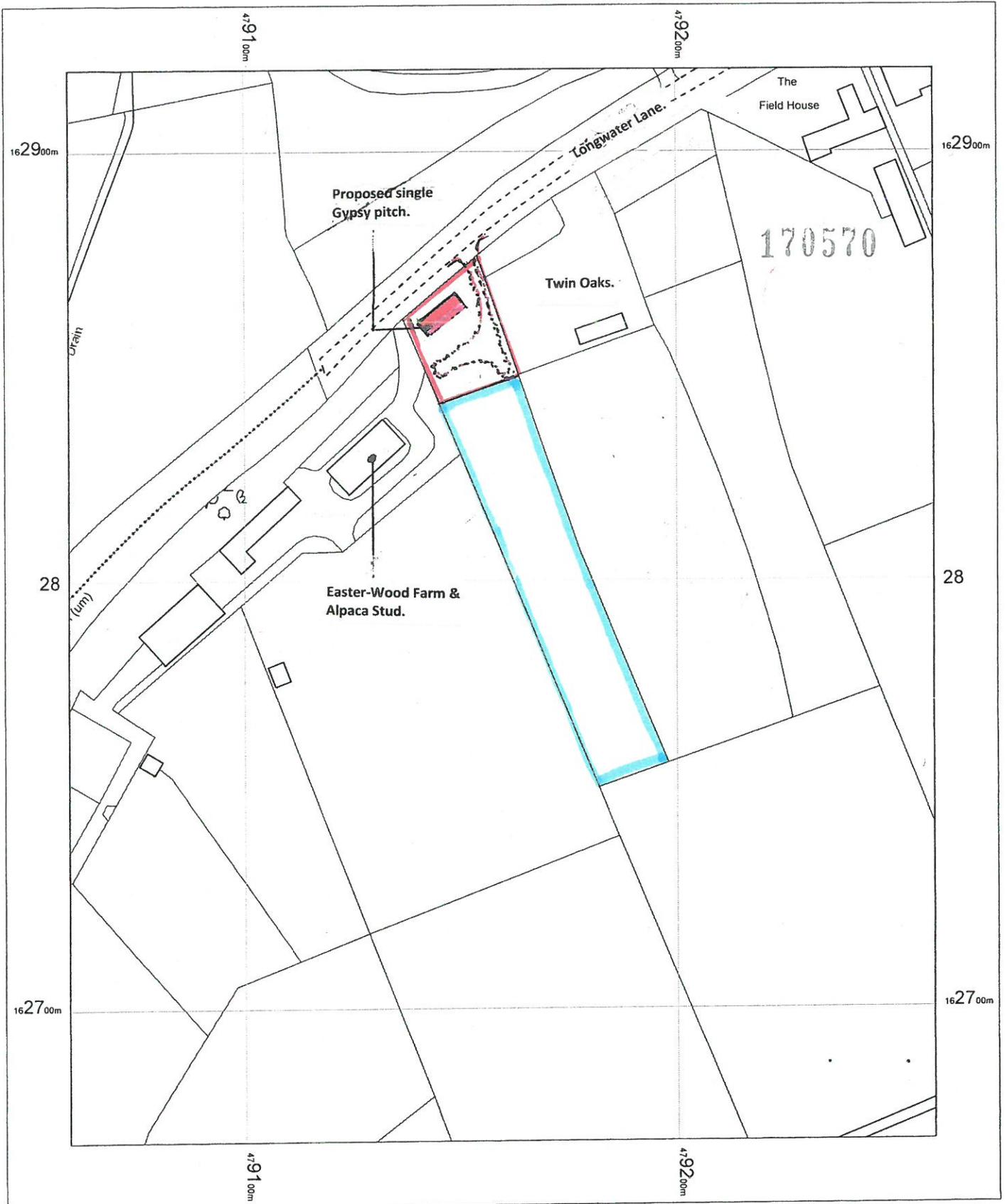
It is acknowledged that there are some negative impacts of the scheme including the impact on the character of the area. Nonetheless, this has to be balanced against the requirement of LPA to provide gypsy and traveller pitches. Given that there is a recognised need at this stage, significant weight is placed on this to the extent that it outweighs the negative harm caused. As such, the scheme is recommended for conditional approval.

