



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held in David Hicks 1 - Civic Offices, Shute End, Wokingham RG40 1BN on **WEDNESDAY 13 JULY 2022 AT 7.00 PM**

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

Susan Parsonage
Chief Executive
Published on 5 July 2022

Note: Non-Committee Members and members of the public are welcome to attend the meeting or participate in the meeting virtually, in line with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams please contact Democratic Services. The meeting can also be watched live using the following link:
<https://youtu.be/x0iqRoqk3Bw>

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WOKINGHAM BOROUGH COUNCIL

Our Vision

A great place to live, learn, work and grow and a great place to do business

Enriching Lives

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

Safe, Strong, Communities

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

A Clean and Green Borough

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

Right Homes, Right Places

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

Keeping the Borough Moving

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

Changing the Way We Work for You

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

MEMBERSHIP OF THE PLANNING COMMITTEE

Councillors

Rachelle Shepherd-DuBey (Chairman)	Andrew Mickleburgh (Vice- Chairman)	Chris Bowring
Stephen Conway	David Cornish	Gary Cowan
John Kaiser	Rebecca Margetts	Wayne Smith

ITEM NO.	WARD	SUBJECT	PAGE NO.
19.		APOLOGIES To receive any apologies for absence.	
20.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 8 June 2022	5 - 24
21.		DECLARATION OF INTEREST To receive any declaration of interest	
22.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
23.	Shinfield South	SHINFIELD FOOTPATH 3 DIVERSION ORDER Recommendation: That the order be made	25 - 32
24.	Finchampstead South	APPLICATION NO.220175 - HOGWOOD FARM, SHEERLANDS ROAD, ARBORFIELD, RG40 4QY Recommendation: Conditional approval	33 - 72
25.	Emmbrook	APPLICATION NO.211777 - TOUTLEY EAST, LAND ADJACENT TO TOULEY DEPOT, WEST OF TWYFORD ROAD, WOKINGHAM, RG41 1XA Recommendation: Conditional approval subject to legal agreement	73 - 138

Any other items which the Chairman decides are urgent

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

GLOSSARY OF TERMS

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

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

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**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 8 JUNE 2022 FROM 7.00 PM TO 10.25 PM**

Committee Members Present

Councillors: Rachelle Shepherd-DuBey (Chairman), Andrew Mickleburgh (Vice-Chairman), Chris Bowring, Stephen Conway, David Cornish, Gary Cowan, John Kaiser, Andrew Mickleburgh (Vice-Chairman) and Rachelle Shepherd-DuBey (Chairman)

Councillors Present and Speaking

Councillors: Sam Akhtar, Shirley Boyt, Stuart Munro and Rachel Bishop-Firth

Officers Present

Callum Wernham, Democratic & Electoral Services Specialist
Brian Conlon, Operational Lead - Development Management
Chris Easton, Head of Transport, Drainage, and Compliance
Mary Severin, Borough Solicitor

Case Officers Present

Tariq Bailey-Biggs
Nick Chancellor
Mark Croucher
James Fuller
Simon Taylor
Graham Vaughan
Marcus Watts

1. ELECTION OF CHAIRMAN

Stephen Conway proposed that Rachelle Shepherd-DuBey be elected Chairman for the 2022/23 municipal year. This was seconded by Andrew Mickleburgh.

RESOLVED That Rachelle Shepherd-DuBey be elected Chairman for the 2022/23 municipal year.

2. APPOINTMENT OF VICE-CHAIRMAN

David Cornish proposed that Andrew Mickleburgh be appointed Vice-Chairman for the 2022/23 municipal year. This was seconded by Stephen Conway.

RESOLVED That Andrew Mickleburgh be appointed Vice-Chairman for the 2022/23 municipal year.

3. APOLOGIES

Apologies for absence were submitted from Rebecca Margetts and Wayne Smith.

4. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 11 May 2022 were confirmed as a correct record and signed by the Chairman.

5. DECLARATION OF INTEREST

Rachelle Shepherd-DuBey declared a personal interest in items 16 and 17, on the grounds that she had spoken with the member who had listed the application. Rachelle added that she would leave the room for the duration of both items.

6. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

Items 11, 12, and 13 were withdrawn from the agenda.

7. APPLICATION NO.211508 - ROSA BUILDING MULBERRY BUSINESS PARK, FISHPONDS ROAD, WOKINGHAM, RG41 2GY

Proposal: Full planning application for the proposed raising of existing roof of Rosa Building to create 11no. apartments to the second floor.

Applicant: Mr Schneck

The Committee considered a report about this application, set out in agenda pages 25 to 50.

The Committee were advised that updates contained within the Supplementary Planning Agenda included confirmation that the applicant had agreed to enter into a S106 agreement with Wokingham Borough Council (WBC), including a clause known as a deferred payment mechanism.

Stephen Conway queried who would determine how much affordable housing could be delivered based on the profitability of the development. Mark Croucher, case officer, confirmed that an independent specialist party advised on this matter in consultation with WBC and the applicant.

Andrew Mickleburgh commented that whilst there was an overprovision of 8 spaces, an informative allocating a number of spaces to specific flats might be useful for future residents. Mark Croucher stated that condition 5 required parking details to comply with the approved plans, however an informative as outlined above would also be reasonable.

Gary Cowan queried how WBC space standards compared to the national space standards, commented that should each unit be delivered on green space then a contribution towards local facilities and provision of green space would ordinarily be required, and queried whether planning permission be given to applications that were not providing adequate levels of affordable housing. Mark Croucher stated that WBC space standards were slightly more generous than national standards, however planning inspectors always applied national standards. CIL payments would be required for each of the 11 units, whilst WBC had one of the highest CIL charges in the UK. In relation to affordable housing, Mark Croucher stated that the viability assessment was written into the policy.

John Kaiser queried what the total CIL amount payable would be, and queried whether sprinklers would be included as part of the development. Mark Croucher stated that he would circulate the CIL amount to John outside of the meeting after calculating the total figure. Mark stated that inclusion of sprinklers was not a material planning consideration as this was covered by building regulations.

Rachelle Shepherd-DuBey queried whether the Royal Berkshire Fire and Rescue Service (RBFRS) had made any comments with regards to sprinkler provision. Mark Croucher clarified that that the RBFRS had not commented on this application, and added that they tended to comment on issues such as the siting of water hydrants.

Andrew Mickleburgh proposed an additional informative, encouraging the applicant to consider allocating a number of car parking spaces to individual units. This proposal was seconded by Stephen Conway, carried, and added to the list of informatives.

RESOLVED That application number 211508 be approved, subject to conditions and informatives as set out in agenda pages 26 to 29, additional informative encouraging the applicant to consider allocating a number of car parking spaces to individual units, and subject to legal agreement.

8. APPLICATION NO.213106 - HEADLEY ROAD PARK, HEADLEY ROAD EAST, WOODLEY

Proposal: Full planning application for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings.

Applicant: HE2 Reading 1 GP Limited

The Committee considered a report about this application, set out in agenda pages 51 to 134.

The Committee were advised that updates contained within the Supplementary Planning Agenda included:

- Correction to paragraph 11 to state that the scheme would produce 222 to 433 jobs;
- Clarification that Members had received an email from a resident at Lily May Court, located to the west of the site, however the concerns raised related to existing impacts which occurred outside of the red line boundary of the site. Therefore, it was not considered materially relevant to the scheme as the planning application was only required to resolve impacts caused by the proposed development;
- Confirmation that an increase of 3 HGV movements per hour was expected as a result of the proposals, which was considered a minor increase which would not result in harm in planning terms to the extent as a reason for refusal.

Keith Baker, Woodley Town Council, spoke in objection to the application. Keith stated that officers had often repeated that applications must focus on the red line boundary and could not be expected to rectify existing issues outside of this area, which was correct up to a point. Keith added that the cumulative effect of this application on the immediate area must be considered, and there had been no response from officers with regards to this. Keith stated that an additional 3 HGV movements per hour had been identified within the Supplementary Planning Agenda, however no justification had been provided for this, and Keith queried how many HGV movements were currently carried out on site. Keith stated that the access for HGVs was via a very narrow strip of land, which restricted the number of HGVs that could access the site currently, which gave an artificially low basepoint for the suggested increase of 3 HGVs per hour. Keith added that there was in practice one company operating on site, and the narrow access suggested that the nature of their work did not require many HGV movements, whilst the contrasting proposals included 10 new units each with their own HGV parking slots with many having 3 slots for HGVs. Keith stated that assumptions had been made in relation to the suggested increase of 3 HGV movements per hour, however this information had not been made public. Keith asked that the application be refused.

Kai Meade, resident, spoke in objection to the application. Kai stated that with regards to the letter received from Lily May Court, one of the core NPPF objectives was to ensure that planning decisions were made to provide appropriate development for its location including the cumulative effect of pollution on health. Kai felt that the Committee was being asked to consider this application under the caveat that the development was not new, when in reality the development would have a much larger industrial footprint than the existing development. Kai felt that the fact that Wokingham Borough Council (WBC) environmental health officers had not raised an objection to this application was beyond belief. Kai questioned how an additional 20 individual HGV loading bays had been calculated to increase HGV movements by only 3 per hour, whilst the previously requested thorough detailed assessment of additional HGV movements had not been provided. Planning and environmental health officers had stated that the applicant had agreed to only allow access to the site from Headley Road East except for a short section of Viscount Way required to access units 9 and 10, whilst the impact of the assessment report stated that there would be an adverse impact by day and a significant adverse impact by night on residents due to units 9 and 10. Kai questioned how this application could be approved when it was going to hurt people.

Julian Temple, resident, spoke in objection to the application. Julian stated that his comments were made on behalf of local residents and subject specific experts within Aviation Heritage UK and the wider Miles Aircraft community, whilst he had over 40 years of experience with historic aviation buildings. Having carried out consultancy works for Historic England, Julian felt that their own specialist knowledge of aviation was limited. Julian added that his own site visit last week found much more additional historic fabric surviving inside the main offices than was reported, suggesting that Historic England inspectors unfamiliarity with buildings of this type. As a non-designated heritage asset the offices were inherently locally important, and how far the later use and the loss of the airfield setting diminished their importance was debatable. Julian stated that the exterior of the building was relatively unaltered, and it was easy to imagine its former aviation use, especially within the context of local aviation related road names. Julian was disappointed to see nothing noticeably new in relation to heritage issues within the planning officers report, and he had also expected a longer deferral to properly address the issues previously raised.

Andy Ryley, agent, spoke in support of the application. Andy stated that the site was within a core employment area, with intensification of employment use required by policy. Andy added that the determination of any application must focus on the red line boundary, and the application could not be used to fix wider issues outside of this area beyond the applicant's control. Andy stated that the cumulative impact issue raised at the previous Committee could only be material if the scheme was for new employment development, and not redevelopment of previous employment development as proposed. With regards to air quality, Andy stated that the current uncontrolled heavy industrial use was more harmful than the proposed light industrial use, whilst the neighbouring residents would have been aware that they were moving next to an industrial site and HGV movements at the adjacent site moved within 3 metres of Lily May Court whereas there be no movements closer than 63 metres from the building at the proposed development. Andy stated that the proposals would not exacerbate the existing levels of particulates, which were at low levels as identified within the TRL report as commissioned by WBC. As such, Andy stated that there would be no decrease to the air quality and any noise impacts could be successfully mitigated. Andy added that the site had been fully assessed by Historic England and the Secretary of State, whilst the site was not locally or statutory listed or within a conservation area of an area of local character. Andy stated that it was recognised

that the site was of local interest due to its former use at Woodley airfield, and as such it was regarded as a non-heritage asset where a balanced judgement was required. In assessing this balance the significance and site context were important, however little historic fabric remained and there was no understanding or experience that aircraft manufacturing or repair occurred there. Andy stated that the airfield was long gone, and the buildings had been significantly altered and used for non-aviation commercial uses for a significant period of time. Andy stated that the benefits of the scheme included between 222 and 433 new jobs, both skilled and unskilled, in addition to the existing occupier remaining within Wokingham whilst relocating to the Suttons business park, whilst 20 vehicle movements would be removed from Viscount Way per day, in addition to around 2700m² of additional commercial floorspace within modern energy efficient buildings. Andy added that other benefits included increased separation distances to homes on the eastern side by at least 7.5m with enhanced landscaping, reduced noise from the current use due through improved design and orientation of buildings, 100 trees being planted, new wildlife habitats created, a contribution to WBC's employment skills plan, whilst the applicant was also willing to provide a small memorial or plaque at the front of the site to recognise the previous use of the site. Andy agreed with the planning officer's judgement that the balanced judgement weighed heavily in favour of the benefits of the scheme whilst according with national and local planning policy, and asked that the application be approved.

Shirley Boyt, ward member, spoke in objection to the application. Shirley stated that she was disappointed to see that whilst some of the concerns raised by members and residents at the last meeting had been listened to, others had been discounted or ignored. Shirley stated that nothing new had been presented by officers in terms of the heritage aspects of the building, and queried what steps had been taken to evaluate whether the façade of the building could be maintained, or whether alternative protections such as local listing had been explored. Shirley stated that existing HGV movements on the site were between 7 and 10 per day, whilst the additional information received showed an additional increase of 3 HGV movements per hour, or over 100 movements per week. Shirley noted that if one or more of the units were to become a distribution centre this number would significantly increase, and asked for modelling on this and the worst case scenario for HGV movements. Shirley felt that signage alone would not stop drivers using a navigation system from turning into Viscount Way using Miles Way. Shirley queried how vehicles turning onto Viscount Way in error would be prevented from using Gemini Road, a residential road, to access Headley Road East. Shirley felt that the splay would have to be redesigned so that no vehicles could turn right into that service road. Shirley raised concern that if enforcement of the access condition and implementation of the delivery and service plan was left to the site owner or the tenant, it would not be carried out. Shirley queried what power WBC would retain to ensure that good practice was maintained at all times. Shirley questioned why the cumulative impact of pollution was not material, as it was material to residents who were in despair at the prospect of additional noise and pollution. Shirley stated that unit 10 would be far too close to dwellings at Bakers Place and felt that the proposed mitigation was inadequate, and queried why an environmental impact assessment was not needed. Shirley stated that the cumulative impact of noise and airborne pollution from this development must be considered within the context of the wider area as per paragraph 185 of the NPPF. Shirley acknowledged that the new application could not be expected to resolve existing problems, but equally it should not be allowed to make things worse. Shirley stated that the health and wellbeing of residents should outweigh all other considerations, and urged the Committee to refuse the application.

Stephen Conway stated that there were three main concerns with this application, being noise, air quality and the design and heritage aspect of the proposals. Stephen added that the expert professional advice presented in relation to highways including HGV movements and environmental health concerns including noise and air pollution would require the Committee to evidence convincing data to be able to challenge this advice, as otherwise this would be difficult to defend at appeal. Stephen stated that the air quality survey carried out at Lily May Court was undertaken during the winter months when air particulate levels were lower, and noted that a deferral could allow for a further survey to be undertaken over the summer to assess whether the situation was any different. Stephen noted that in the event of a further deferral, the applicant would be very likely to go straight to appeal on non-determination, which would be unfortunate as residents wanted to find a way to retain the heritage asset. Whilst Historic England did not feel the site was worth of listing, the NPPF stated that a balanced judgement was required when assessing non-designated heritage assets. The officer judgement was that the benefits of the scheme outweighed the significance of the building, whereas the alternate view of a significant amount of local residents was that the building was of significant historic value and should be preserved. Stephen was of the opinion that the only ground to refuse the application at present was as it failed to preserve the non-designated heritage asset, as the NPPF allowed for a balanced view to be taken on this particular ground, whereas issues such as highways and environmental health would require specific data and evidence to go against the expert professional advice given.

Gary Cowan stated that there was a balanced view to be taken with regards to the non-designated heritage asset. Gary added that paragraph nine of the report outlined benefits including reduced noise from the current use through improved design and orientation of the buildings, which could not be quantified as information had not been provided as to what would be present within the buildings, for example a distribution centre. With reference to not making existing problems outside of the red line worse, Gary stated that the red line could be seen as inconsequential as at the Arborfield Garrison SDL a portion of land outside of the red line was granted development due to the proximity to facilities within the red line boundary. Gary felt that until the specific details of vehicle movements and use of the site were provided, he could not support the application. Gary added that you could not stop drivers using the road with a sign unless there were barriers in place. Gary commented that the trees planted on the site should be monitored to ensure that they survived and grew. Graham Vaughan, case officer, stated that any reference to a distribution centre was incorrect as the scheme was not for a large scale warehouse but instead was an application for mixed use B2,B8 and E(g)iii, within relatively small units. The current site had no restrictions on the amount of hours worked or on delivery times, whilst proposed units 1 to 8 were deliberately placed to allow all activity to occur within two buildings. Graham stated that the officer recommendation, supported by technical consultees, was that the impacts in terms of noise and pollution would be no worse than at present, and it was important to understand the red line boundary and what development surrounded it. Graham noted that whilst it did fall to WBC to monitor tree planting, the resources required to monitor all trees relating to planning applications in the Borough was unrealistic. Graham stated that the delivery and service plan would assist in stopping HGV vehicles using the wrong roads, whilst signage would also be included and the applicant would write this into the lease of the units, though this specific aspect was not materially relevant to the scheme. Gary raised concerns that the site could be allowed to operate at all times, creating considerable issues for residents, whilst it was disappointing that trees were not surveyed during the 5-year plan which went against the declared climate emergency.

Chris Bowring stated that if the Committee were minded to refuse the application on highways or environmental health grounds, this would go against the professional technical advice given. Chris queried how members might consider the additional HGV movements as a reason for refusal when this was currently unrestricted. Graham Vaughan stated that determination needed to be made of the harm in planning terms of additional HGV movements as a result of the proposals whilst considering the existing situation. Chris Easton, Head of Transport, Drainage and Compliance, commented that the existing floorspace was approximately 14,000m², and the proposals did not show a significant increase, whilst officers had assessed the trip rates on the floorspace of the existing buildings and added the increase in floorspace, giving an additional 3 HGV movements per hour. The parking management plan was conditioned, and additional details could be worked up with the Parish Council and local members, whilst a lot of buildings would not facilitate HGVs due to their smaller size.

Chris Bowring commented that should the application be approved, environmental health officers could get involved with the site should the situation be worse than anticipated.

John Kaiser felt that very little information had been provided with regards to the future use of the site, whilst it was known that residents would be living next door to it 24/7. John stated that he could not support the application in the absence of these details. John felt that a residential and industrial mix was not the best use of the land.

Andrew Mickleburgh queried what the NPPF said in terms of cumulative impact, sought details as to what investigation had taken place to retain the façade of the building, queried what the main sources of noise and air pollution were currently on the site and the reasoning for an expected reduction based on the proposals, and queried whether the secretary of state had responded to Historic England's decision to not list the building. Graham Vaughan stated that no discussions had been undertaken in relation to the façade as this was not a requirement of the planning process, and the Committee were here to determine the planning application in front of them and officers had made a balanced judgement which was that the benefits of the proposals were deemed to outweigh the local impact. However, the Committee was perfectly at liberty to overturn this recommendation if they felt the balance went the other way. Historic England had visited the site and had considered local evidence and had decided not to list it, whilst the Secretary of State had confirmed this decision.

David Cornish stated that the site appeared in need of work during the recent site visit, and noted that if the site remained as industrial use, then this would attract additional HGV movements. Whilst highways officers could come up with measures to restrict vehicle movements, air pollution would not respect the red line boundary. David questioned whether the heritage concern was with the fabric of the building or with the historic use of the building, in which case a monument could represent the previous use. David added that there had been a significant amount of comments and concerns raised by residents, and felt that deferral would be an appropriate option to allow an updated proposal from the applicant, an updated air quality assessment carried out during the summer months, and additional details relating to vehicle movements. Graham Vaughan stated that deferral of the application would increase the risk of an appeal, and the application needed to be deferred or refused on the right grounds to avoid costs being awarded at an appeal. In addition, an inspector may not necessarily concur with the recommended conditions which may result in the same development with less conditions and costs being awarded.

Stephen Conway stated that the Committee was faced with a difficult decision, as a deferral would very likely result in an appeal, whilst the only solid ground for refusal was that the NPPF allowed local planning authorities to take a balanced view on non-designated heritage assets. Stephen stated that he placed very significant weight on the views of a vast number of local residents, who saw this building as a vital part of the built heritage of Woodley.

Chris Bowring commented that the petition of 4,500 residents in favour of retaining this building carried weight.

Gary Cowan felt that the report was flawed as it did not provide sufficient information regarding HGV movements, whilst he was disheartened to hear about costs being awarded as that was not a material consideration. Stephen Conway stated that a refusal based solely on failure to retain a non-designated heritage asset did not prejudice interested parties addressing a future planning inspector on issues such as air quality.

Stephen Conway proposed to refuse the application based on the failure to preserve the Miles Aircraft Factory Headquarters building or façade. Stephen sought officer guidance on this reason for refusal.

Brian Conlon, Operational Lead – Development Management, stated that this was a complex application with lots of competing issues, and the officer balance was not a binary decision with some aspects being more quantifiable and others, such as future occupancy, less so. If the Committee were minded to defer the application, clear reasons needed to be given as to what differences were present at this point compared to when the application was previously deferred. With regards to the proposed wording for a potential refusal motion, Brian stated that reference to the façade was not necessarily as strong as the proposal was to remove the building and therefore that removal was the harm in planning terms.

Stephen Conway proposed that the application be refused as it failed to preserve the Miles Aircraft Factory Headquarters building. This was seconded by John Kaiser, and upon being put to the vote the motion was carried.

RESOLVED That application number 213106 be refused as it failed to preserve the Miles Aircraft Factory Headquarters building.

9. APPLICATION NO.220654 - 14 CHILTERN DRIVE, CHARVIL

Proposal: Application to vary condition 2 of application 212989 for the proposed erection of a single storey rear extension with 1 no. roof light following demolition of existing conservatory and existing rear extension (part retrospective). Condition 2 refers to the approved plans and the variation is to allow an increase in the height of the roof. (Retrospective).

Applicant: Mr Harguns

The Committee considered a report about this application, set out in agenda pages 135 to 152.

The Committee were advised that updates contained within the Supplementary Planning Agenda included:

- Clarification that Councillor Sam Akhtar listed the item due to the potential impact on neighbours due to loss of privacy;
- Updated condition 5.

Danny Murphy, neighbour, spoke in objection to the application. Danny stated that the ward member for Charvil, Sam Akhtar, had previously addressed the Committee to advise that he had made comments on the application and had acted as a mediator between the local residents and the owner. Danny added that Sam had in fact not commented on the original retrospective application, nor did he comment on this application, and not even to have it listed. Danny commented that Sam had not acted as a mediator between the applicant and any residents, and the Supplementary Planning Agenda had noted the reason for listing as the application having a potential impact on the neighbours due to loss of privacy. Danny queried whether this was the only point that the Committee could base their decision on, or whether other issues that residents raised concerns about could be considered. Danny stated that he objected to the application based on persistent breaches and breaching on and over his boundary, resulting in the cumulative loss of light and amenity. Danny stated that whilst he was happy that so many members managed to attend the site visit, he was disappointed that residents were not allowed to engage in discussions, and members subsequently had to rely solely on the word of the planning officer, who Danny noted had knowingly accepted inaccurate drawings and had used them in decision making for the previous retrospective planning application. Danny added that the planning officer had used an image at the last Committee meeting from a Google Street view to prove that the extension could not be seen from the street, despite this image being from July 2019 and showing no recent extensions. Danny referenced a recent photograph which showed the recent extension from the street and the obtrusive angles which were also visible from the street. Danny stated that a photo was shown at the previous Committee meeting which was taken in November 2021, prior to the retrospective application being decided whilst being in contrast to the up to date photograph. Danny stated that the plans had since changed again, however no attempt had been made to correct the inaccurate details that had hidden the changes on the western boundary. Danny felt that these issues were indicative of his experience in dealing with the Council over the past 11 months, whereby anguish and stress had been caused through 3 sets of plans, 2 enforcement investigations, 2 retrospective planning applications, 2 Committee meetings and a site visit. Danny added that the reasons for this retrospective application, including the steel and additional height, were all known prior to the original retrospective application being decided however they were not dealt with at the time. Danny queried why the planning teams accepted and continued to accept inaccurate plans. Danny felt that it was clear to see why residents had lost faith in the planning process when their voices were constantly dismissed whilst the Council manipulated facts to support their decision. Danny asked that the Committee refuse the application, and consider the previous developments and breaches and cumulative effects on neighbours within the wider area.

Jeff Asemi, agent, spoke in support of the application. Jeff stated that the application was to vary condition 2 of application 212989, which was approved for a rear extension of number 14 Chiltern Drive. Jeff stated that the extension replaced the previous structure which was higher than the current extension, where there was a pitched room adjacent to number 12 Chiltern Drive which was higher than the current flat roof that replaced it. Jeff stated that the current extension was smaller in length than the original structure, whilst photos had been submitted to the planning officer showing no shadows being cast to the adjacent property at number 12. The properties on Pennine Way were unaffected by the development because of the walls at number 14, and Jeff felt that their objection should be

dismissed. Jeff stated that the small height increase was on the roof away from number 12, and it was an existing steel structure which replaced the previous extension. Jeff added that the skylights were in the centre of the extension away from the adjacent properties, resulting in no overlooking or loss of light impacts on the neighbouring properties. Jeff added that the applicant had never tried to hide the height increase, and had invited neighbours from number 12 round to discuss the changes. Jeff condoned some of the language used by objectors, and thanked the Committee for taking their time to visit the site for consideration of this application, whilst the applicant was refused a meeting with the parish Council to discuss the application.

Sam Akhtar, ward member, commented on the application. Sam thanked the Committee for their time and consideration of this application, and added that he was really keen for both parties to get a resolution matter with a view to move on in the future.

Andrew Mickleburgh sought clarity that the previous structure was a glass conservatory and not brick, and stated that the impression he got at the site visit was that the increased height was an issue and the building was overbearing, whilst querying whether an informative might be reasonable if the application was approved encouraging the applicant to install blinds in the skylight to shield neighbouring properties from light pollution. James Fuller, case officer, stated that the previous structure was a glass conservatory, and added that the size of the rooflight was not excessive. Brian Conlon, Operational Lead – Development Management, stated that there was no legal strength given to informatives, and should the extension have been 25cm lower there would have been no restrictions on how much light could be emitted, in the same way that planning policy could not restrict how much light an individual emitted from their bedroom window.

Stephen Conway stated that he had not been able to attend the site visit, which had not allowed him to fully appreciate any bulk and massing. Stephen stated his sympathy for Mr Murphy, who appeared to have persistent problems with multiple applications with several being retrospective, with differences in built form compared to what was approved, which had created tension. Stephen commented that he would rely on the impressions from members who attended the site visit as to whether the development was overbearing.

Gary Cowan stated that he felt sorry for the neighbours, and added that he would likely abstain as he had not been able to attend the site visit. Gary queried whether more than one retrospective planning application was allowed. Brian Conlon confirmed that an application could not be refused purely based on the fact that it was retrospective, and noted that the same substantive application could not be submitted twice.

David Cornish was of the opinion that officers had clearly felt that the original condition was proportional and necessary, and saw no reason to agree the condition was wrong in the first instance and should now be changed. Brian Conlon stated that the Committee needed to consider whether the change between the approved plans and the proposal was sufficiently harmful to refuse, and not the principle of the change.

John Kaiser queried whether this application would be approved as a whole if it was submitted now. Brian Conlon stated that as this application was being recommended for approval, considering it was built in its entirety, suggested that the Council supported the development, whilst noting that this application was not seeking permission for the whole development as all but 25cm of the structure was approved already.

Chris Bowring was of the opinion that such a small increase in height was not detrimental in planning terms, and questioned what impact a reduction of 25cm would have.

Andrew Mickleburgh stated that after considering all comments made in addition to the agenda paperwork, he wished to move a motion to approve the application.

RESOLVED That application number 220654 be approved, subject to conditions and informatives as set out in agenda pages 136 to 137, and updated condition 5 as set out within the Supplementary Planning Agenda.

10. APPLICATION NO.220391 - LAND AT ARBORFIELD GARRISON PARCEL P (WEST OF PRINCESS MARINA DRIVE, EAST OF SHEERLANDS ROAD, SOUTH OF ROWCROFT ROAD), BARKHAM, RG2 9ND

Proposal: Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 dated 02/04/2015. The Reserved Matters (access, appearance, landscaping, layout and scale) comprise details of 43 dwellings within Parcel P with access via Princess Marina Drive, associated internal access roads, parking, landscaping, open space, footpaths and drainage.

Applicant: Taylor Wimpey West London

The Committee considered a report about this application, set out in agenda pages 153 to 188.

The Committee were advised that there were no updates contained within the Supplementary Planning Agenda.

Ettore Poggi, resident, spoke in objection to the application. Ettore stated that residents of both new and existing dwellings had objected to the application due to the lack of anticipated infrastructure and facilities. There had been a lack of progress on the district centre, the linear parks, alternative green spaces, allotments and sporting facilities. Ettore stated that one of the conditions for approval was that nothing shall be deemed to effect or vary the original conditions imposed by the original planning permission. However, Ettore stated that the northern neighbourhood centre had not materialised and was now used as a Crest Nicholson sales office. Ettore stated that various conditions related to the green infrastructure with requirements to submit phasing plans had not been adhered to, whilst the linear area from the stables to the lake should have been landscaped years ago, and the park near the lake which should have opened this summer had not. Ettore stated that the lead developer should have refurbished the sports field and pavilion and made them available for use according to the triggers within the S106 agreement, whilst these triggers had passed and progress had not been realised. Ettore felt that commitments to the community were continuously broken and the community was repeatedly being misled. Ettore queried what confidence the community could have in the lead developer of the Council that the district centre would materialise, that the sports pitches and pavilion would be a reality, or that alternative green space and linear parks would be completed. Ettore stated that the application for the district centre was scheduled for later this year, with completion in phases between 2023 and 2024. Ettore asked what assurances could be given that the timelines would be followed and adhered to, and asked that the Committee defer this application until some of the significant outstanding infrastructures were undertaken. Should the application be approved, Ettore asked that this be subject to plans for the district centre being submitted for approval within specific time limits, linear parks and sports field being completed within specified time limits, a reasonable start and end

date for each project being agreed and non-compliance dealt with, and the current site allocated for the district centre being cleared of rubble. Ettore noted that the application felt within the village green character area, Parcel P, and hoped that the relevant planning history would be adhered to.

Michelle Quan, agent, spoke in support of the application. Michelle stated that the Arborfield Garrison site was granted outline planning permission in 2015 for a mixed-use development including 2,000 new homes and supporting infrastructure. Taylor Wimpey acquired Parcel P from Crest Nicholson in October 2021, while Crest Nicholson remained the primary development delivery partner for Arborfield Garrison, and are responsible for delivery of the wider site and surrounding infrastructure, whilst Taylor Wimpey were solely responsible for the delivery of Parcel P. Michelle stated that the application before the Committee sought reserved matters approval for 43 high quality new homes ranging in size and type from two-bedroom apartments to four-bedroom houses. Michelle added that the proposals included 9 affordable homes, ensuring that the provision of affordable housing complied with the S106 requirement for the development. The applicant had worked hard alongside planning officers to ensure that the scheme complied with local and national planning policies, and met the aspirations of the associated design code. The development incorporated a variety of house types, materials and architectural details to provide interest and variation, whilst all dwellings met or exceeded national space standards. Michelle stated that the application provided parking provision up to Wokingham Borough Council's (WBC's) adopted standards, and included both visitor and unallocated parking spaces. The proposals also incorporated capacity for electric vehicle charging points for each property in addition to communal charging points. Michelle stated that 55 new trees would be planted as part of this development, in addition to new hedgerows, whilst the scheme had been carefully designed to retain all of the existing trees on site. A number of ecological enhancements were included, including hedgehog highways, bat boxes and bee bricks distributed throughout the development. Michelle commented that the proposals would realise a ten percent reduction in carbon emissions via a range of methods including the installation of photovoltaic panels. Michelle urged the Committee to approve the application.

John Kaiser stated that he was disappointed that Crest Nicholson had not delivered the infrastructure required for the wider SDL, and whilst some slowdowns could be expected due to the pandemic WBC had managed to deliver a new school during this time. John added that he would like to see officers working harder to ensure Crest Nicholson delivered on their requirements, however he did not feel that WBC could use a Taylor Wimpey application to remedy the issues caused by Crest Nicholson.

Gary Cowan commented that refusing an application for 43 houses would not speed up the delivery of the district centre or other infrastructure. Gary added that a bus would serve this development, whilst the car parking provision was at a reasonable level, and it was good to see the inclusion of electric vehicle charging points and photovoltaic panels.

David Cornish stated that housing developments were required to fulfil the Borough's housing number requirements, however he did share the frustrations raised by residents in relation to the lack of infrastructure. David felt that WBC needed to do more to pressure Crest Nicholson to deliver on their requirements, whilst there were innovative approaches to be able to get retailers into the district centre. Nick Chancellor, case officer, stated that officers were in regular discussions with Crest Nicholson, and it was vitally important that the development was delivered correctly and stood the test of time whilst being a commercial success which involved a process of pre-application and engagement. Nick

stated that there had been issues in attracting a supermarket operator for the district centre however they did now have interest to take on a tenancy which was of vital importance and was now driving things forward.

Stephen Conway commented that the Committee needed to focus on this specific application, and in his view the appearance of the site was acceptable for a reserved matters application.

Chris Bowring queried that if Parcel P was reliant on the district centre, why a condition was not included requiring the district centre to be built prior to occupation of units. Nick Chancellor stated that there were conditions attached to the outline planning permission which discussed phasing to some extent, however this was a different developer and consideration of the phasing was a separate matter to consideration of whether the application itself was acceptable.

John Kaiser stated that community interest companies charged residents between £300 and £400 per year, which meant residents were paying both WBC and these companies rates whilst the developer was not holding up their end of the agreement and delivering infrastructure. WBC had delivered on their requirements by delivering the roads and a new school. John felt that pressure should be placed on developers wherever possible to stop them putting in community interest companies which were just a way of making money, which caused nothing but heartache for residents and ward members. John added that if S106 and CIL contributions were paid rather than these companies being set up then WBC would deliver the required infrastructure at such developments, which was more preferable all round.

RESOLVED That application number 220391 be approved, subject to conditions and informatives as set out in agenda pages 154 to 157.

11. APPLICATION NO.220359 - BRICK BARN, WHITE HILL, REMENHAM HILL, WOKINGHAM, RG9 3HN

This item was withdrawn from the agenda.

12. APPLICATION NO.220321 - BRICK BARN, WHITE HILL, REMENHAM HILL, WOKINGHAM, RG9 3HN

This item was withdrawn from the agenda.

13. APPLICATION NO.220332 - BRICK BARN, WHITE HILL, REMENHAM HILL, WOKINGHAM, RG9 3HN

This item was withdrawn from the agenda.

14. APPLICATION NO.221007 - 302 LONDON ROAD, WOKINGHAM, RG40 1RD

Proposal: Full application for the proposed conversion of existing integral dog kennel to an end of life/care room and erection of a single storey side/rear extension to form a replacement kennel.

Applicant: Mulberry House Vets

The Committee considered a report about this application, set out in agenda pages 289 to 308.

The Committee were advised that there were no updates contained within the Supplementary Planning Agenda.

Stephen Conway was of the opinion that this was a modest application and he could not see any material harm should it be approved.

Gary Cowan queried how long the vets had been in-situ. Simon Taylor, case officer, stated that the vets had been operating from the site since 2018 and no complaints had been received by the Council in relation to noise from dogs.

RESOLVED That application number 221007 be approved, subject to conditions and informatives as set out in agenda pages 290 to 292.

15. APPLICATION NO.220034 - LAMBS FARM BUSINESS PARK, BASINGSTOKE ROAD, SWALLOWFIELD

Proposal: Full application for the proposed erection of 3No business units within the business park with additional vehicle parking and ancillary works.

Applicant: Winkworth

The Committee considered a report about this application, set out in agenda pages 309 to 344.

The Committee were advised that updates contained within the Supplementary Planning Agenda included clarification that the application had been listed by Councillor Stuart Munro due to the impact of the development on the countryside and the increased level of activity on the site having further adverse effects on traffic levels and highway safety.

Ian Fullerton, Swallowfield Parish Council, spoke in objection to the application. Ian stated that there had been an increase in intensity on the site over the past years, and whilst the Parish Council supports the applicants contribution to the rural economy and local employment, there comes a point when the growing intensity of this otherwise beneficial development became unsustainable for the local community whilst being a threat to the safety of neighbouring residents. The Parish Council's primary concern related to the proximity of the site to Lamb's Lane Primary School, which was situated a short distance from the entry to the site. The school felt that existing traffic levels were already excessive, and there was already anxiety amongst parents with regards to the risks to their children. Ian stated that the school operated from the morning till early evening, and the catchment area for the school meant that many pupils and parents used pavements immediately opposite the site entrance to walk children to and from school. In addition, there were two houses directly opposite the site entrance which had been misrepresented within the original application. With the risk of accident a real possibility, the Parish Council felt that traffic levels needed to be reduced on Back Lane, and not increased even marginally. Ian queried when incremental growth of the site would end, and stated that the Parish Council strongly opposed the application.

Roderic Vaughan, resident, spoke in objection to the application. Roderic stated that the business park was established in 1998, and 35 subsequent planning applications had since been submitted. Over this time, the site had expanded by eight-hundred percent from 0.5 hectares to 8 hectares, with the site operating 24/7 and 365 days per year. Roderic added that the entrance to the business park was situated just 50m from the junction on Back Lane and a similar distance to Lambs Lane primary school, with two

residential properties located directly opposite the site entrance which had been ignored in this planning application. The business park was located within the rural parish of Swallowfield and was not located within a designated area for major development. Roderic stated that expansion in this sensitive area had continued despite Wokingham Borough Council (WBC) stating in 2012 that there was only scope for limited further development. In 2016 it was stated that development was fully developed when a proposal to build towards Lambs Lane to the west was refused at appeal. Roderic was of the opinion that expansion under the pretext of limited further development had become deeply flawed, and the cumulative negative impacts on the environment, highway safety, the local amenity and on need for any development to be sustainable were now being ignored. Roderic added that the proposal conflicted with a number of WBC policies, including sustainable development as there was no contribution to net zero carbon. Roderic stated that residents had objected to this application on the grounds of high building density, whilst attempts to previously list the site as a core employment area had failed which would have allowed for planned future development. Roderic concluded by stating that any development needed to be sustainable and not negatively impact its surrounding area, and on this basis the application should be refused.

Chris Hough, on behalf of the applicant, spoke in support of the application. Chris stated that the applicant was a private family-owned business which had owned and managed the business park for over 20 years. Chris added that the site met the needs of a variety of small businesses through the provision of flexible space, whilst the site was predominantly occupied by local businesses. The site was meticulously managed and maintained and enjoyed a high level of security, with close access to the motorway and a spacious layout. Chris stated that there was a continued strong demand for space on the site which operated at a one-hundred percent occupancy level with any vacancies usually filled very quickly through local advertisement. The business park had grown incrementally over time in accordance with planning policies, whilst this proposal was for 3 additional small commercial units. The site was previously developed land and needed to be viewed in the context of the existing large adjacent buildings. Chris stated that no objections had been received from highways officers, and he urged the Committee to approve the application which was of small scale and was in accordance with planning policies and guidance.

Stuart Munro, ward member, spoke in objection to the application. Stuart stated that he had lived near the site for 36 years and had seen the site change from a small farm building to a very large site through incremental development. Stuart commented that he did not list applications lightly, however there was so much local resistance to this application and the previous inspectors decisions citing the lack of need for additional development needed to be considered. Stuart stated that there was so much concern in relation to the school that there was a project underway within the highways department to consider restricting traffic from the north to the builders' merchants only and from the south to the business park only, not allowing it to traverse to the schools. Stuart noted that this evidenced that the highways departments did have some concerns regarding this site. Stuart stated that the site had increased in size by eight-hundred percent, and urged the Committee to be consistent with previous appeal decisions and refuse further development within this countryside area.