**CONTACT DETAILS**

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

Location	Ref No/ Planning Officer	Applicant	Proposal	Comments	Meeting date	Decision
Longwater Lane, Land to the west of Twin Oaks	170570 Graham Vaughan	Lee	<p><b>Comments by 3<sup>rd</sup> April, letters, 1 supporting, 4 objecting</b>                      Full application for the change of use of land for the siting of a single mobile home and parking space for 2 no motor vehicles, removal of an existing timber stable block and a soft landscaping scheme.</p>	<p>Objection, WBC can demonstrate an adequate supply of Gypsy and Traveller sites.                      Development in the countryside.                      Outside settlement boundary.                      Unsustainable site.                      Thames Basin Heath. Appeal Decision reference APP/X0360/A/13/2201525 dated June 2014 for a similar development on this site concluded 'the proposal would harm the character and appearance of the countryside'.</p>	22.3.17	

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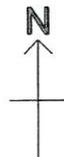
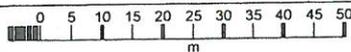
**PROPOSED SINGLE GYPSY PITCH  
ON LAND ADJACENT TO TWIN  
OAKS, LONGWATER LANE,  
FINCHAMPSTEAD, WOKINGHAM,  
BERKS. RG40 4NX.**

**Scale:** 1 : 1250.  
**Urg. No:** 2465/1.  
**Date:** 30.1.2017.

OS MasterMap 1250/2500/10000 scale  
27 January 2017, ID: MDP-00594547  
www.mapdataportal.co.uk

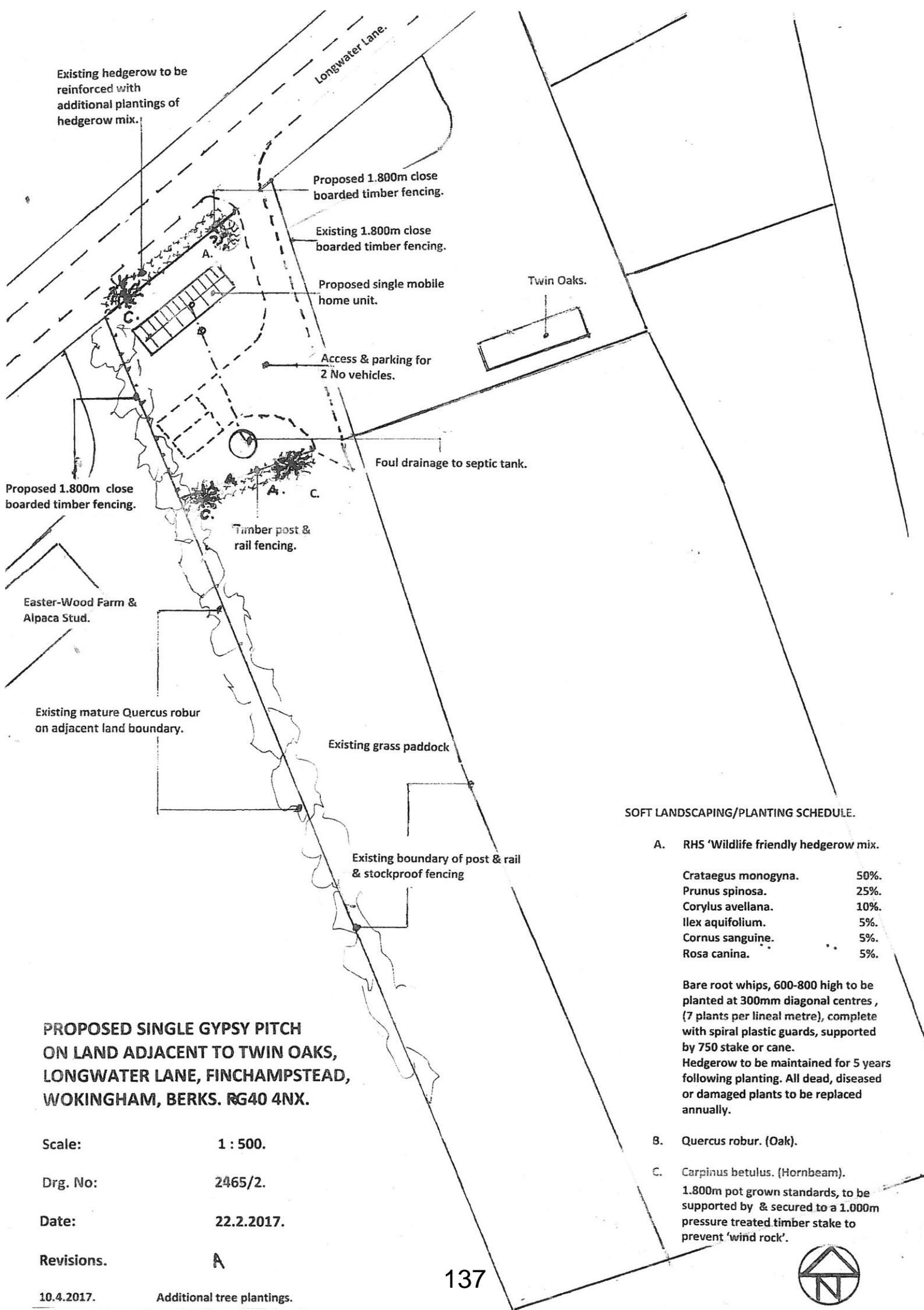
1:1250 scale print at A4, Centre: 479159 E, 162794 N