Stephen Conway stated that a lot of concerns had been raised with regards to highways, and the Committee had been given professional advice from highways officers stating that this application had been assessed and no objection had been raised. With regards to further expansion within the countryside, the officer opinion was that this application constituted an appropriate rural enterprise within the countryside. Stephen queried why

this application did not represent excessive encroachment significantly away from the original buildings. Marcus Watts, case officer, stated that the three proposed units represented further limited development of the site within the constraints of the site. The planning history indicated that the east of the site was considered as being in close proximity to the original farm buildings, which was referenced in the appeal decision in 2016. Towards the west of the site was far more open than the southeast corner. The NPPF was clear that previously developed land needed to be considered, including the curtilage of the developed land, and the officer opinion was that the proposed development sat comfortably amongst the existing buildings and were within the curtilage of the site.

Stephen Conway queried whether there would come a point where further applications to expand the site to the western boundary and the open countryside would become unacceptable. Marcus Watts stated that any future application would need to be determined on its own merits, however the inspector had indicated that the west was moving towards open countryside whilst the east had already been identified as acceptable for these business units.

Gary Cowan stated that the site had grown over time and was located next to a local primary school. Gary felt that what was being proposed was in all likelihood a limit to the possible development on the site, and he would be comfortable to approve this application if further expansion to the west was deemed inappropriate.

John Kaiser queried whether this additional proposed development would force vehicles to park off-site and on the road. Marcus Watts stated that highways officers had assessed the scheme and were content that it was very unlikely for off-road parking to occur as a result of this application. Chris Easton, Head of Transport, Drainage and Compliance, stated that there was already a fair section of double yellow lines and zig-zag zones outside of the school and very near to the application site. Only one slight accident had been recorded on this road over the last 5 years involving only 1 vehicle, whilst the school had a good pick up and drop off zone which kept the road clear.

David Cornish queried whether the speed limit on Back Lane was 20mph already, and if not whether this could be a consideration, as many schools in the Borough had this arrangement. Chris Easton stated that physical measures were usually required to restrict an area to 20mph at all times, and required enforcement from the police. Marcus Watts confirmed that 20mph advisory flashing signs during school drop of and collection times were in place along Back Lane.

RESOLVED That application number 220034 be approved, subject to conditions and informatives as set out in agenda pages 310 to 313.

16. APPLICATION NO.220825 - 39 THE TERRACE, WOKINGHAM

Items 16 and 17 were debated together due to their associated nature, with separate votes having taken place. The substantive combined minutes are contained within minute item 16.

Rachelle Shepherd-DuBey declared an interest in this application and left the room for its duration. Andrew Mickleburgh became the Vice-Chair in the chair.

Proposal: Householder application for proposed single storey rear extension, installation of glazed turret spiral staircase, extension of existing first floor roof terrace with 2No.

rooflights, new terracing, lawns and stone pathing to the rear, and associated fenestration, following removal of integral spiral staircase.

Applicant: Mr and Miss Paul and Sarah Warn and Perkins

The Committee considered a report about this application, set out in agenda pages 345 to 382.

The Committee were advised that there were no updates contained within the Supplementary Planning Agenda.

Imogen Shepherd-DuBey, Wokingham Town Council, spoke in objection to the application. Imogen stated that this application involved a listed building within the conservation area of Wokingham and was the former home of William Martin who was the mayor of Wokingham Town Council. Martin's pool was an outdoor pool area which was built by Martin using his own money, and it included bridges, fountains, rockeries and caves within a grotto. Imogen recalled the outrage when the pool was sold and demolished by Wokingham District Council. Imogen raised concerns in relation to the rockery, which was constructed in the 1920's in the same style as Martin's pool whilst originally being open to the public. Imogen felt that the information contained within the third party heritage report did not fully acknowledge the full heritage of the site. Imogen understood that the current family wished to modernise their space, however felt that Wokingham would lose some of its heritage should the rockery be removed completely, which the Wokingham Society concurred with.

Paul Warn, applicant, spoke in support of the application. Paul stated they had purchased the property as they loved its history and they had previously owned a listed building in Barkham. On purchase, they had accepted that the property did require significant investment to move it towards its next stage and to futureproof it for future owners. The design brief was to preserve and blend with significant historical features whilst improving upon some of the functional aspects to be more in keeping with modern living. A lot of work and efforts had gone in to ensuring that guidelines and policies were followed, including working closely with architects, undertaking historical research, and commissioning a detailed heritage assessment. There was a desire to restore the prominent historical Italianate aspect of the garden, the cross pond and associated brick works and to bring this design into a new terrace to replace the current rockery transition from the back of the house and the existing Italianate aspect. Paul stated that it was a key to the redevelopment was to use reclaimed bricks and replicating wall and pillar design seen in the existing Italianate garden and within the former Martin's pool. The current circular design feature seen in the pond would also be replicated within the lawn terrace design. Paul added that it was neither the expectation or the intention for the new terrace design to be of lower maintenance than the rockery, however the garden as a whole did require a lot of maintenance without direct access from the rear as previously existed when the meadow and pool were present, nor from the side. A such, a functional aspect of the design was to create more direct access through the garage and house but not via the utility space. Paul stated that other functional aspects to the scheme included the repair of the porous roof and back wall to the utility room, increased kitchen size, and to create an occasional bedroom and study. The house designs were of modest scale and follow on from work carried out in the 1980 and 2000. Paul added that the design drew on original characteristics including landscaped steps in a contemporary manner whilst maintaining the narrative of the building. It was difficult to determine how much of the rockery was original, and the rockery did not feature within the historic plans. The paths had been augmented and materially redesigned in the 1980's, whilst the water features within the

rockery contained plastic piping within concrete and modern electrics. Paul noted that the bridge structure constituted of reinforced concrete and was in disrepair, which would require material amendment and repair in any case to improve its safety to a modern standard. Mature TPOd trees at the rear of the garden were to be retained, whilst some younger and poorer quality trees were due to be removed and replaced with a greater number of trees and a number of oak species. The staircase within the Victorian part of the house was not being removed, whilst the steel staircase installed in the 2000's was proposed for removal.

Kate Cooper, architect, spoke in support of the application. Kate stated that this had been a thorough and lengthy process which had taken into account a wide range of considerations. Kate felt that the application needed to be viewed in its current context and condition with no public access, whilst officers had not called for it to be retained. Kate asked that the Committee approve the application.

Rachel Bishop-Firth, ward member, spoke in objection to the application. Rachel stated that she was not opposed to the development overall, and understood the wishes of the family to extend and modernise their house and garden so that it was easier to maintain. Rachel hoped that in the process a piece of Wokingham's history was not lost. Rachel stated that properties on The Terrace were some of the most beautiful and distinct within Wokingham, whilst the Wokingham Society felt that the removal of the staircase would affect the layout of the listed building. The bridges, sunken pathways and rockery area were uniquely designed and are the last remnants of the unusual design found at Martin's pool before it was demolished. Rachel asked that trees were retained wherever possible. Should the application be approved, Rachel asked that as much of this unique garden as possible was retained.

Stephen Conway commented that there was no longer any public access to the garden, and noted that should the rockery be retained it would still not be publicly seen.

John Kaiser queried whether the garden area counted as part of the built heritage. Tariq Bailey-Biggs, case officer, confirmed that the gardens were listed.

Gary Cowan commented that he had lived in a Grade 2 listed building, and he had found in general that occupiers of these properties were people who go on with the very best of intentions, and he believed that this was the case for this application.

Stephen Conway was of the opinion that certain historical features, for example the Italianate style, were being retained which was central to the design.

Andrew Mickleburgh noted that the heritage statement included comment that the existing structure in that part of the garden were totally unsuited to domestic gardens.

RESOLVED That application number 220825 be approved, subject to conditions and informatives as set out in agenda pages 346 to 348.

17. APPLICATION NO.220826 - 39 THE TERRACE, WOKINGHAM

Items 16 and 17 were debated together due to their associated nature, with sperate votes having taken place. The substantive combined minutes are contained within minute item 16.

Rachelle Shepherd-DuBey declared an interest in this application and left the room for its duration. Andrew Mickleburgh became the Vice-Chair in the chair.

Proposal: Application for Listed Building Consent for the proposed single storey rear extension, installation of glazed turret spiral staircase, extension of existing first floor roof terrace with 2No. rooflights, new terracing, lawns and stone pathing to the rear, and associated fenestration, following removal of integral spiral staircase.

Applicant: Mr and Miss Paul and Sarah Warn and Perkins

The Committee considered a report about this application, set out in agenda pages 383 to 418.

The Committee were advised that there were no updates contained within the Supplementary Planning Agenda.

RESOLVED That application number 220826 be approved, subject to conditions and informatives as set out in agenda pages 383 to 386.

18. APPLICATION NO.221355 - 251 LONDON ROAD, WOKINGHAM

Rachelle Shepherd-DuBey resumed the Chair.

Proposal: Householder application for the proposed erection of a single storey rear extension.

Applicant: Mrs Anita Walker

The Committee considered a report about this application, set out in agenda pages 419 to 436.

The Committee were advised that there were no updates contained within the Supplementary Planning Agenda.

Chris Bowring proposed that the meeting be extended by 30 minutes to a maximum finishing time of 11pm. This proposal was seconded by Stephen Conway and carried.

The Committee noted that this application was only before the Committee due to the applicant being a member of staff, and there appeared no material reason to go against the officer recommendation.

RESOLVED That application number 221355 be approved, subject to conditions and informatives as set out in agenda pages 419 to 420.

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Agenda Item 23.

Application Number	Expiry Date	Parish	Ward
Shinfield FP 3	N/A	Shinfield	Shinfield South;

Applicant	University of Reading
Site Address	Land adjacent to Shinfield Studios, Cutbush Lane, Shinfield, RG2 9AD
Proposal	Application for the diversion of part of Shinfield Footpath 3 under Section 119 Highways Act 1980
Type	Public Rights of Way Diversion
Officer	Andrew Fletcher
Reason for determination by committee	Scheme of delegation

FOR CONSIDERATION BY	Planning Committee on Wednesday 13 July 2022
REPORT PREPARED BY	Assistant Director – Planning

SUMMARY
<p>The Council has received an application to divert part of Shinfield Footpath 3 under Section 119 Highways Act 1980.</p> <p>The grounds for the making of the diversion order are that part of the line of the path should be diverted in the interests of the owner of land crossed by the path and of the public.</p> <p>It is recommended that the order is made.</p>

PLANNING STATUS
<p>Legal Framework for the Decision: Orders for the stopping up or diversion of footpaths, bridleways or restricted byways may be made under section 119 of the Highways Act (1980), if the highways authority is satisfied that it is necessary to do so in the interests of the owner of the land and the public.</p> <p>Defra Rights of way Circular 01/09 is also relevant.</p>

RECOMMENDATION

That the committee authorise the making of the DIVERSION ORDER:

1. That authorisation is given to the making of an order under s.119 Highways Act 1980 Act to divert part of Shinfield Footpath 3 as shown on the plan no. 1, on the basis that the diversion will be in the interests of the public and of the landowner;
2. If no objections to the order are received or any such objections are withdrawn, that the order may be confirmed;
3. If objections are received and sustained, the order may be sent to the Secretary of State for confirmation.

CONSULTATION RESPONSES	
Executive Member – Environment and Leisure	No objections
Local Members	No objections
Shinfield Parish Council	No objections
Loddon Valley Ramblers	No objections
Mid & West Berks Local Access Forum	No response
Open Spaces Society	No response
British Horse Society	No response

REPRESENTATIONS

Town/Parish Council: The work will be a big improvement on what is there now and the Councilors do not have an issue with this change

Local Members:

Cllr Ian Shenton: No objections
 Cllr Jackie Rance: No objections
 Cllr Jim Frewin: No responses received
 Cllr Chris Johnson: No objections

BACKGROUND
<p>Description of existing path and proposed diversion</p> <ol style="list-style-type: none"> 1. Shinfield Footpath 3 commences on Cutbush Lane and runs in a generally south-easterly direction for approximately 480m, ending at Shinfield Footpath 4 to the south of Old House Farm. 2. The section of the path which is required to be diverted is shown by a solid red line between the points A-B on Plan No.1. The proposed diversion route is shown by a solid blue line between the points A-C on Plan No. 1. The University of Reading are the land owners for this section of the path. 3. The surface of the path is a grass path through a field. The Council is responsible for the maintenance of the path however as it is an open field no maintenance is required. There is no defined width on the ground or included within the Definitive Statement for the section A-B. 4. There are currently no gates or barriers along the path through this section, however there is an existing timber footbridge and metal kissing gate to the north at point D on Plan No. 1 which are proposed to be removed as part of the diversion works. 5. The proposed diversion route will be to route the southern section of the path to run along the field edge, turning south-west for the final 85 metres of the path. The proposed diversion route is within the land ownership of the University of Reading. 6. The length of Shinfield Footpath 3 to be diverted is approximately 100 metres long. The proposed diverted route will be 85 metres long, a decrease of 15 metres. The existing section of the route to be diverted has no dog-legs; the proposed diverted section will introduce one dog-leg along the route.

7. The University of Reading undertake to conduct the following work at it's own cost as part of the diversion:
 - a. Surface along the diverted path with compacted limestone scalplings to provide a surface suitable for all year round use.
 - b. Removal of the kissing gate at point D. This will be stored in order that it can be reused elsewhere. The removal of the kissing gate will be an access improvement which will make the path more accessible for those using the path in wheelchairs or with pushchairs/buggies.
 - c. Replacement of the existing timber footbridge at point D which is currently in poor condition. This will be replaced with a 600mm culvert, which will enable a seamless continuation of the path and reduce the maintenance burden on the Council as there will no longer be a bridge to maintain.

8. The existing route is not currently bounded by fences; however the landowner has confirmed that they intend to fence the boundaries of the land to secure the adjacent University of Reading Land and prevent livestock routing along the proposed diversion route. A 1.8m high fence is proposed to be installed alongside the path as part of the diversion works.

Purpose of the Order and legal test for a Diversion

9. The test under s.119 of the Highways Act (1980) to be used to decide whether to make a diversion order is whether the new route is as substantially convenient to the public and in the interests of the landowner and/ or the public.

10. The purpose of the diversion is to alter the definitive line of the path to enable greater use of the land and increased security for the landowner, and to provide an improved path which is more convenient to users all year round.

Benefits to the landowner

11. The path between A-B runs across the centre of an open field. The existing position of the path prevents the landowner being able to use the entire land effectively. The position of the path prevents effective fencing being installed as it would leave a triangular section of land that would not be able to be practically used.

Benefits to the public

12. The current route crosses a field with a natural grass surface underfoot. During wetter months this path is liable to become muddy and will be more difficult for the public to use than a surfaced path. The existence of a kissing gate along the path also makes it less accessible to those with pushchairs or wheelchairs.

13. The effect of the proposed diversion will be to create a new route with a defined width of 2 metres, with a surface suitable for all year round use and making the path safer and more accessible to users. The gate will be removed as part of the works which would make the route barrier free and much more attractive to use for those with wheelchairs or with pushchairs and buggies. The existing bridge currently creates a narrow pinch point on the path which will be removed and the route, therefore, will be more convenient to the public. The improvements to the path which make the entire route accessible for pushchair and wheelchair users, and suitable for use all year round to the public.

14. It is thus considered that the proposed diversion order will be in the interests of both the landowner and the public.

15. The difference in length between the length of path to be diverted and the proposed alternative is a reduction of 15 metres, however the junction with Shinfield Footpath 4 will move 108 metres to the west. On balance it is considered that any perceived disadvantage as a consequence of the revised junction will be outweighed by the improved surface and accessibility, and overall the right of way is improved by proposed diversion. The new junction will also tie in with planned cycleway improvements being undertaken as part of planning application 811841 approved on 13th Dec 2021.

Results of the informal consultation

16. The first stage of the diversion application process is to informally consult key stakeholders prior to any decision.

17. Local Members have been consulted and have made no objections to the diversion. Similarly, Shinfield Parish Council, the Loddon Valley Ramblers, the Mid & West Berkshire Local Access Forum, the Open Spaces Society, and the British Horse Society have been consulted and have made no objections to the proposed diversion.

Next steps

18. If a decision is made to make a Diversion Order there is a further statutory objection period of 28 days from the date of publication of the Order for any representations or objections. If there are no subsisting representations or objections the Council may then proceed to confirm the order. Otherwise, the order can only be confirmed by the Secretary of State who may decide to hold a Public Inquiry.

19. Should any objections be received that are not subsequently withdrawn a further report will be made to the Planning Committee for a decision whether to refer the matter to the Secretary of State or to abandon the Order.

Relevant policies

The following policy is relevant to this application:

Rights of Way Improvement Plan 2020

Statement of Action 4: Access For All:

4.3(b): Develop a programme to replace bridges to enable greater accessibility

4.3(c): Seek to improve bridges to accommodate users with restricted mobility as part of the planning process

4.4: Replace non-accessible structures on the network with more accessible options.

CONCLUSION

Officers are of the opinion that the proposed diversion satisfies the criteria required under section 119 of the Highways Act (1980) and that it is expedient for the Council to make the order in that:

- 1) It is in the interests of the owner of the land and of the public;

2) In general the proposed diversion route will be as substantially convenient to the public.

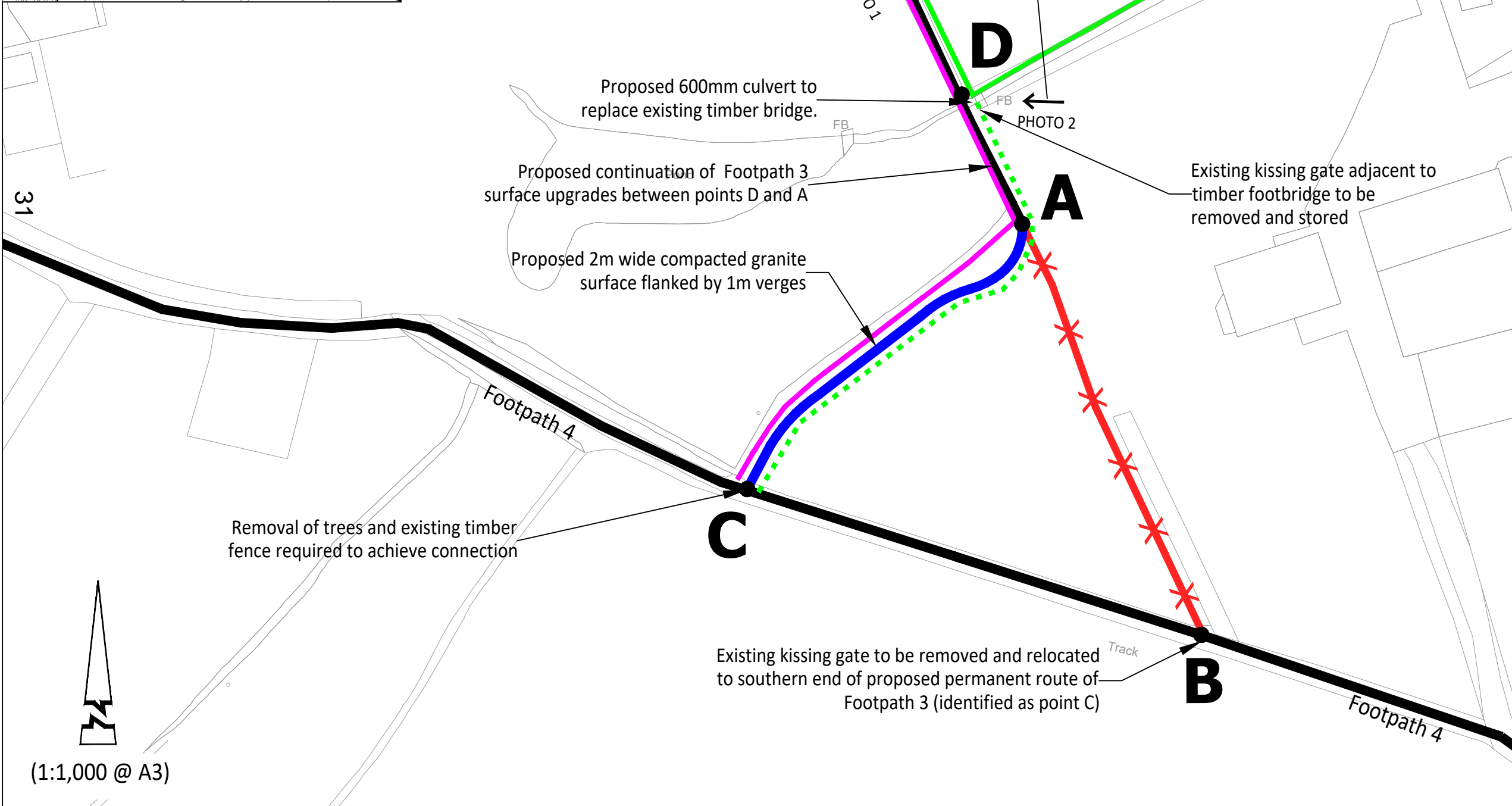
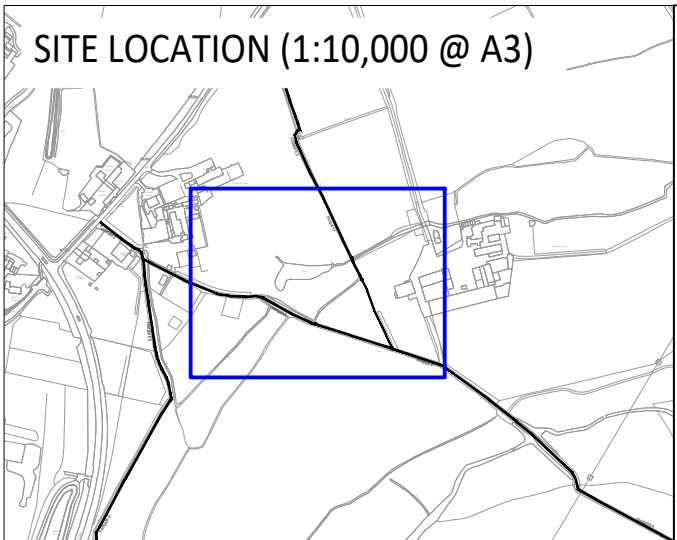
It is recommended that the order is made.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief.

There is no indication or evidence (including from informal consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular public path diversion application and there would be no significant adverse impacts upon protected groups as a result of the proposed diversion.

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(1:1,000 @ A3)

PHOTO 1 - FOOTPATH 3 NORTHBOUND

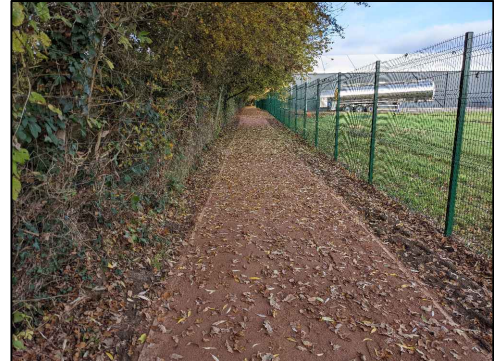


PHOTO 2 - EXISTING TIMBER FOOTBRIDGE



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NOTES
1. Do not scale.
2. Refer to all other project drawings and specifications where applicable.

- KEY
- Existing Public Right of Way
 - Proposed permanent closure of Public Right of Way
 - Proposed permanent alternative route of Public Right of Way
 - Existing fence (Timber post and wire)
 - Existing security fence (Anti-climb, welded close mesh metal fence system, Colour:Green, 3m height)
 - Proposed security fence (Anti-climb, welded close mesh metal fence system, Colour:Green, 1.8m height)

P4	03.22	Proposed culvert and relocation of existing kissing gate	AG	PJ
P3	12.21	Proposed fence height amended	AG	PJ
P2	12.21	Details of amended route included	AG	PJ
P1	11.21	For Issue	AG	PJ
Rev	Date	Description	Drawn	Checked

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Consulting Engineers

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Client
SHINFIELD STUDIOS

Project
FILM STUDIO STAGES & WORKSHOPS (PERMANENT APPLICATION)

Title
PROPOSED DIVERSION OF FOOTPATH 3

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
AS SHOWN	NOV 21	AG	PJ
Drawing No	Revision		
A282-065	P4		

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Agenda Item 24.

Application Number	Expiry Date	Parish	Ward
220175	15/07/2022 (PPA)	Finchampstead	Finchampstead South;

Applicant	CALA Homes Thames Ltd
Site Address	Hogwood Farm, Sheerlands Road, Finchampstead, Wokingham RG40 4QY
Proposal	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179 (as varied by 181194, dated 14/11/2018). The Reserved Matters comprise details of 157 dwellings across parcels P14 and P15 with access via the Nine Mile Ride Extension (NMRE), associated internal roads, provision of Public Open Space (PG2 and AGS5), sports facilities land and allotments land, together with parking, cycleways, footpaths, landscaping and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered.
Type	Reserved Matters
Officer	Nick Chancellor
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 July 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>This application relates to a 19.72ha parcel of land at Hogwood Farm within the designated Arborfield Garrison Strategic Development Location (SDL). The principle of development has been established through allocation within the Core Strategy (policy CP18) and the Spatial Framework Plan within the Arborfield Garrison SPD. Outline planning consent O/2014/2179 (as varied by 181194) established planning permission for 1,500 dwellings, a Nine Mile Ride Extension road, SANG and other associated infrastructure across 59ha at Hogwood Farm, corresponding to the southern half of the allocated SDL.</p> <p>The overarching vision of the Arborfield SDL is to provide a co-ordinated approach to the delivery of infrastructure and services; ensuring that developments are of a high quality and sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links, developed in accordance with Garden City principles. The outline planning permission has established parameters for the layout, scale, appearance and landscaping of the development, details of which were reserved for later determination. Parcel P1 (phase one) received reserved matters approval for 178 dwellings in 2018; P2, 3 and 7 (phase two) was approved in 2021 and has recently commenced.</p> <p>The current application seeks approval for the detail (layout, scale, appearance, landscaping) of a further 157 dwellings; together with play areas, open space and amenity green space across parcels P14, P15, AG2 & AGS5. The application also provides illustrative detail of sports facilities and allotments on the southern half of the site in order to demonstrate that these components can be delivered by the Council in future (in accordance with the s.106 agreement).</p>

The proposals provide a high level of amenity for the future occupants. Impacts on ecology, traffic, highway safety and flood risk can be adequately mitigated. Access within the residential areas of the site has been designed to facilitate the future delivery of sports facilities and allotments by the Council. Given its location, impact from the development on neighbouring residential amenity is minimal and can be mitigated. In design terms, the development would integrate well within the landscape and complies with the Council's standards for internal and external amenity space.

The proposal is considered to constitute high quality development in accordance with the vision for the SDL; it is therefore recommended that Reserved Matters are approved subject to conditions outlined below.

PLANNING STATUS

- Strategic Development Location (SDL)
- Part Modest Development Location (north), part Countryside (south)
- Within 5km of the Special Protection Area (SPA)
- Adjacent to Hogwood Shaw Local Wildlife Site
- Allocation for Suitable Alternative Natural Greenspace
- Area of High Archaeological Potential
- Overhead Electricity Cable Consultation Zone
- Potentially Contaminated Land Consultation Zone
- Tree Preservation Order (ref 1444/2012)
- Listed Buildings (immediately adjacent): Shepperlands Cottage (Grade II) & Shepperlands Farm (Grade II) – both properties are located to the east of the site boundary. West Court (Grade II) is located 220m to the south west.

RECOMMENDATION

That the committee authorise the APPROVAL OF RESERVED MATTERS subject to the following Conditions and Informatives:

Conditions and Reasons

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2179 (dated 9th January 2017), as varied by application 181194 (dated 14th November 2018); which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Approved plans

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

Site Location Plan - Ref. 3062 A 1000 PL Rev B
Site Layout - Ref. 3062 A 1005 PL Rev G
Site Layout In Context - Ref. 3062 A 1006 PL Rev D
Site Layout (Coloured) – Ref. 3062 C 1005 PL Rev G
Parking Plan – Ref. 3062 A 1700 PL Rev C
Refuse Plan – Ref. 3062 A 1701 PL Rev C
Tenure Plan – Ref. 3062 A 1702 PL Rev C
Walnut and Fir Floor Plans – Ref. 3062 A 3000 PL Rev D
Walnut and Fir Elevations – Ref. 3062 C 3001 PL Rev D

Willow and Garage Floor Plans and Elevations – Ref. 3062 C 3005 PL Rev B
 Walnut Floor Plans and Elevations - Ref. 3062 C 3011 PL Rev B
 Walnut Floor Plans and Elevations - Ref. 3062 C 3012 PL Rev A
 Walnut and Garage Floor Plans and Elevations – Ref. 3062 C 3015 PL Rev A
 Sycamore Floor Plans and Elevations - Ref. 3062 C 3020 PL Rev A
 Sycamore Floor Plans and Elevations - Ref. 3062 C 3021 PL Rev A
 Rowan Floor Plans and Elevations – Ref. 3062 C 3026 PL Rev C
 Rowan Floor Plans and Elevations – Ref. 3062 C 3027 PL Rev B
 Rowan Floor Plans and Elevations – Ref. 3062 C 3028 PL Rev A
 Poplar Floor Plans and Elevations – Ref. 3062 C 3030 PL Rev B
 Poplar Floor Plans and Elevations – Ref. 3062 C 3031 PL Rev A
 Poplar Floor Plans and Elevations – Ref. 3062 C 3032 PL Rev A
 Poplar Floor Plans and Elevations – Ref. 3062 C 3033 PL Rev A
 Oak Floor Plans and Elevations – Ref. 3062 C 3040 PL Rev B
 Oak Floor Plans and Elevations – Ref. 3062 C 3041 PL Rev A
 Oak Floor Plans and Elevations – Ref. 3062 C 3042 PL Rev A
 Laurel Floor Plans and Elevations – Ref. 3062 C 3050 PL Rev B
 Laurel and Garage Floor Plans and Elevations – Ref. 3062 C 3051 PL Rev B
 Laurel and Garage Floor Plans and Elevations – Ref. 3062 C 3052 PL Rev B
 Laurel Floor Plans and Elevations – Ref. 3062 C 3054 PL Rev A
 Larch Floor Plans and Elevations – Ref. 3062 C 3061 PL Rev B
 Larch Floor Plans and Elevations – Ref. 3062 C 3062 PL Rev A
 Everglade Floor Plans and Elevations – Ref. 3062 C 3066 PL Rev B
 Everglade Floor Plans and Elevations – Ref. 3062 C 3067 PL Rev A
 Aspen and Everglade Floor Plans and Elevations – Ref. 3062 C 3070 PL Rev B
 Aspen and Everglade Floor Plans and Elevations – Ref. 3062 C 3071 PL Rev B
 Fir Floor Plans and Elevations – Ref. 3062 C 3075 PL Rev B
 Fir Floor Plans and Elevations – Ref. 3062 C 3076 PL Rev B
 Cedar Floor Plans and Elevations – Ref. 3062 C 3085 PL Rev C
 Cedar Floor Plans and Elevations – Ref. 3062 C 3086 PL Rev A
 Blackthornrne x2 Floor Plans and Elevations – Ref. 3062 C 3095 PL Rev A
 Blackthornrne x2 Floor Plans and Elevations – Ref. 3062 C 3096 PL Rev A
 Aspen Floor Plans and Elevations – Ref. 3062 C 3100 PL Rev B
 Aspen x2 Floor Plans and Elevations – Ref. 3062 C 3101 PL Rev A
 Aspen x3 Floor Plans and Elevations – Ref. 3062 C 3105 PL Rev A
 Fir and Aspen Floor Plans and Elevations – Ref. 3062 C 3110 PL Rev B
 Aru – Aff x2 Floor Plans and Elevations – Ref. 3062 C 3200 PL Rev B
 Aru – Aff x3 Floor Plans and Elevations – Ref. 3062 C 3205 PL Rev A
 Aru – Aff x2 and Affordable Maisonette Floor Plans and Elevations – Ref. 3062 C 3210 PL Rev A
 Bel - Aff x2 Floor Plans and Elevations – Ref. 3062 C 3215 PL Rev A
 Bel - Aff x3 Floor Plans and Elevations – Ref. 3062 C 3220 PL Rev A
 Clo – Aff x2 Floor Plans and Elevations – Ref. 3062 C 3231 PL Rev A
 Clo – Aff x3 Floor Plans and Elevations – Ref. 3062 C 3235 PL Rev B
 Eri - Aff x3 Floor Plans and Elevations – Ref. 3062 C 3240 PL Rev B
 Gar - Aff x2 Floor Plans and Elevations – Ref. 3062 C 3245 PL Rev B
 Affordable Flat Floor Plans and Elevations – Ref. 3062 C 3250 PL Rev C
 Garages, Stores and Sub Station Plans and Elevations – Ref. 3062 A 3300 PL Rev A
 Drainage Statement – Ref. C86555-JNP-92-XX-TN-C-1000 Rev P03 (23 May 2022)
 Drainage Strategy – Sheet 1 of 3 – Ref. C86555-JNP-92-00-DR-C-2004 Rev P04
 Drainage Strategy – Sheet 2 of 3 – Ref. C86555-JNP-92-00-DR-C-2005 Rev P04
 Drainage Strategy – Sheet 3 of 3 – Ref. C86555-JNP-92-00-DR-C-2006 Rev P04
 Typical Site Sections – Sheet 1 of 3 – Ref. C86555-JNP-XX-00-DR-C-2014 Rev P01
 Typical Site Sections – Sheet 2 of 3 – Ref. C86555-JNP-XX-00-DR-C-2015 Rev P02
 Typical Site Sections – Sheet 3 of 3 – Ref. C86555-JNP-XX-00-DR-C-2016 Rev P02
 Phase 2 Geotechnical and Geo-Environmental Site Investigation – Parcel 14 – Ref.41623-024 (8 December 2021)
 Phase 2 Geotechnical and Geo-Environmental Site Investigation – Parcel 15 – Ref.41623-026 (10 January 2022)
 SANG Access Strategy – Parcels 14 and 15 (07 January 2022)
 Energy Strategy Statement (January 2022)

Materials

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

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

Relevant policy: Core Strategy policies CP1 and CP3

Highway construction

4. The roads and footways serving a dwelling hereby approved shall be constructed to road base level before the dwelling is occupied and the final wearing course will be provided within 3 months of occupation of that dwelling, unless otherwise agreed in writing by the local planning authority.

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

Secondary vehicular access

5. Prior to the occupation of the 100th dwelling hereby approved, a second vehicular access suitable for use for emergency vehicles shall be formed to serve the site, in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.

Reason: To provide an alternative route for emergency vehicles to access the site and in the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

Car parking to be provided

6. No part of any building(s) hereby approved within any sub-phase shall be occupied or used until the vehicle parking spaces serving that building(s) have been provided in accordance with the approved plans. The vehicle parking spaces shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Electric Vehicle Charging

7. Prior to commencement of development within any sub-phase, details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future proofing of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

Parking Management Strategy

8. Prior to the first occupation of any sub-phase, a Parking Management Strategy shall be submitted to and approved in writing by the local planning authority. The Strategy shall include details for the management of parking on roads leading to the Sports Pitches and Allotments area, as well as measures to prevent parking on the secondary (emergency)

access by unauthorised vehicles. The Strategy should explore the potential introduction of traffic management measures and measures to avoid indiscriminate car parking issues.

Reason: to ensure the proper functioning of a secondary route for emergency vehicles and a satisfactory development in the interests of amenity and highway safety. Relevant policy: Wokingham Borough Core Strategy Policies CP1, CP3 and CP6.

Bicycle parking and storage

9. Notwithstanding the details shown on the approved plans, no dwelling shall be occupied until details of secure and covered cycle parking for that unit (location, plans and elevations) have been submitted to and approved in writing by the Local Planning Authority. The bicycle parking shall be provided in accordance with the approved details and thereafter permanently retained.

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

10. Hard and Soft Landscaping Scheme (including sports, allotment and play areas)

- i) No sub-phase shall take place in any phase of the development until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include, as appropriate:
 - a) scheme drawings;
 - b) proposed levels and contours;
 - c) detailed design of SuDS features in accordance with the SuDS Strategy, demonstrating how they will be integrated into the wider landscape, with attenuation basins having a natural shape and shallow profile (not requiring lifesaving equipment and fence barriers), allowing them to fulfil amenity, ecological and drainage functions;
 - d) soft landscaping details including planting plans, schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
 - e) a Landscape Specification document covering soft landscaping (including site preparation, cultivation, plant handling and other operations associated with plant and grass establishment) and hard landscaping including all construction works such as paths, bridges, retaining walls, sports pitches and the setting out of allotments;
 - f) hard landscaping materials including samples;
 - g) minor artefacts and structures (e.g. play equipment, street furniture, refuse or other storage units, signs, external services) including specifications for the product and its installation;
 - h) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
 - i) all boundary treatments, and other means of enclosure or controlling access such as gates, bollards and vehicle restraint systems, which shall include consideration of ecological permeability;
 - j) measures required for ecological mitigation and biodiversity net gain;

- ii) Details of quality control measures, including supervision of landscape contract(s) by a suitably qualified landscape specialist and annual landscape audits for the five-year period from completion of the landscaping for the Landscape Phase or until adoption (whichever is longer). The annual Landscape Audit shall be submitted to the Local Planning Authority for information prior to the next planting season and replacement planting undertaken in accordance with the landscape audit and iii) below.
- iii) Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity and to ensure the delivery of appropriate sports, allotment and play facilities. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Landscape management

11. Prior to the commencement of the development within any sub-phase, 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.

SuDS Management & Maintenance

12. No development shall be put in to use or occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The Plan should fully detail the access that is required to reach surface water management component for maintenance purposes. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change) and Managing Development Delivery Local Plan policies CC09 and CC10

Drainage Exceedance Flow

13. Development shall not take place until an exceedance flow routing plan for flows above the 1 in 100+40% climate change event has been submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted. The scheme shall subsequently be completed in accordance with the approved details before the development is first brought into use or occupied.

Reason: To ensure satisfactory drainage of the site and avoid flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage in the locality. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change) and Managing Development Delivery Local Plan policies CC09 and CC10

Informatives:

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>
2. 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.
3. This permission should be read in conjunction with the legal agreements under Section 106 of the Town and Country Planning Act that relates to the site, the contents of which relate to this development.
4. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: (e.g.):
 - addressing the evolving planning policy context;
 - addressing concerns relating to the development layout

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.