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**MAPS@  
Aworth**  
SURVEY CONSULTANTS

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Existing hedgerow to be reinforced with additional plantings of hedgerow mix.

Proposed 1.800m close boarded timber fencing.

Existing 1.800m close boarded timber fencing.

Proposed single mobile home unit.

Twin Oaks.

Access & parking for 2 No vehicles.

Foul drainage to septic tank.

Proposed 1.800m close boarded timber fencing.

Timber post & rail fencing.

Easter-Wood Farm & Alpaca Stud.

Existing mature *Quercus robur* on adjacent land boundary.

Existing grass paddock

Existing boundary of post & rail & stockproof fencing

**SOFT LANDSCAPING/PLANTING SCHEDULE.**

**A. RHS 'Wildlife friendly hedgerow mix.'**

<i>Crataegus monogyna.</i>	50%.
<i>Prunus spinosa.</i>	25%.
<i>Corylus avellana.</i>	10%.
<i>Ilex aquifolium.</i>	5%.
<i>Cornus sanguinea.</i>	5%.
<i>Rosa canina.</i>	5%.

Bare root whips, 600-800 high to be planted at 300mm diagonal centres, (7 plants per lineal metre), complete with spiral plastic guards, supported by 750 stake or cane.  
Hedgerow to be maintained for 5 years following planting. All dead, diseased or damaged plants to be replaced annually.

**B. *Quercus robur.* (Oak).**

**C. *Carpinus betulus.* (Hornbeam).  
1.800m pot grown standards, to be supported by & secured to a 1.000m pressure treated timber stake to prevent 'wind rock'.**

**PROPOSED SINGLE GYPSY PITCH ON LAND ADJACENT TO TWIN OAKS, LONGWATER LANE, FINCHAMPSTEAD, WOKINGHAM, BERKS. RG40 4NX.**

Scale: 1 : 500.

Drg. No: 2465/2.