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

7. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
8. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
9. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
10. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
11. 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=10790683>
12. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
13. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.
14. In order to safeguard the special architectural or historic interest of a Grade II listed building, the submission of detail for any floodlighting of the sports pitches (required

as per condition 55 of outline planning permission 181194) shall include a heritage assessment which considers the potential impact of any such lighting on West Court, Reading Road, RG40 4AX.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
O/2014/2179	Hybrid Planning Application for Part 1 - Application for OUTLINE PERMISSION (reserving matters of (a) access; (b) appearance; (c) landscaping; (d) layout; and (e) scale) FOR: Demolition of all existing buildings on site; up to 1,500 new dwellings (Use Class C3); up to 12,000 sqm of employment floorspace (Use Class B2); a Neighbourhood Centre with up to 1,900sqm of non-residential floorspace (Use Classes A1/A2/A3/A4/A5 and D1); a new primary school; new sports pitches and associated pavilion building; highways infrastructure including an extension to the Nine Mile Ride and a new link from the Nine Mile Ride Extension to the Hogwood Lane Industrial Estate; associated landscaping, public realm and open/green space (including children's play areas); and sustainable urban drainage systems. PART 2 – Application for FULL PERMISSION FOR: 29.70 ha of Suitable Alternative Natural Greenspace (SANG).	Planning permission granted 9/1/2017
181194	Application to vary the following conditions of planning consent O/2014/2179 - 1.Approved parameter plans; 2.Reserved Matters; 3.Phasing; 4.NMRES; 5.Open Space; 6.Leisure and recreation; 7.Development brief; 8.Design code; 9.Neighbourhood centre; 10.Non-residential uses; 13.The primary school; 14.Employment land; 39.Walking,Cycling and equine strategy; 45. Flood risk assessment; 46.Surface water drainage scheme; 64. SANG landscape scheme.	Minor material amendment (s.73) application to O/2014/2179 – approved 14/11/2018.
192997	Reserved Matters application pursuant to Outline Planning Consent O/2014/2179, as varied by application 181194. The Reserved Matters comprise details of the Nine Mile Ride Extension (southern section) and Hogwood Spur roads, together with associated landscaping, footpaths, cycleways and Sustainable Urban Drainage Systems. Details of access, appearance, landscaping, layout and scale to be considered.	Approved 13/02/2020
210084	Full planning application for the proposed creation of a temporary vehicular access from Sheerlands Road to facilitate construction works at Hogwood Farm (in accordance with Outline Planning Consent O/2014/2179, as varied by 181194 dated 14/11/2018).	Approved 07/04/2021

203616	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179 (as varied by 181194, dated 14/11/2018). The Reserved Matters comprise details of 235 dwellings across parcels P2, P3 & P7 with access via development parcel P1 and the proposed Nine Mile Ride Extension bus loop; emergency access via Sheerlands Road, associated internal access roads, parking, provision of Public Open Space (PG1), children's play areas including a LEAP, LAP and LLAP and NEAP, together with parking, cycleways, footpaths, landscaping and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered	Approved 21/07/2021
213645	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179 (as varied by 181194, dated 14/11/2018). The Reserved Matters comprise details of 135 dwellings across parcels P2 & P3 with access via development parcel P1 and the proposed Nine Mile Ride Extension bus loop; emergency access via Sheerlands Road, associated internal access roads, parking, provision of Public Open Space (PG1), children's play areas including a LEAP, LAP and LLAP and NEAP, together with parking, cycleways, footpaths, landscaping and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered	Approved 18/05/2022
221079	Full application for the proposed temporary emergency access from the Nine Mile Ride Extension (NMRE) for a period of 5 years to provide access to Parcels 14 and 15 at Hogwood Farm (in accordance with the hybrid application ref: O/2014/2179 and 140674 as varied by the minor material amendment application ref: 181194).	Current application / decision pending
220842	Application for submission of details to comply with the following condition of planning consent 181194 dated 14.11.2018. Condition 17 Arboricultural Impact 19 Protection of Existing Trees 20 levels 21 Landscape & ecological plan 22 Woodland 23 Hedgerows 24 Bats 26 Reptiles 28 Ecological permeability 29 Badgers 30 Non native invasive species. 35 Car parking 36 Bicycle parking 39 Walking cycling & equine strategy 49 Low & zero carbon tech 50 Lifetime homes 51 Sustainable Matters 52 Water Consumption 53 Refuse & recycling storage 61 Programme of Archaeological investigations 65 Access to the SANG	Current application / decision pending
221170	Application for submission of details to comply with the following condition of planning consent 181194 dated	Current application / decision pending

	14/11/2018. Condition 56. Asbestos Management (partial discharge, development parcels P14/15 only).	
221230	Application for submission of details to comply with the following condition of planning consent 181194 dated 14/11/2018. Condition 57 relates to Land Contamination and the application is for a part discharge of this condition relating to P14 and P15 only.	Current application / decision pending

SUMMARY INFORMATION	
Site Area	19.72ha
Existing residential units	0
Proposed residential units	157
Existing density – dwellings/hectare	n/a
Proposed density - dwellings/hectare	32dph (average)
Number of affordable units proposed	52
Previous land use	Agricultural
Proposed Public Open Space	2.5 ha (not including sports / allotment facilities). Sports facilities area (5.9ha) and allotments (1.88ha) to be delivered by the Council.
Existing parking spaces	n/a
Proposed parking spaces	<i>Residential areas:</i> 408 (271 allocated, 102 visitor/unallocated, and 69 garage spaces). Accounting for each garage as 0.5 spaces this corresponds to an average provision of 2.6 spaces per dwelling across the site. <i>Public Open Space (illustrative):</i> 52 vehicle spaces (+ one coach space) within sports facilities area 34 spaces within allotments area

CONSULTATION RESPONSES	
Berks, Bucks and Oxon Wildlife Trust Crime Prevention Design Officer	No comments received Comments on original layout – suggests amendments to secure defensible space, greater natural surveillance of public areas, delineation of allocated parking, secure rear garden access. [OFFICER NOTE: following officer feedback, the layout has been significantly amended taking these factors into account]
Royal Berkshire Fire and Rescue	No comments or objections
Southern Gas Networks	No comments or objections
SEE Power Distribution	No comments or objections
Thames Water	No comments or objections (development in accordance with outline planning permission drainage strategy).

WBC Biodiversity	No comments or objections [OFFICER NOTE: The application is accompanied by suite of ecological report which consider the impact of development on ancient woodland habitats, ecological permeability, hedgerows, bats, reptiles, and non-native invasive species, together with recommended mitigation and arrangements for long-term management].
WBC Drainage	The Reserved Matters proposal are in accordance with the drainage strategy previously agreed, two conditions are recommended to secure details for a SUDS management/maintenance plan and exceedance flow routing – 12 & 13 refer]
WBC Environmental Health	No comments or objections
WBC Highways	No objection, recommends conditions to control phasing of highway construction and parking/cycle storage relative to occupation triggers, parking management.
WBC Heritage & Conservation	No objection – the development would not result in a significant impact to the setting of any of the three nearby listed buildings.
WBC Tree & Landscape	No objection - revised plans have improved the relationship between the residential areas and adjacent landscaping / landscape character. Recommends conditions to secure landscaping detail and specification; 10 an 11 refer.
WBC Public Rights of Way	No objection.

REPRESENTATIONS

Finchampstead Parish Council: *“The Council has no objections”*

Local Members: No comments received

Neighbours: No comments received

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity

	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP11	Proposals outside development limits (including countryside)
	CP18	Arborfield Garrison Strategic Development Location
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards
		Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)
		Infrastructure Delivery and Contributions SPD for the Strategic Development Locations adopted October 2011.
		Affordable Housing SPD adopted June 2011.
		Sustainable Design and Construction SPD adopted 2010
		The councils parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan (Feb

		2014) and referred to in para. 4.38 of the adopted Core Strategy.
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PLANNING ISSUES

Principle of Development:

1. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise.
2. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL). Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
3. Outline planning permission for the site was originally granted by Wokingham Borough Council in January 2017. This established the principle for development together with access for up to 1,500 new dwellings and associated development including the southern section of the Nine Mile Ride Extension and Hogwood Spur. A minor material amendment (s.73 application) was subsequently approved through application 181194. These approvals have established parameters for the development including general site layout, quantum of development, phasing, location of various land uses, road infrastructure, density and building heights. The outline consent also an Infrastructure Delivery Plan and s.106 legal agreement which guarantees the coordinated delivery of some of the on-site infrastructure necessary to support the development and fair share of the SDL wide infrastructure.

Description of Development:

4. In accordance with the Outline planning permission, the current application seeks Reserved Matters approval for details of 157 residential dwellings, with access via the Nine Mile Ride Extension (NMRE), associated internal roads, provision of Public Open Space (PG2 and AGS5), sports facilities land and allotments land, together with parking, cycleways, footpaths, landscaping and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale are to be considered.

Character of the Area:

5. 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 Arborfield Garrison 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.

6. Core Strategy policy CP18 sets out the concept rational for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:

“The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy”

7. MDD policy TB08 sets out open space, sport and recreational standards for residential development. Policy TB21 requires applications to demonstrate how they comply with the Council’s Landscape Character Assessment. Policy CC03 requires new development to protect and retain existing trees where possible.
8. These principles are amplified within the Hogwood Farm Masterplan Framework Document (MFD), which forms part of the Outline planning permission. The MFD serves as Design Code for the wider Hogwood Farm site, ensuring continuity across the development, in accordance with agreed design principles.
9. The site comprises an irregular shaped piece of land made up of compartmentalised fields and internal boundary hedges, trees and patches of woodland. Parcels P14 and 15 are situated within the south-eastern corner of the wider Hogwood development site, south-east of Parcels 1, 2 & 3 (where development has commenced), and immediately to the south of future Parcels P10, P11 & P12a/b.
10. Parcels P14 and P15 fall within the Green Edge Character area as defined within the Masterplan Framework Document. The proposals are for a range of housing types, incorporating one bedroom apartments/maisonettes, two and three bedroom homes, and larger four and five bedroom family accommodation. The layout complies with the approved outline parameters; building heights are to a maximum two storeys and under 10m in height, an average density of 32dph and a quantum of amenity / play space all in line with requirements.
11. The block structure is highly permeable with a loose gridded form allowing for ease of movement through the development and adjacent green space, thereby embodying garden village principles. The layout is considered to respond appropriately to the existing landscape context and its edge of development location. A series of distinct areas help to define a sense of place within delineated zones, for example the main vehicular access via the Nine Mile Extension is accentuated as a primary route through shrub and boulevard tree planting. Secondary residential streets adopt a different character, with a distinct road surface materials and tree species promoting a lower-key, more pedestrian-friendly environment. A pocket park within parcel P15 provides a small, friendly space for informal recreation on a pedestrian route that linking the southern sports facilities to future development beyond the northern site boundary.

Trees & Landscape:

12. An Arboricultural Impact Assessment (AIA) and Ancient Woodland Mitigation Strategy supports the application. Built form is concentrated within the open areas of the site, allowing all but six existing category A & B trees to be retained within the layout.
13. The application landscaping scheme has demonstrated that c.340 new trees can be accommodated, thus a significant net uplift can be secured. The strategy maintains a sylvan character to the site’s boundaries, containing the development and minimising

visual intrusion. The character of surrounding wooded areas would be enhanced through additional planting, creating landscape connections through the scheme into the wider setting. A new bridleway route traverses the central landscape spine (PG2, AGS5), with onward access through approved parcel PG1 (RM approval 213634) and byway 18 further to the north. A small community orchard is also proposed along the north-western section of the route.



Residential landscaping scheme



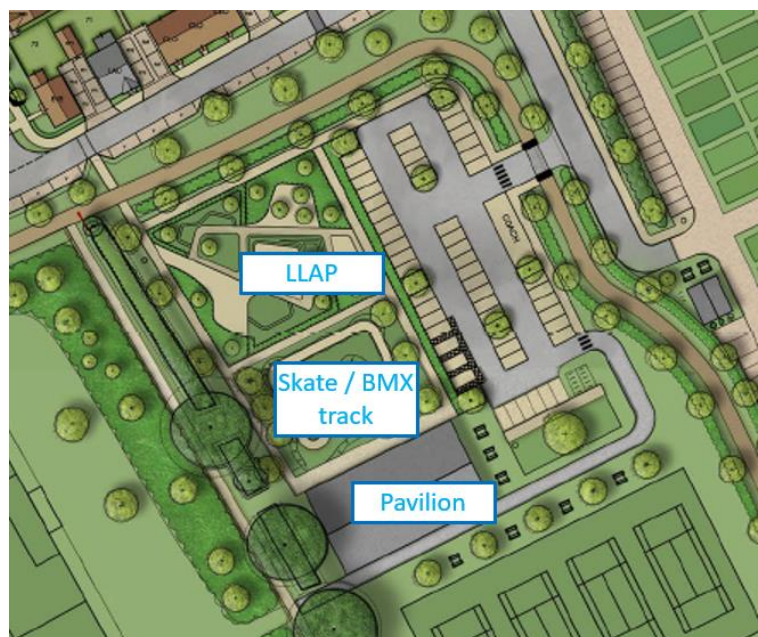
Wider site landscaping scheme

Sports facilities and allotments

14. The proposals build on principles previously established through the approved Overarching Landscape Strategy. The southern half of the Reserved Matters site is to be made up of sports facilities (5.9ha comprising sports pavilion, one football pitch, a 3G pitch and four tennis courts), together with allotments (1.88ha). The layout for these areas has been designed with input from the Council's Sports and Leisure team, however it should be noted these elements are only illustrative at this stage. A sports / allotment scheme will be delivered by Wokingham Borough Council rather than the applicant (as per the s.106 agreement) and a commissioning / delivery timetable will be set out in due course, subject to WBC Executive approval to release CIL monies for this purpose (2024 at the earliest).

Amenity and play space

A trim trail is proposed along the bridleway route within the AGS5 area of public open space. Further to the south east, within the parcel reserved for sports uses, a play area (LLAP) and BMX/skate track will be formed; layout plans for these facilities support the Reserved Matters application, however a final specification is to be refined with the applicant through a landscape condition. Both the LLAP and BMX/skate track elements will be delivered by the developer, in accordance with the s.106 agreement. It should be noted



that the timing of their delivery will need to be coordinated with the Council such that

the wider area (which includes the adjacent sports pitches, pavilion, and associated parking facilities) is brought forward in a safe and comprehensive manner.

Summary

15. In terms of the current application, the applicant has demonstrated that the Reserved Matters site can be successfully integrated into the landscape and without prejudicing the future delivery of Council-led sports and allotment facilities. The final elements of landscaping detail within the residential areas, sports pitch/allotment layout, play areas and amenity space can be controlled by condition and further refined once there is greater clarity on phasing and logistics. Recommended conditions 10 and 11 refer.

Dwelling mix and affordable housing:

16. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing, which echoes Appendix 7 of the Core Strategy. MDDL Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.
17. Under the Outline permission, the s.106 establishes that the Hogwood Farm will deliver 35% affordable housing, all of which is to be provided on site. The accommodation would be provided across a mixture of dwelling types, ranging from one bedroom flats to four bedroom houses:

		Private	Affordable	Total
<i>Apartments</i>	1 bed maisonette	-	2	2
	1 bed apartment	-	12	12
<i>Houses</i>	2 bed	26	22	48
	3 bed	27	12	39
	4 bed	50	4	54
	5 bed	2	-	2
Total		105	52	157

18. As a previous Reserved Matters approval for parcels P2 and P3 (development phase two) provided a greater quantum of affordable units than was required by the s.106 (50 units out of 135: 37%), officers agreed with the applicant that this could be balanced out within a later phase. The reason they were considered suitable to provide more affordable housing was primarily due to their location closer to the District Centre and neighbourhood facilities. As such, P14/15 (phase three) seeks to provide 33% affordable housing (52 units out of 157); the requisite 35% proportion having been maintained on a cumulative basis when averaged across the wider outline planning permission.

Development Phase	Private	Affordable	Total
1 (181142 – Parcel P1)	116 (65%)	62 (35%)	178
2 (213645 – Parcel P2 & P3)	85 (63%)	50 (37%)	135
3 (220175 – Parcels P14 & 15, current application as proposed)	105 (67%)	52 (33%)	157
Cumulative total	306 (65%)	164 (35%)	470

Sustainable Design and Construction:

19. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). Accordingly, the proposals specify a water butt and composting space for every dwelling with a private garden.
20. Outline planning condition 49 requires low and zero carbon technologies to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'. The application is supported a strategy to achieve this through a combination of building fabric improvements and the use of solar PV panels. Outline planning condition 49 requires these measures to be installed and functional prior to occupation.

Residential Amenities:

21. 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.
22. The application site is well separated from existing development and the proposals will not harm residential amenity. No objections have been received from neighbouring residents. In terms of the relationship between dwellings within the proposed layout, the Borough Design Guide (BDG) establishes minimum separation distances of 10 metres front-to-front across the street, 22 metres back-to-back and 12 metres back-to-flank to achieve appropriate levels of privacy.
23. The BDG also establishes principles for provision of private amenity space for dwellings: the size of garden should relate to the house type and number of proposed occupants and provide a degree of privacy. In suburban areas gardens should be of sufficient size to allow a variety of activities (level areas for sitting, play, clothes drying, outside storage), which requires a roughly rectangular, useable space of at least 11 metres in length which receives direct sunlight for at least part of the day. There should also be secure external cycle storage.
24. The proposed layout complies well with the guidance on separation distances between each new dwelling and makes appropriate provision for outdoor amenity space: all but one of the houses meet the minimum 11m threshold, the exception (unit 70: 10m) benefiting from a wider than average plot and therefore mitigated through greater overall garden area. Each apartment units benefits from access to dedicated amenity space in the form of private balconies or patios.

Internal Space Standards

25. MDDL Policy TB07: Internal Space Standards has been superseded by the 'Technical housing standards – nationally described space standard'. This new standard is not a building regulation and remains solely within the planning system as a new form of technical planning standard which the council can chose to apply given

it has a policy in place for this. All of the proposed unit types either meet or exceed National Space Standard minimum requirements for overall floor area and storage.

Environmental Health

26. 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.
27. It is acknowledged that there will be a greater level of activity arising from the delivery and future occupation of the housing, though this would not be to an extent that is unusual in a residential location. As the site has been identified as being suitable for housing, the principle of residential development has been established. The outline permission also secured a Construction Management Plan via condition to minimise disruption. Condition 44 of the Outline Planning consent controls the hours of operations to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.
28. Outline planning condition 55 requires submission of lighting details for each phase and will be required for street lighting in conjunction with the s.38 highways approval process. Should any illumination of the proposed sports pitches be sought by the Council, such details would also be required.

Access and Movement:

29. 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 CP19, Arborfield Garrison SDL amplify this aim, identifying specific measures relevant to Hogwood Farm, including provision of a Nine Mile Ride Extension linking to the A327.

Impact on the road network

30. The travel impacts of the development were considered at the outline stage (in line with the Council's modelling protocol); mitigation was secured through conditions and the s.106 legal agreement. A Transport Assessment has modelled the impacts of the development by using the Wokingham Strategic Transport Model and included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development commitments.
31. The Reserved Matters proposals have been designed in accordance with the access strategy and street hierarchy described in the approved Masterplan Framework Document. The main site access will be via the Nine Mile Ride Extension (NMRE) and provides an appropriate vehicular access to the development. A secondary point of access will be provided connecting parcel P15 with the future P11/12a to the north. Prior to the delivery of these future parcels, a construction and emergency access will be formed through this part of the site.

Pedestrian, Cycle & Equine Access

32. The street hierarchy will provide a sequence of connected and legible streets and anticipates connections to future development phases. The primary pedestrian movement for future residents will be to the north west in the direction of schools and retail facilities, or to access bus services along the NMRE. Links are provided in appropriate locations through to the shared boundary with future residential parcels P10/P11/P12a/b; detail of onward routes within these parcels will be established through future Reserved Matters applications.

33. The Reserved Matters also incorporate the final (southern) section of a new bridleway that will traverse the wider Hogwood Farm site, the northern section having already gained approval (application 213645 refers). The bridleway route will be suitable for pedestrians, horse riders and cyclists and constructed with a suitable surface material, details of which can be secured through a hard landscaping scheme; proposed condition 10 refers.



34. Footways with dropped crossing points within the residential areas have been sited at junctions to encourage the safe movement of pedestrians in all directions. The layout includes shared surfaces and private driveways off the tertiary streets. The layout is designed to ensure low vehicle speeds. All streets meet WBC standards for carriageway widths and forward visibility. It is proposed that the estate roads will be adopted by Wokingham Borough Council through a future section 38 agreement. The highways layout complies with WBC policies and standards and is therefore acceptable.

Access to Public Transport

35. A phased bus strategy to secure public transport links to the site has previously been agreed in accordance with Condition 40 of the outline planning consent. Bus stops are provided along the Nine Mile Ride Extension, ensuring convenient accessibility from this phase of the development.

Vehicle Parking

36. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, outline condition 40 requires reserved matters to incorporate car parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated or visitor parking.
37. The layout provides 271 allocated driveway parking spaces in addition to 69 garages spaces and 102 visitor plus unallocated spaces. The provision is well distributed throughout the development and meets WBC parking standards. The application is therefore acceptable in parking terms.
38. Within the non-residential areas of the site, 52 parking spaces are specified within the sports facilities area, with a further 34 provided to service the allotments. Although only illustrative at this stage and subject to further detailed design, both areas have

been designed with input from officers and are in accordance with WBC Parking Standards.