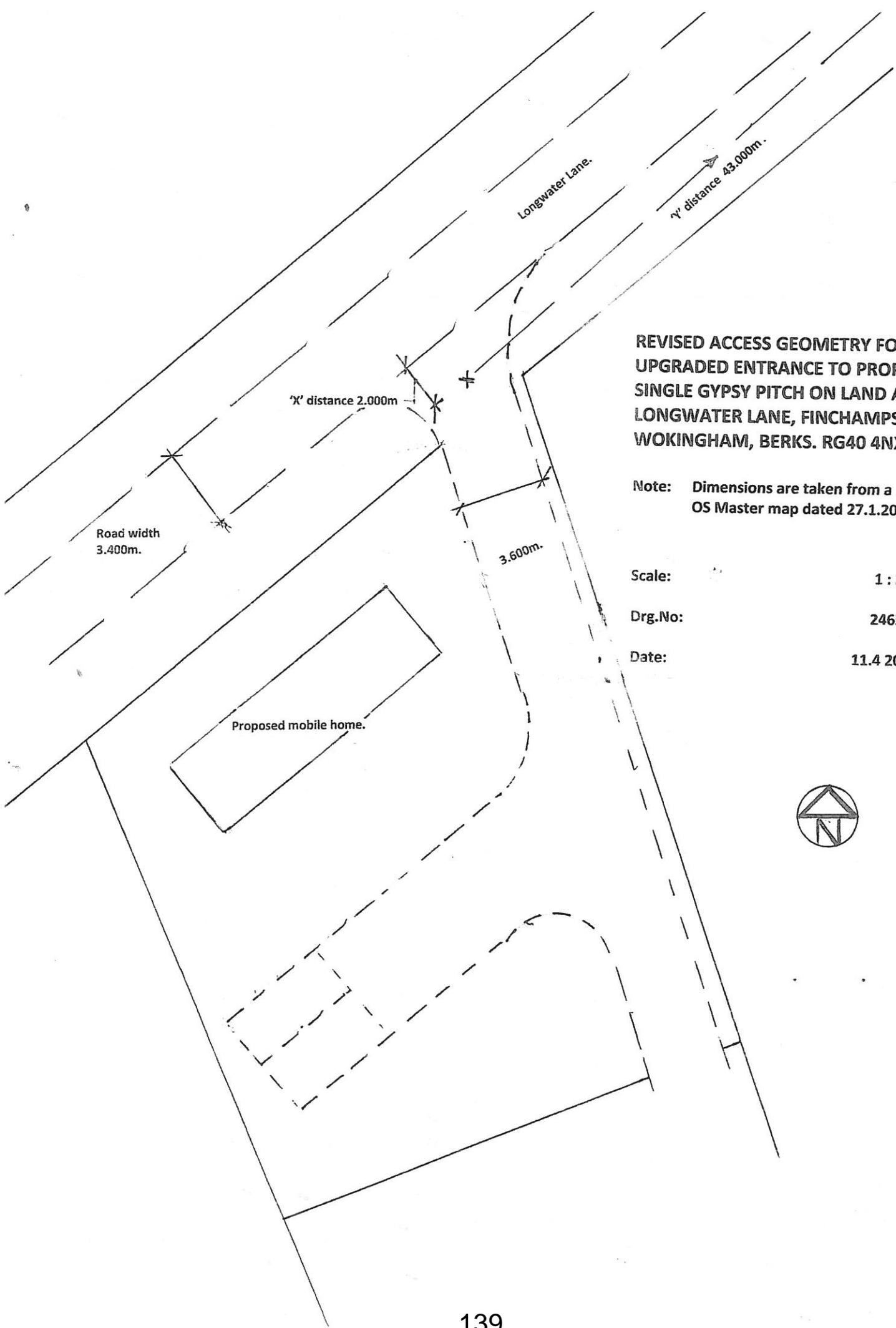
Date: 22.2.2017.

Revisions. A

10.4.2017. Additional tree plantings.



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**REVISED ACCESS GEOMETRY FOR  
UPGRADED ENTRANCE TO PROPOSED  
SINGLE GYPSY PITCH ON LAND AT  
LONGWATER LANE, FINCHAMPSTEAD,  
WOKINGHAM, BERKS. RG40 4NX.**

**Note:** Dimensions are taken from a 1 : 1250.  
OS Master map dated 27.1.2017.

**Scale:** 1 : 200.  
**Drg.No:** 2465/4.  
**Date:** 11.4 2017.



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**QUARTERLY ENFORCEMENT MONITORING INFORMATION**  
**PLANNING COMMITTEE Apr 2017**

**RFS CASES 1 Jan – 31 Mar 2017**

Number on hand 1 Jan	176
Number received	176
Number closed	142
% closed in 8 weeks	66%
Number on hand 31 Mar	172

Reasons for closure	Number	%
Other	8	6%
No breach of planning control	81	57%
Not expedient to pursue	1	0.7%
Voluntary compliance	19	13%
Details submitted (eg minor amendment, details pursuant to conditions, planning application)	32	22%
Notices served	1	0.7%

**SUMMARY OF NOTICES/PROSECUTION for period 1 Jan – 31 Mar 2017**

Notice Type	Number Served
Enforcement Notices	1 Unauthorised fence on land adj Model farm cottages
Stop Notices	0
Temporary Stop Notices	0
Breach of Condition Notices	0
Section 215 Notices	0
Prosecutions	0
Direct Action	0
Injunctions/Orders	1 Hare Hatch Sheeplands

Injunction at Hare Hatch Sheeplands requires cessation of the unauthorised retail uses, cessation of the unauthorised seating area, cessation of the unauthorised children's plan area, cessation of the residential use of the mobile home, removal of various unauthorised structures and excavation of parking area by 1 May 2017.

## **APPEALS AGAINST ENFORCEMENT NOTICES 1 Jan – 31 Mar 2017**

Number of enforcement appeals lodged: Lower Rivermead, 18 Barkham Ride **Total 2**

Number of enforcement notice appeals determined: 3 at Bird Place and 4 at Acorn House  
**Total 7**

Number of enforcement appeals withdrawn: Bluebell Farm **Total 1**

Enforcement appeals public inquiries pending: Barkham Manor Farm (May 2017), Kybes Lane (May 2017), Nelsons Lane (tbc)

## **SUMMARY OF ENFORCEMENT APPEAL DECISIONS**

**Reference: RFS/2014/00385**

**Address: Flats 1, 2, 3 and 4 Acorn House, Peach Street**

**Breach of planning control:** installation of UPVC replacement windows and doors

**Appeal outcome:** Two Appeals dismissed and notice upheld. Two appeals allowed

**Inspector's findings:** In relation to flats 1 and 3 (allowed) the replacement UPVC windows have a glazing pattern similar to the windows which previously existed and thereby retain the historical character of the building. They therefore preserve, or at least conserve the character and appearance of the Conservation Area. With regards to flats 2 and 4 (appeals dismissed) the replacement windows and doors are materially different to that which previously existed and their modern appearance is at odds with the character of the older buildings found on this side of Peach Street. As such they cause harm to the character and appearance of the Conservation Area.

**Reference: RFS/2016/082832**

**Address: Bird Place Cottage, Henley Bridge, Remenham**

**Breach of planning control:** Two unauthorised extensions to dwelling (Appeal A), unauthorised infill extension between two outbuildings (Appeal B), unauthorised wet dock (Appeal C).

**Appeal outcome:** 3 Appeals dismissed and notices upheld.

**Inspector's findings:** The two extensions to the dwelling are of poor design which cause harm to the special character of the building and also to the character and appearance of the Conservation Area. The infill extension is inappropriate development in the Green Belt and causes harm to openness. The Inspector was not satisfied that the construction of the wet dock had not caused damage to the adjacent listed garden wall.

**Report Author:** Marcia Head, Development Management Team Leader