Electric Vehicle Charging

39. The applicant is committed to ensuring that 100% of the dwellings will be served by Electric Vehicle Charging infrastructure (67% 'active' spaces, 33% 'passive') thus meeting the Council's requirements. A planning condition is recommended to secure a technical specification for how this will be accommodated, in conjunction with a detailed highways specification to accompany a future s.38 agreement. This requirement will ensure that the layout incorporates ducting where necessary to facilitate the future conversion of 'passive' spaces, allowing up to 100% 'active' provision as and when required; 7 refers.

Bicycle parking:

40. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 35 of the outline planning consent requires cycle parking and storage in line with the Council's standards at the time. These are set out in MDDL Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.
41. The application proposes that cycle parking for houses will be provided on plot, either within garages or garden sheds. For the apartment units, secure covered facilities are included for each of the blocks. A condition is recommended to ensure the implementation of these arrangements and to establish the location and specification of garden sheds; 9 refers.

Flooding and Drainage:

42. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk. Design Principle 1c(ii) 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. MDD Policy CC10 states that all development proposals must ensure surface water arising from the proposed development is managed in a sustainable manner and demonstrated through a Flood Risk Assessment, and/or Surface Water Drainage Strategy.
43. A Flood Risk Assessment and Surface Water Drainage scheme support the outline planning permission. The Reserved Matters include details of SUDS features that are consistent with the outline strategy. Total discharge rates from the site for all events up to and including the 1 in 100 year + 40% event are matched to greenfield rates.
44. Foul drainage for the development is to discharge to the public sewer network. Thames Water are the sewerage authority and, since there are no changes to the drainage scheme agreed at outline stage, raise no objection to the proposals.

Heritage:

45. The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to consider the effect on heritage assets: development should preserve or enhance the character and setting of listed buildings. In considering designated heritage assets, the NPPF requires 'great weight to be given to the asset's conservation', and that any harm should require 'clear and convincing justification'. The MDD Local Plan (TB24) requires that '... works to or affecting heritage assets or their setting to demonstrate that the proposals would at least conserve and, where possible enhance the important character and special architectural or historic interest of the building.'
46. Two listed buildings, Shepperlands Cottage (Grade II) & Shepperlands Farm (Grade II) are located just beyond the eastern site boundary. Given the intended retention of existing trees within the application site to the rear and northern grounds of Shepperlands Cottage, the intervening distance is such that there would be no significant change in the setting of the designated heritage asset. As for Shepperlands Farm (house), the formation of a new bridleway on the opposite side of the road from this property would not affect its setting.
47. West Court (Grade II listed) lies some 220 metres away and would not be affected by the proposals; however if the sports facilities are to be floodlit then such detail would require further consideration and assessment; details of any such lighting are in any case controlled by outline planning condition 55. In view of this, the Reserved Matters proposals are considered acceptable in terms of their impact on heritage assets.

Ecology:

48. Core Strategy Policy CP7, Biodiversity and MDDL Policy TB23: Biodiversity and Development, require appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
49. The Environment Act (2021) introduced a requirement for new development (from November 2023) to provide a 10% net gain of biodiversity. The original outline application was approved at a time when the use of biodiversity impact assessment calculators – used to consider a development scenario and whether there is a biodiversity net loss or gain – was not widespread and the National Planning Policy Framework wording was weaker at justifying the requirement for this approach. However, the Council's ecology specialist made an overall assessment and identified that there would be significant net benefits; the outline planning permission thus securing the provision and security of 29.7ha semi-natural greenspace. This has since been delivered as SANG, the area having recently been adopted by the Council. Thus, whilst it is not possible to retrospectively seek a biodiversity impact assessment calculation for individual RM parcels, the principle of biodiversity enhancement is nevertheless integral to the development.
50. The Reserved Matters application is accompanied by a suite of ecological reports (submitted in parallel to discharge outline planning conditions) and which consider the impact of development on ancient woodland habitats, ecological permeability, hedgerows, bats, reptiles, and non-native invasive species, together with recommended mitigation and arrangements for long-term management. The reports and strategies comprehensively describe the potential impact of the development on protected species and propose mitigation where required.

Thames Basin Heaths Special Protection Area (SPA):

51. The 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 site 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 and a financial contribution towards Strategic Access Management and Monitoring (SAMM).
52. The impact of the development has been mitigated through the provision of 29.7ha Suitable Alternative Natural Greenspace (SANGS) in the far south west of the outline application site. The SANG provides a suitable space to compensate for the growth in resident numbers associated with the Hogwood Farm development. The SANG is open to the public and the current application demonstrates an appropriate pedestrian route to this area via the proposed bridleway / parcel PG2.

Community Infrastructure Levy (CIL):

53. In accordance with Core Strategy policy CP4 new development is expected to make arrangements for the improvement or provision of infrastructure, services, community and other facilities. The development will be liable to pay CIL on the net additional floorspace that is being created.
54. The WBC CIL charging schedule came into force on 6th April 2015. CIL is levied in pounds per square metre on net additional increase in floor space for qualifying development in accordance with the provisions of the Community Infrastructure Levy Regulations 2010 (as amended). In respect to the Hogwood Farm section of the SDL, £365 per sqm (plus indexation) will be levied upon residential development; albeit that affordable housing is exempt payment. Condition 3 of the outline planning permission controls development phasing to ensure that CIL is secured against each defined stage of development.

Infrastructure Delivery:

55. Pursuant to the outline planning permission, Reserved Matters applications have been approved for four successive residential parcels within the Hogwood Farm sector of the SDL (across two phases), with c.160 dwellings having been occupied as of June 2022. Within the northern (Arborfield Garrison) sector, c.1,075 dwellings have been occupied as of June 2022.
56. In parallel with residential development, approval and delivery have been secured for the following associated SDL infrastructure (part or wholly funded by the development). The following has been implemented to date:

Item	Planning Reference	Comments
Arborfield Cross Relief Road	172209	Opened 2020
Nine Mile Ride Extension and Hogwood Spur Road	153336 & 192997	Northern section (Crest Nicholson) completed 2016, southern Farm section largely complete (Wokingham Borough Council), due to open in summer 2022.
Bohunt Secondary School including sports pitches	F/2015/0001	Opened 2016

Farley Hill Primary School including Multi-Use Games Area	180846	Opened 2021
35% Affordable Housing	O/2014/2280 & successive Reserved Matters 181194 & successive Reserved Matters	<i>Arborfield Garrison</i> 20% delivered on site, 15% equivalent financial contribution provided to WBC as commuted sums (£80,000/unit) for off-site affordable housing projects such as the Gorse Ride estate regeneration. <i>Hogwood Farm</i> 35% delivered on site.
A1/A2/D1/D2 300m2 floorspace (parcel V2S – northern neighbourhood centre)	190737	Unit completed 2020; initially occupied as a sales suite, currently being marketed by Crest Nicholson to prospective tenants for the permitted “neighbourhood centre” commercial uses.
Public Art (Biggs Lane horse sculptures)	191954	Installed 2021
SANG – Suitable Alternative Natural Greenspace	O/2014/2280 181194	Hazebrouck Meadows (<i>Arborfield Garrison</i>) opened 2016 Finchwood Park (<i>Hogwood Farm</i>) opened 2019
Strategic Greenspace	161777	<i>Arborfield Garrison Linear Park</i> Ongoing delivery, phase 1 complete <i>Hogwood Farm</i> Green spine due to commence 2022 in conjunction with development phases P2&P3 (213645)
B3349 Barkham Bridge widening	192949	Completed 2021
Highway improvements including A327 junctions, Biggs Lane widening to incorporate footway/cycleway	O/2014/2280	2016 - present
“California Way” greenway - Finchampstead to Arborfield Green route	n/a	Completed 2017

57. The following significant infrastructure remains outstanding:

Item	Requirement	Comments
Arborfield District Centre & Village Green	Commercial and community hub including food store, shops, village square, car parking, community centre building, transport interchange and residential uses. Development Brief (outline planning condition 7) approved under discharge of conditions application 191728 stipulates that 25% of the commercial floorspace is to be completed by occupation of the 1,000 th dwelling.	Developer public consultation / LPA pre-app currently ongoing; it is anticipated that planning application(s) will be submitted later in 2022, with delivery commencing in phases from 2023/24.

Hogwood Farm Neighbourhood Centre (southern sector)	500m2, with possibility of up to 1,900 sq m non-residential floor space ((Use Classes A1/A2/A3/A4/A5 and D1) provided it can be demonstrated that additional space would not undermine the hierarchy of main, district and local centres within the Borough.	As per outline planning permission 181194. Details to be secured through Reserved Matters.
Hogwood Farm Primary School (southern sector)	2 forms of entry, with possibility of additional FE if required.	Land provided by developer. School to be delivered by Wokingham Borough Council (part funded by CIL) as and when required
Sports playing pitches and associated pavilion	<i>Arborfield Garrison</i> Developer to upgrade existing Arborfield Garrison pitches to modern standards. Construction of a sports pavilion to serve the above subject to a costs cap of £786,000. <i>Hogwood Farm</i> Playing pitches and pavilion to be delivered adjacent to parcels P14 & P15	The Arborfield Garrison pitches remain available in their original form for community use at the present time. A Reserved Matters application to agree detail for the Arborfield Green sports pitch upgrades and pavilion building is anticipated in Q3 2022, with delivery of these facilities to commence 2023. Hogwood Farm facilities to be delivered by Wokingham Borough Council as and when required (land provided by developer).
(Remainder of) amenity green space, children's eas areas and allotments	To be delivered successively, in tandem with residential parcels.	Delivery ongoing
West Court SANG	24ha as per hybrid planning permission	Contiguous with adjacent Finchwood SANG (now open) and forming a larger combined area.

Archaeology:

58. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Outline planning permission 61 requires Reserved Matters applications to be supported by a Written Scheme of Investigation (WSI) that details an investigative archaeological work in areas where previous evaluation has deemed this necessary.
59. A WSI has been submitted for these parcels and describes an appropriate methodology for how excavation is to be carried out; any remains which are discovered are to be either recorded or preserved in situ depending on their significance. The proposals will mitigate any potential impact on archaeological heritage and are therefore acceptable.

CONCLUSION

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

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

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Application: 220175

The Council has no objections.

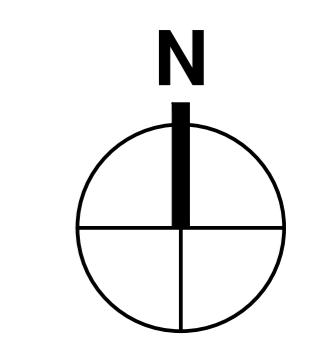
Clerk: Mrs K. Dagnall FSLCC
Deputy Clerk: Mrs C. Warke
Planning Committee Clerk: Mrs C. Cordell
Finchampstead Parish Council
FBC Centre, Gorse Ride North
Finchampstead
Berkshire RG40 4ES

0118 908 8164

07802 669004

www.finchampstead-pc.gov.uk

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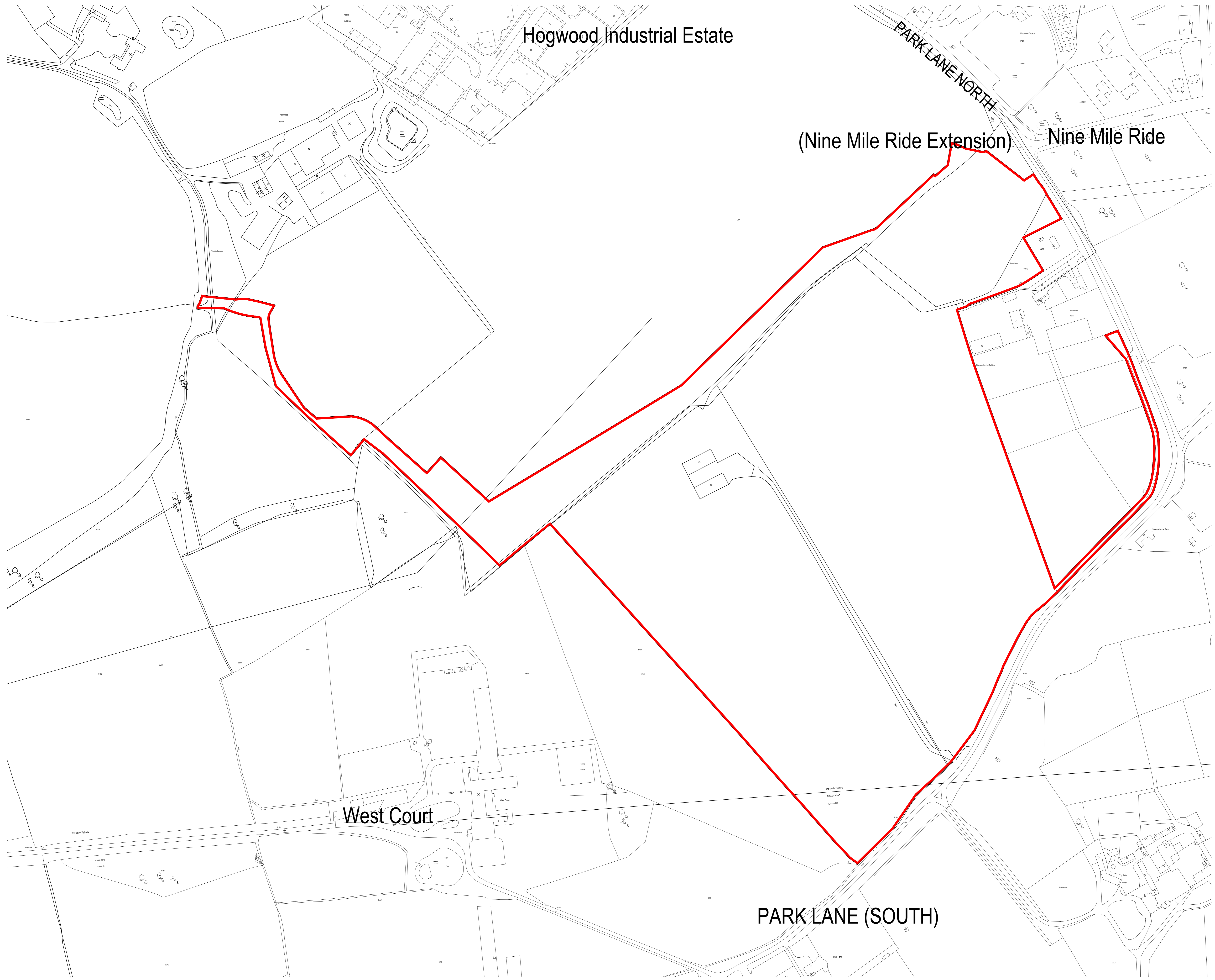
Hogwood Industrial Estate

(Nine Mile Ride Extension)

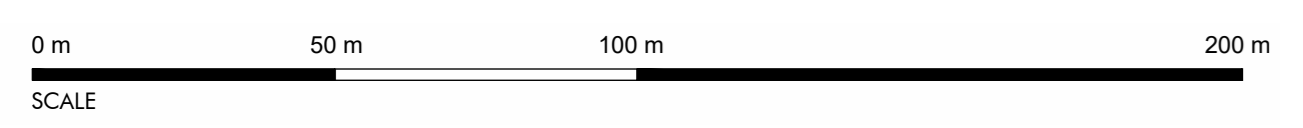
Nine Mile Ride

West Court

PARK LANE (SOUTH)



63



Client: **Cala Homes**
 Drawing Title: **Site Location Plan**
 Drawing: **1:1250 @ A0**

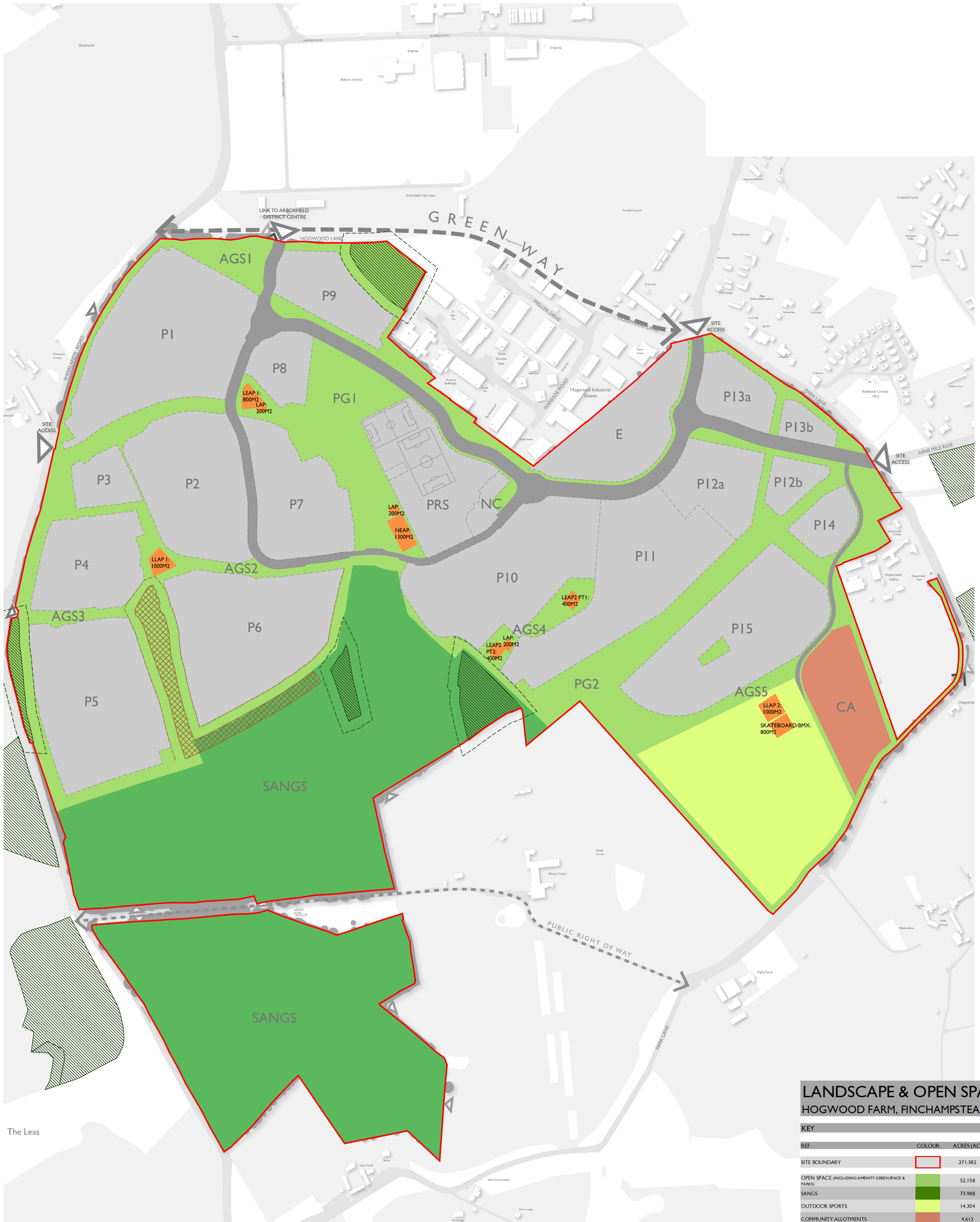
Revision	Drawn	Checked	Date
A	MP	---	13.01.22
B	MP	---	28.06.22



Project No	Class	Draw No	Status	Rev
3062	A	1000	PL	B

Parcel's 14 and 15 Hogwood Farm, Finchamstead
 The Firm: Omega Architects, 125 Moor Road North, Thorne, Doncaster, DT1 0PH
 Tel: 01772 810333 | www.omegaarchitects.co.uk

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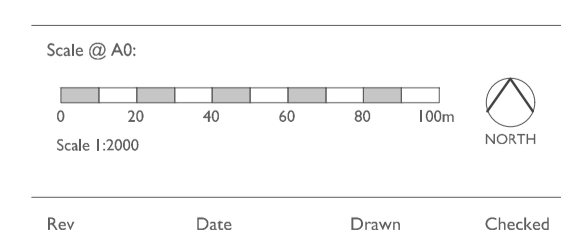


LANDSCAPE & OPEN SPACE HOGWOOD FARM, FINCHAMPSTEAD

KEY	COLOUR	ACRES (AC)	HECTARES (HA)
SITE BOUNDARY	[Red Line]	271.382	109.824
OPEN SPACE (INCLUDING AMENITY GREEN SPACE & PARKS)	[Green]	52.158	21.108
SANGS	[Dark Green]	73.988	29.942
OUTDOOR SPORTS	[Yellow-Green]	14.304	5.789
COMMUNITY ALLOTMENTS	[Orange]	4.612	1.866
PLAYSPACES	[Light Orange]	1.560	0.631
TOTAL		146.622	59.336

- Site Boundary
- Public Open Space
- Sports Pitches
- Allotments
- SANG
- Built Development
- Playspaces
- Ancient Woodland with a 15m Offset
- Area equivalent to Ancient Woodland with a 15m Offset
- P** Phasing Reference
- NC** Neighbourhood Centre
- E** Employment Land
- PRS** Primary School
- OS** Outdoor Sports
- AGS** Amenity Green Space
- CA** Community Allotments
- PG** Parks and Gardens

1. Combined LEAP (800m²) and LAP (200m²) on bus loop, in north/central location
2. LLAP (1000m²) in central SW location, which is well connected to wider GI linkages
3. Central, combined NEAP (1300m²) and LAP (200m²) adj to the school and neighbourhood centre
4. LEAP (400m² x 2, in a linear/split form) and LAP (200m²); themed as 'pirates island and pirates escape', with good linkages to the wider GI, leading to the bridleway and woodlands
5. LLAP (1000m²) and BMX (800m²) in SE POS, adj to the bridleway and allotments.



Drawn by: KD
Checked by: BB
Date: APRIL 2018

Project: HOGWOOD FARM
FINCHAMPSTEAD
Title: LANDSCAPE AND OPEN SPACE
PARAMETER PLAN
Client: Legal & General
COOPER & ALLIE

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67

Client	Cala Homes	Drawing Title	Site Layout In Context		Project No.	3062	Class	C	Draw No.	1006	Status	PL	Rev.	D
Site	Parcels 14 and 15 Hogwood Farm, Finchamstead	Scale	1:1000 @ A0		<small>The Firm: 114 Manor Road North, Thame, Oxford, OX7 0PH Tel: 01297 470310 www.omega-architects.co.uk</small>	<small>Omega Architects is a registered company in England and Wales, No. 08558143. Registered office: 114 Manor Road North, Thame, Oxford, OX7 0PH. Omega Architects is a limited liability company. Registered in England and Wales, No. 08558143. Registered office: 114 Manor Road North, Thame, Oxford, OX7 0PH.</small>								
Revision	A	MP	---		23.05.22									
	B	MP	---		21.06.22									
	C	MP	---	28.06.22										
	D	MP	---	28.06.22										

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Meanders to be introduced to suitable ditch sections and ledges formed for marginal planting

REFER TO DRAWING NO JSL2891_135 FOR DETAILS OF POS AREAS

REFER TO DRAWING NO JSL2891_135 FOR DETAILS OF POS AREAS, SUDS, SPORTS CENTRE AND ALLOTMENTS WHERE NOT SHOWN

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SOFT LANDSCAPE
 Proposed elements

- SITE BOUNDARY
- STREET OR FEATURE TREE
- WOODLAND / PARKLAND TREE
- STREET OR AVENUE TREE
- PRIVATE / LOCAL TREE
- WOODLAND TREE PLANTING
- NATIVE SHRUB PLANTING
As software provides
- ORNAMENTAL AMENITY SHRUB PLANTING
- NATURALISTIC GROUNDCOVER PLANTING
- MARGINAL PLANTING
- HEDGE
- NATIVE SPECIES HEDGE
- MOWN AMENITY GRASS
2yr mixes. Please refer to softworks details
- REINFORCED GRASS
Golfs or similar
- PRIVATE LAWN
- REAR GARDEN AREAS
- MEADOW GRASSLAND ON CLAY SOIL
- WET GRASSLAND
- WILDOFLOWER MEADOW
Please refer to softworks for details
- CLIMBING SHRUB
- SPECIMEN SHRUB
In shrub border or gravel area

HARD LANDSCAPE

- ROAD SURFACING - Tarmac
- FOOTPATH SURFACING
Tarmac
- PARKING AREA
Concrete porous block paving (Bridle)
- CROSSOVER SURFACING
Conservation sett paving, (Silver/gray)
- PRIVATE DRIVES AND PARKING BAYS
Concrete block paving (Natural)
- FOOTPATH SURFACING
Concrete Flag (Buff)
- FOOTPATH SURFACING
Self Binding Gravel (Paving) with Rib-L-Edge aluminium edging in white approved

Existing features

- TREES
To be retained and protected
- WOODLAND
To be retained and protected
- HEDGEROW
To be retained and protected

B	Updated to new layout	JMB	CP	24/05/22
A	Watercourses shown	JP	DC	03/03/22
Rev	Description	By	Ch	Date

rps MAKING COMPLEX EASY
 Lakesbury House, Hittingbury Road, Chandlers Ford, Hampshire SO53 5SS
 T: 02380 810 440 E: rps@rpsgroup.com

Client: **Cala Homes Thames Ltd**

Project: **Hogwood Farm Finchampstead**

Title: **Phases 14 and 15 Landscape Strategy**

Status: WIP Drawn By: JPI/SH PMA/Checked by: -

Job Ref: JSL2891 Scale @ A0: 1:500 Date Created: Jan 2022

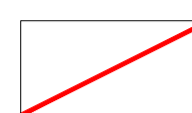
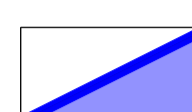

RPS Drawing / Figure Number: 160 Rev: B

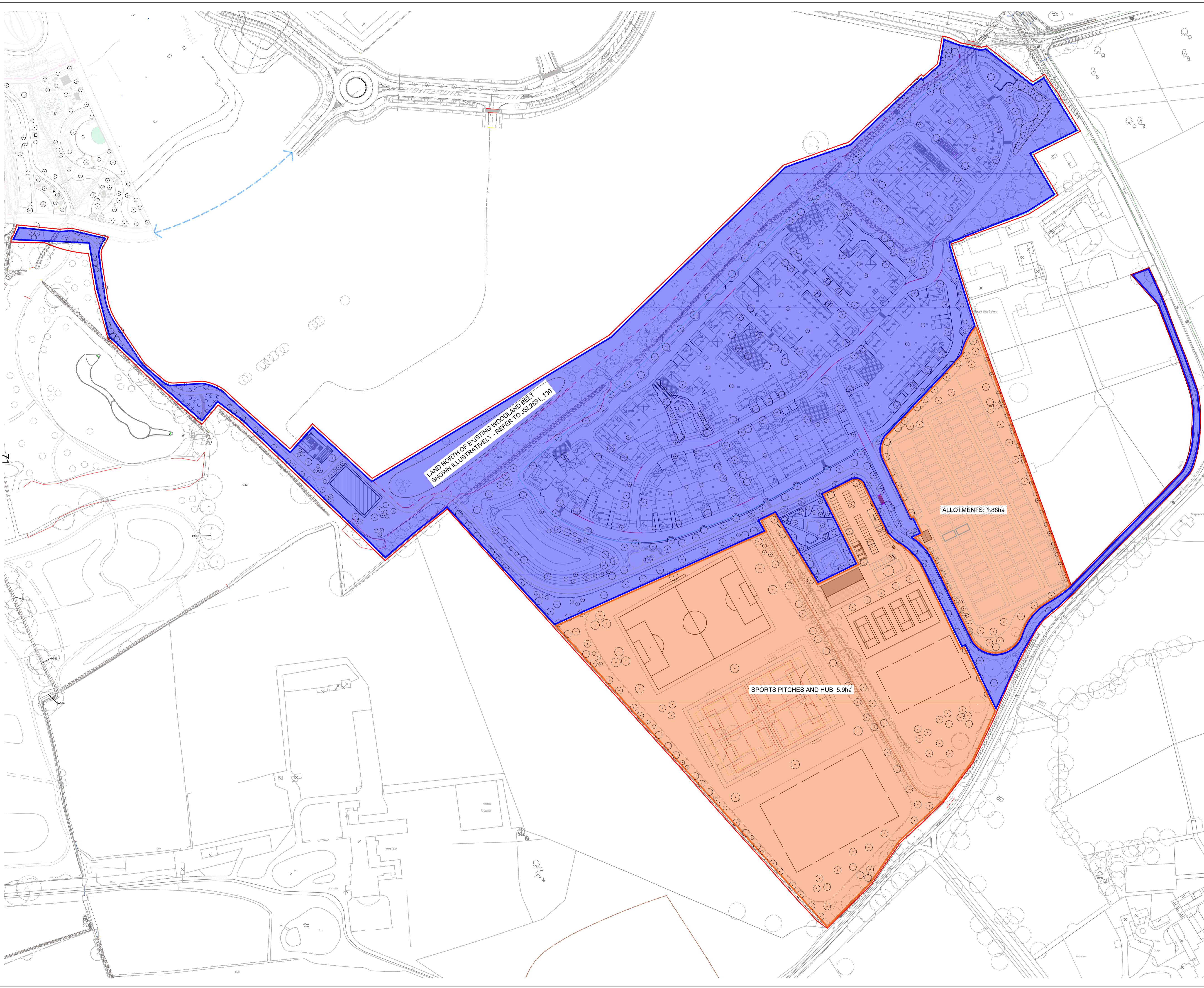
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KEY

-  PARCEL 14+15 APPLICATION BOUNDARY
-  CALA Delivery
-  WBC Delivery



LAND NORTH OF EXISTING WOODLAND BELT
 SHOWN ILLUSTRATIVELY - REFER TO JS/2891_1_130

ALLOTMENTS: 1.68ha

SPORTS PITCHES AND HUB: 5.9ha

Rev	Description	CP	DC	May '22
-	For Planning	CP	DC	May '22
		By	CB	Date



Lakesbury House, Hittingbury Road, Chandlers Ford,
 Hampshire SO53 5SS
 T: 02380 810 440 E: rpsso@rpsgroup.com

Client **Cala Homes Thames Ltd**

Project **Hogwood Farm Finchampstead**

Title **Landscape Proposals P14+15 S106 Land Plan**

Status **For Planning** Drawn By **CP** PM/Checked by **DC**

Job Ref **JSL2891** Scale @ A1 **1:1500** Date Created **Apr '22**

RPS Drawing / Figure Number **135.1** Rev **-**

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Agenda Item 25.

Application Number	Expiry Date	Parish	Ward
211777	01/08/2022	Wokingham Town	Emmbrook;

Applicant	Wokingham Borough Council
Site Address	Toutley East, land adjacent to Toutley Depot, West of Twyford Road Wokingham RG41 1XA
Proposal	Outline application for up to 130 residential units and a 70-bed care home (all matters reserved except access to the site).
Type	Outline
Officer	Stefan Fludger
Reason for determination by committee	Major application Applicant is Wokingham Borough Council Application was previously deferred
FOR CONSIDERATION BY	Planning Committee on Wednesday, 13th July 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY

This application was deferred from the committee of May 2022 so that members could perform a site visit in order to assess the positioning of the nearby motorway in relation to the site, the access to the site and the perceived isolation of the location and to assess the impact of noise.

This is an outline planning application for the provision of up to 130 residential units and a 70 bed aged care home. The indicative scheme also includes a noise bund and barrier, landscaping and an emergency access through the neighbouring Toutley depot. It should be noted all matters are reserved except for access, therefore detailed layout and design will be considered under subsequent reserved matters applications. Only the principle of development is being considered at this stage. The scheme is entirely indicative and the location of the care home, possible noise bund, residential dwellings and any other aspects of the scheme will be assessed at reserved matters stage and are subject to change.

The application site consists of an open field, within settlement limits and the North Wokingham SDL. It is within 200m of the new Matthewsgreen Local Centre, School and bus stops, access to which will be provided via a bridge over the Ashridge stream. There is also a new community building provided as part of the school.

The site is allocated for employment development under the current Local Plan. However, the site is no longer considered appropriate for employment due to its location, its setting adjacent to residential development and the school constructed as part of the Matthewsgreen development. It is noted that the care home would provide much needed care within Wokingham and there are no objections to the proposed location from Adult Social Care. As such, the site is allocated under the emerging Local Plan for residential development and the proposed residential use is acceptable in principle. The development would provide a high-quality modern housing scheme together with landscaped public open space, while retaining the existing hedgerows. The location adjacent the A329(M) is similar to developments already built in north Wokingham, such as at Mulberry Grove (Crest Nicholson) and Keephatch Gardens (Bellway). These schemes also have noise bunds installed to mitigate impacts from noise.

In terms of the access from Twyford Road, this has been assessed and subject to speed reduction measures being provided along the Twyford Road, the access is considered safe. There would also be a new footpath installed along Twyford Road and there will be a pedestrian / cycle bridge installed which will provide access from the development directly to the neighbourhood centre to the south.

The proposal also includes 35% affordable housing, will not result increase the risk of flooding and the scheme is considered acceptable at outline stage, subject to the conditions recommended.

PLANNING STATUS

- Major development location
- North Wokingham SDL
- Site allocation – Toutley Industrial Estate extension
- Core Employment Area
- WBC owned land
- Wind turbine safeguarding zone
- Farnborough Aerodrome consultation zone
- Sand and gravel extraction
- Special Protection Area – 7 km
- Groundwater protection zone
- Landfill consultation zone
- Minerals consultation zone
- Nuclear consultation zone
- Contaminated land consultation zone
- Green Route Enhancement Area
- Flood Zones 2 and 3
- TPO Trees.
- Archaeological Sites.

RECOMMENDATION

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

A. Completion of an agreement to

- Affordable Housing Provision – Minimum 35% on site provision with a tenure split of 70:30 social rented to shared ownership dwellings
- Strategic Access Management and Maintenance (SAMM) Contribution for the Thames Basin Heaths SPA;
- Open Space delivery and maintenance thereafter, including a contribution towards maintenance of the sound bund and barrier if adopted by the Council.
- Allotments onsite delivery or offsite contribution, depending on method of delivery.
- Local Bus service contribution;
- My Journey Travel Plan contribution;

- Highways inspection fees.
- Highway commuted sums.
- Legal agreement monitoring contribution;
- Employment Skills plan or contribution;
- Upgrading of cycle / footpath to the southern development, Primary School and Local Centre
- Costs of the Traffic Regulation Order along Twyford Road;
- Children's play area maintenance sum – waiting for Green Infrastructure.
- Highways bond
- Provision of 10% biodiversity net gain in line with DEFRA metric calculator, on-site provision, in accordance with landscaping and ecology details. If on-site provision not possible, off-site provision to be secured.
- Provision of compensation for three Skylark territories to be provided for a minimum period of 30 years.
- Highway maintenance.
- Highway agreements.

Should the agreement not be completed within 6 months of the date of this resolution planning permission be refused due to failure to secure the necessary infrastructure impact mitigation, unless otherwise agreed by the chairman of the planning committee and confirmed in writing by the Local Planning Authority.

B. Conditions and informatives as below (subject to any additions and updates agreed with the Assistant Director Delivery and Infrastructure: Place and Growth between the date of the resolution and issue of the decision):

Conditions:

Timescales and Phasing

1. a) No development shall commence, apart from the provision of the access onto Twyford Road, until details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") pursuant to that phase have been submitted to and approved in writing by the local planning authority and the development shall be carried out as approved.

b) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

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

Phasing

2. Before submission of reserved matters pursuant to condition 1, a Phasing Strategy shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be carried out in accordance with the approved Phasing Strategy. The Phasing Strategy shall include:

- i) the development to be delivered in each phase;
- ii) the sequence of development with indicative timescales for development; and
- iii) how earlier phases of the development will be able to operate satisfactorily while later phases are still under construction.

Reason: to ensure comprehensive planning and delivery of the development and discharge of conditions.

Approved Details

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

351-ACG-00-XX-DR-A-011000 (not including the access, which is approved as shown on the plans below)

*70069935-ATR-006 REV B
70069935-SK-009 REV E
70069935- SK – 016 REV A*

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

Material Samples

4. . Prior to commencement of development on each phase, above finished floor level, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

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

Dwellings Limit

5. The number of dwellings constructed on the application site pursuant to the planning permission hereby approved shall not exceed 130 dwellings and the care home shall have no more than 70 bedrooms.

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

Construction Environmental Management Plan

6. Prior to commencement of development hereby permitted in each phase, a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the local planning authority. Construction of the development shall not be carried out otherwise than in accordance with the approved CEMP. The CEMP shall include the following matters:

- a) 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;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials programme of works, including measures for traffic management and operating hours;
- d) piling techniques;
- e) provision of boundary hoarding;
- f) details of a site security strategy;
- g) protection of the aquatic environment in terms of water quantity and quality;
- h) details of proposed means of dust suppression and noise mitigation (including a construction noise assessment);
- i) details of measures to prevent mud from vehicles leaving the site during construction;
- j) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- k) lighting on site during construction;
- l) measures to ensure no on-site fires during construction;
- m) monitoring and review mechanisms;
- n) implementation of the CEMP through an environmental management system;
- o) details of the haul routes to be used to access the development;
- p) details of temporary surface water management measures to be provided during the construction phase;
- q) details of the excavation of materials and the sub-surface construction methodology;
- r) Relevant ecological mitigation measures for protected species
- s) appointment of a Construction Liaison Officer
- t) Mitigation measures during construction for protected species and species of principal importance (bats, badgers, otters, birds, reptiles, amphibians) based on up-to-date surveys.
- u) Control measures to prevent the spread of invasive non-native plant species.measures to control the emission of dust and dirt during construction,
- v) measures to control the emission of dust and dirt during construction,
- w) a scheme for recycling/disposing of waste resulting from demolition and construction works.

- x) Accommodation for all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period

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 and biodiversity impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy, and ODPM circular 2006/05.

Levels

7.

- a) No development shall take place, apart from provision of the access, until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) has been submitted to and approved in writing by the Local Planning Authority.
- b) Prior to commencement of any development above foundation level, the measured survey shall be updated to include finished floor levels and shall be submitted to and approved in writing by the local planning authority,

The approved schemes shall be fully implemented prior to the occupation of the building(s).

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

Earth mounding and contouring

8. Prior to the commencement of the development, details of earthworks shall be submitted to and approved in writing by the local planning authority. These details shall include type of construction material being used, the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. The Earthworks shall be carried out in accordance with the approved details and permanently so-retained.

Reason: In the interests of the amenity and landscape character of the area in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB2.

Landscaping

9. No development shall take place above foundation level until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include, as appropriate:
- a) scheme drawings;
 - b) proposed levels and contours;
 - c) detailed design of SuDS features in accordance with the SuDS Strategy, demonstrating how they will be integrated into the wider landscape, with attenuation basins having a natural shape and shallow profile (not requiring lifesaving equipment and fence barriers), allowing them to fulfil amenity, ecological and drainage functions;

- d) soft landscaping details including planting plans, schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
 - e) a Landscape Specification document covering soft landscaping (including site preparation, cultivation, plant handling and other operations associated with plant and grass establishment) and hard landscaping including all construction works such as paths, bridges and retaining walls;
 - f) details of the street tree planting pits in combination with the roadside swales/raingardens demonstrating that the trees have sufficient rooting volume to enable their successful retention long term health;
 - g) hard landscaping materials including samples;
 - h) minor artefacts and structures (e.g., street furniture, play equipment, refuse or other storage units, signs, external services) including specifications for the product and its installation;
 - i) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
 - j) all boundary treatments, and other means of enclosure or controlling access such as gates, bollards and vehicle restraint systems, which shall include consideration of ecological permeability;
 - k) car parking layouts, other vehicle and pedestrian access and circulation areas;
 - l) measures required for ecological mitigation and biodiversity net gain;
 - m) how the river channel morphology and bankside habitat will be enhanced to contribute to biodiversity net gain.
- ii) Details of quality control measures, including supervision of landscape contract(s) by a suitably qualified landscape specialist and annual landscape audits for the five-year period from completion of the landscaping for the Landscape Phase or until adoption (whichever is longer). The annual Landscape Audit shall be submitted to the Local Planning Authority for information prior to the next planting season and replacement planting undertaken in accordance with the landscape audit and iii) below.
- iii) 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.

Landscape Management Plan

10. Prior to the first occupation of the development in each phase, 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.

Flood Risk and Drainage

11. No phase of development approved by the permission, other than the access, shall be commenced until a detailed Drainage Strategy pertaining to that phase has been submitted to and approved in writing by the LLFA in consultation with the sewerage undertaker. Where

a phase of development comes forward in advance of a detailed drainage strategy for a subsequent phase of development, then the strategy for the earlier phase of development shall need to demonstrate how provisions would not prejudice the delivery of a cohesive drainage strategy across the site having regard to the details included in the Toutley East Wokingham Flood Risk Assessment. The Strategy shall be carried out in accordance with the approved details along with full details of maintenance and /or adoption proposal /agreement for the development covering all aspects of proposed drainage system with provision of annual inspection report to be submitted to LPA for any SuDS adopted by private management company.

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

Landscape and Ecological Management Plan (LEMP)

12. The reserved matters application for the development shall include a detailed Landscape and Ecological Management Plan for all phases, based on the submitted Ecological Assessments and in accordance with the mitigation and enhancement measures contained within those assessments. The Landscape and Ecological Management Plans shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To secure appropriate wildlife mitigation, compensation and enhancements within the course of the development, as appropriate under the NPPF and MDD Policy TB23.

Noise Barrier and Bund.

13. Before the development hereby permitted is commenced, apart from provision of the access, details relating to the noise Barrier and bund (if required) 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 any phase of the development to which the noise barrier and bund serves as mitigation. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of the amenity and landscape character of the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CP1, CP3, CC03 and TB21 and to protect residents from noise from the A329(m).

Biodiversity permeability

14. At reserved matters for each phase of development, a detailed strategy for ecological permeability and species biodiversity enhancements and compensation measures for the site shall be provided to the local authority for its approval. The strategy shall be prepared by a suitably qualified ecologist and include:

- a) A combination of bat boxes, bird boxes, invertebrate boxes, hedgehog houses, amphibian and reptile hibernacula, and stag beetle pyramids such that a minimum quantum of provision of 1 item per 2 residential units is provided.
- b) Detail of how at least some of the above provision will be designed to support the bird species Black Redstart.
- c) Detail of measures to provide ecological permeability through the site.

Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: to ensure that the proposal is in accordance with Sections 40 & 41 NERC Act, and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010), TB23 of the MDD (2014), and the National Planning Policy Framework.

Lighting (including Biodiversity)

15. Prior to commencement of development of each phase, details of external lighting shall be submitted to and approved in writing by the local planning authority. The details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all highways, cycleways, footpaths, public areas and any non-residential buildings. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and otter and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access such key areas; and
- b) Show how and where external lighting will be installed through the provision of appropriate lighting contour plans and technical specification so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using such key areas.
- c) Demonstrate how the areas identified as the retained boundary hedgerow and ecological buffer zone are retained unlit.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy and these shall be maintained thereafter in accordance with the strategy. No other external lighting shall be installed without the prior consent from the local planning authority.

Reason: To prevent an adverse impact upon wildlife and safeguard amenity and highway safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7 and TB23.

Highway Construction details

16. Prior to the commencement of development, full details of the construction of roads, cycleways and footways within that phase of development, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. Each dwelling and the care home, shall not be occupied until the vehicle access to serve that dwelling/care home has been constructed in accordance with the approved details to road base level and the final wearing course will be provided within 3 months of first occupation, unless otherwise agreed in writing by the local planning authority.

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

Access and Movement

17. Prior to commencement of the development, details of the proposed vehicular access from/to Twyford Road (to include visibility splays of 2.4m by 120m) shall be submitted to and approved in writing by the local planning authority. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres

in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6.

Retention of trees and shrubs

18. 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

Walking and Cycling Strategy

19. Prior to first occupation of the care home or dwellings under any phase, details of internal pedestrian and cycle infrastructure and connections from the development to improve footway and cycleway routes that connect the development with bus stops, Matthews Green, North Wokingham Distributor Road, Bell Farm and old Forest Road SANG shall be submitted for approval by the local planning authority. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

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

Protection of trees

20. a) No phase of development or other operation shall commence on site until a scheme pertaining to that phase of development 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). This shall include an updated Arboricultural Impact Assessment to ensure development proposals including SuDS requirements have been fully considered in relation to the tree constraints.

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.

Bridge and Pedestrian Crossing

21.

- a) No part of any phase of the development shall be occupied until the pedestrian crossing over Twyford Road and the footway improvements on its eastern side have been implemented.
- b) No residential dwelling shall be occupied until details of the proposed pedestrian/cycle bridge accessing the development to the south, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a plan which indicates how the bridge will be available to serve all phases of the development upon their first occupation. The bridge shall be implemented in accordance with the approved details prior to occupation of the first dwelling and shall be maintained thereafter for the use of by pedestrians and cyclists. The plan ensuring that the bridge is available to serve all phases shall be adhered to throughout the construction of all phases.

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

Communications Plan

22. Development shall not commence until a Communications Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall specify methods for communicating with local residents, including the creation of a liaison group to meet in accordance with an agreed schedule. The Plan shall be carried out as approved until the final completion of the development.

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

Noise

23. Prior to commencement of development of each phase, the applicant shall submit to the local planning authority for written approval, details pertaining to that phase of development of how the following internal noise levels will be achieved in living rooms, dining rooms and bedrooms:

Living Rooms and bedrooms (daytime) – 35dB LAeq,16 hours (0700-2300)

Dining Rooms 40dB LAeq,16 hour (0700 – 2300)

Bedrooms: 30dB L Aeq, 8 hour (2300 – 0700)

Where there is to be reliance on closed windows details of alternative ventilation to be installed shall also be provided.

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

External Noise

24. Prior to commencement of development for each phase, the applicant shall submit to the local planning authority, for written approval, details of how external amenity spaces such as gardens, patios and balconies will be protected from road traffic noise so that the level of noise does not exceed the upper guideline of 55dB LAeq,T as recommend by BS8233:2014. If this upper guideline limit cannot be achieved in any specific locations then appropriate justification must be provided in accordance with paragraph 7.7.3.2 of BS8233:2014.

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

Noise from services associated with new buildings - Noise Scheme

25. Prior to installation on the care home, the following shall be submitted to the Local Planning Authority:

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

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

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

(iii) the intended operating times.

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

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

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

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

External Fans Etc

26. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration beyond the boundary of any residential premises within the vicinity of the site to which the application refers. No such equipment shall be installed within any sub-phase of the development until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details before the use of the building it is intended to serve commences and retained thereafter.

Reason: to safeguard the residential amenity of the adjacent dwellings in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Hours of Construction

27. No work relating to the development hereby approved, including works of ground clearance or preparation prior to commencement of construction operations shall take place other than:

- i) between the hours of 08:00 and 18:00 hours Monday to Friday and
- ii) 08:00 to 13:00 hours on Saturdays; and
- iii) at no time on Sundays or Bank or National Holidays.

Except for

- iv) individual operations which cannot reasonably be undertaken within the construction working hours defined above and have been notified to the Local Planning Authority (including details of the nature extent and timetable for the works) at least two weeks in advance and agreed in writing (by exchange of letter).

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

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

Emergency water supplies

28. Prior to commencement of development on each phase, details for the provision of a water supply including fire hydrants to meet firefighting needs for that phase of the development (including the installation arrangements and the timing of such an installation) have been submitted to, and approved in writing, by the Local Planning Authority. The approved measures shall be implemented in full accordance with the agreed details.

Reason: To ensure that adequate measures for firefighting can be incorporated into the development, including the construction phase in accordance with Wokingham Borough Core Strategy Policy CP4.

Details of boundary walls and fences

29. Prior to commencement of development above finished floor level, for each phase, details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6

Permitted Development

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

Reason: To safeguard the character of the area and residential amenity of neighbouring properties and the character and appearance of the landscape. Relevant Policies: Core Strategy policies CP1 and CP3.

Permitted Development - Lighting

31. 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 external lighting shall be installed on the site or affixed to any buildings on the site except within rear gardens and front door lamps or in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard amenity and highway safety. Relevant Policies: Core Strategy policies CP1, CP3 and CP6.

Garages and car ports to be retained as such

32. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), any garage and car port accommodation approved as part of the reserved matters pursuant to condition 1 shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience.

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

Details of car and motorcycle parking

33. The reserved matters application for the development shall include details of car and motorcycle parking in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. The vehicle parking shall not be used for any other purposes other than parking and the turning spaces shall not be used for any other purposes than turning.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, CC07 of the Managing

Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010, and the North Wokingham Development Location Supplementary Planning Document (October 2011).

Cycle parking

34. The reserved matters application for the development shall include details of secure and covered bicycle storage/parking facilities serving that dwelling for the occupants of, and visitors to the development. The cycle storage/parking shall be implemented in accordance with the approved details before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

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

Electric Vehicle Charging

35. The reserved matters application for each phase of the development shall include an Electric Vehicle Charging Strategy. This strategy shall include details relating to on-site electric vehicle charging infrastructure, including a plan showing at least 40% coverage of electric vehicle charging provision across the site in accordance with Appendix E of the WBC Living Streets: Highways Design Guide (2019), and details of installation of charging points and future proofing of the site. The development shall be implemented in accordance with the agreed strategy thereafter.

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

Waste Water Infrastructure

36. No phase of development shall be occupied until confirmation pertaining to that phase of development has been provided that either:

- Capacity exists off site to serve the development;
- A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
- All wastewater network upgrades required to accommodate the additional flows from the development have been completed to the satisfaction of Thames Water.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

Archaeology

37. No phase of development shall take place until the applicant or their agents or successors in title have secured the implementation of a phased scheme of archaeological works (which may comprise more than one phase of works) in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority. The development shall only take place in accordance with the detailed

scheme approved pursuant to this condition. The archaeological evaluation phase of works shall take place prior to and be reported on prior to the submission of the relevant Reserved Matters applications.

Reason: The site lies within an area of archaeological potential. The condition will ensure that any archaeological remains within the site are adequately investigated and recorded at an early stage: if the evaluation records any archaeological remains of demonstrably high, national significance, warranting preservation in situ, this will be achieved through changes to the development layout or other design changes at the Reserved Matters stage. This will advance our understanding of the significance of any buried remains to be impacted, in the interest of protecting the archaeological heritage of the Borough.

Parking Management Strategy

38. Prior to the first occupation of each phase of the development, a Parking Management Strategy for the management of the on-site parking pertaining to that phase of development shall be submitted to and approved in writing by the local planning authority. The management of the parking within the site shall be in accordance with the approved details thereafter.

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

Secured by Design

39. The reserved matters application for the development shall include details of how the development has taken into account principles of Secured by Design. The development shall be carried out in accordance with the approved details.

Reason: In order to create places that are safe, inclusive and accessible in accordance with Core Strategy Policies CP1, CP2, & CP3.

Emergency Access

40. Prior to the occupation of the 100th dwelling and/or care home bedroom, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Details of the emergency access through the existing Toutley Depot site.
- b) Details as to how the emergency access will be managed in the event of use (management plan).

The emergency access shall be implemented prior to the occupation of the 100th dwelling and/or care home bedroom and the management plan shall be adhered to throughout the lifetime of the development.

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

Contamination

41. Should any unforeseen contamination be encountered during the development, the developer shall inform the Local Planning authority immediately. 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 that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite

receptors.

Sustainability and energy efficiency

42. The reserved matters application for the development shall include details of the measures to fulfil the submitted Outline sustainability statement, or other details as may be provided. The approved measures shall be installed and functional before first occupation of the buildings they are intended to serve. The submitted details shall include:-

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

Reason: In the interests of promoting sustainable forms of developments and to meet the terms of the application. Relevant Policies: Core Strategy policies CP1, and CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document (2010) and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Digital Connectivity

43. All new dwellings shall be provided with the appropriate connections for broadband or similar technologies, or ducting that shall enable the connection of broadband or similar technologies.

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

Water Butt and Composting

44. The development shall include provision for all dwellings with a garden with:
a. A water butt of an appropriate size installed to maximise rainwater collection; and
b. Space for composting

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

Watercourse Flood Risk

45. Excluding the main access point to Twyford Road, prior to the approval of any reserved matters for a phase of development which includes a watercourse crossing, a scheme ensuring that all watercourse crossings are appropriately designed and will not increase flood risk elsewhere shall be submitted to, and approved in writing by, the local planning authority.

The submitted scheme shall include:

- the location and type (vehicular, pedestrian, etc) of each crossing;
- design details the crossings including the setting of the underside of the bridge soffit no lower than 600mm above the 1% annual exceedance probability plus an appropriate

allowance for climate change flood event or 300mm above the top of bank, whichever is greater;

- demonstrating, if required through the provision of flood modelling, that there shall be no impedance of flood flows or increases in flood risk elsewhere up to and including the 1% annual exceedance probability plus an appropriate allowance for climate change flood level.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: This condition is sought in accordance with paragraphs 166 and 167 and seeks to ensure that the development is safe for its lifetime and that flood risk will not be increased elsewhere.

Culvert Investigation

46. Prior to the commencement of development an outcome report of the investigation of the existing culvert located at the eastern watercourse and included as part of the main access point to Twyford Road shall be submitted and approved in writing by the local planning authority. The outcome report shall note the existing state of the culvert and detail any required mitigation measures, replacement or alternations measures that may be required to ensure that the culvert is suitable for the intended use as part of the main access without potentially increasing flood risk elsewhere as a result of blockage or collapse.

Reason: This condition is sought in accordance with paragraph 167 of the National Planning Policy Framework and seeks to ensure that flood risk is not increased elsewhere as a result of a blockage or collapse of the culvert which is part of the site's main access point.

Flood Risk Assessment

47. The development shall be carried out in accordance with the submitted flood risk assessment titled Toutley East, reference 69935-FRA-01, dated May 2021 and a letter from WSP to the Environment Agency dated 28 February 2022, reference 211777/mq/JH and the following mitigation measures they detail:

- With the exception of the main Twyford Road access point (shown on drawing number 70069935-SK-009, revision D, titled 'Site Access'), no roads, watercourse crossings or other built development shall take place within the 1% annual exceedance probability flood extent with an appropriate allowance for climate change flood extent other than with the written consent of the local planning authority;
- No raising of existing ground levels within the 1% annual exceedance probability flood extent with an appropriate allowance for climate change flood extent shall take place other than with the written consent of the local planning authority;
- Finished floor levels shall be set 300mm above the 1% annual exceedance probability plus an appropriate allowance for climate change flood level.

Reason: This condition is sought in accordance with paragraphs 162, 163, 166 and 167 and seeks to ensure that the development follows a flood risk sequential approach, that it is safe for its lifetime and that flood risk will not be increased elsewhere.

Speed Limit Reduction Measures

48. Prior to commencement of the development, details of speed limit and speed reduction measures along Twyford Road (between the north of A329m bridge and Queens Road) shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to commencement of development.

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6

Informatives:

1. This permission should be read in conjunction with the agreement relating to planning obligations (yet to be finalised), the contents of which relate to this development.
2. All of the dwellings will be required to meet or exceed the minimum size standards as set out in the National Space Standards or any subsequent National Space Standards that are applicable at the time of the reserved matters submission.
3. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
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 the Highway Authority on tel: 0118 9746000.
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 Highway Authority 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 months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

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. 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
12. The council advises that the developer produces a strategy to install superfast broadband infrastructure for future occupants of the site. The strategy should ensure that upon occupation of a dwelling the new home owner has access to a superfast broadband service through a site-wide network. It is also advised that the developer keeps occupants fully informed of any delays to superfast broadband connection in before they purchase/occupy their new home.
13. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>
14. You are advised that where 'prior to commencement of development' is cited, this is with the exception of 'commencement' for the purposes of site clearance and ground preparation works subject to written agreement and notification with LPA. However all relevant protection measures associated with the development, with the exception of the noise bund / fence, need to be in place prior to these works being undertaken.

PLANNING HISTORY		
Application Number	Proposal	Decision
F/2003/8635	Proposed change of use of land to Quad bike track and erection of 5 temporary units, 3 for storage, 1 for Office/Reception, 1 for Cafeteria.	Withdrawn – 19/05/2021
172876	Full application for the proposed continued operation of a concrete batching plant with ancillary development, sale of concrete products and skip hire service whilst retaining the existing waste transfer station and depot uses.	Refused – 10/01/2018
193206	Full planning application for the demolition of all existing structures at Toutley Depot to permit the phased construction of a replacement depot including works buildings, storage, a new office accommodation block, ancillary drainage, landscaping, security fencing, surface parking and associated works.	Approved – 13/02/2020
210359	Screening Opinion application for an Environmental Impact Assessment for the proposed development of the site comprising around 130 dwellings and a 70 bed dementia care home, plus creation of new access.	Replied – 13/05/2021 (Not EIA Development)

SUMMARY INFORMATION	
For Residential	
Site Area	8.1ha
Existing units	0
Proposed units	Up to 130
Existing density – dwellings/hectare	0
Proposed density - dwellings/hectare	16
Number of affordable units proposed	35%
Previous land use	Agricultural
Proposed Public Open Space	3.57 ha

CONSULTATION RESPONSES	
Crime Prevention Design Officer	Considers there to be a lack of surveillance and there to be exposed elevations. (detail will be picked up at Reserved Matters stage)
National Grid	No comments received
Royal Berkshire Fire and Rescue	There are excessive distances for fire vehicles to reverse. (<i>Officer note – this can be addressed at reserved matters stage</i>).

Southern Gas Networks	Refer to standing advice.
SEE Power Distribution	Refer to standing advice.
Thames Water	No objection, subject to condition.
NHS Wokingham Clinical Commissioning Group	No response received.
Environment Agency	No objection, subject to conditions.
South East Water	No response received.
WBC Biodiversity	No objection, subject to conditions.
WBC Economic Prosperity and Place (Community Infrastructure)	Support the provision of a care home as opposed to extra care. Recommend a higher proportion of 3 bed houses and a reduction in the number of 2 bed flats. The location will lead to greater demand for houses than flats.
WBC Drainage	No objection.
WBC Education (School Place Planning)	The Toutley East development will fully mitigate education requirements through CIL payments. Currently there is sufficient local capacity for any additional children likely to be generated by the development in Key Stages one and two (primary school age) and while current projections indicate there will be insufficient capacity for children and young people in Key Stages 3 to 5 (aged 11 to 18) over the next decade, CIL payments will mitigate the impact of this development.
WBC Environmental Health	No objection, subject to conditions.
WBC Highways	No objections, subject to conditions.
WBC Tree & Landscape	Request additional information.
WBC Cleaner & Greener (Waste Services)	No response received.
WBC Property Services	No comments received
WBC Public Rights of Way	Request provision for east-west route across the site in line with Public Rights of Way Improvement Plan.
WBC Planning Policy	No Objection.

WBC Affordable Housing

A minimum of 35% affordable housing is required. This should be provided on-site, with a 70:30 rent: shared ownership split. 45.5 units are required, split as follows:

- 20% 1 bedroom flats
- 15% 2 bedroom flats
- 30% 2 bedroom houses
- 20% 3 bed houses
- 15% 4 bed houses

REPRESENTATIONS

Town/Parish Council:

- The proposal is within the flood plain.
- There is only one access point, the junction is unsafe.
- There is no pedestrian footpath along Twyford Road or pedestrian crossing.
- There may be health implications for residents of housing and care home due to noise of being surrounded by main roads with heavy traffic and joining onto an industrial site.

Officer Note: The applicant's flood modelling demonstrates that the actual extent of flooding on site would be significantly less than that shown on Environment Agency flood mapping. Therefore, all built parts of the development would be within flood zone 1. There will be a secondary emergency access in place following the occupation of the 100th dwelling/care home bedroom. The scheme now includes a pedestrian crossing and improvement/extension of the footpath along the eastern side of Twyford Road. The council's Highways Officer has no objection to an access onto Twyford Road – see paragraphs 58-63. The Environmental Health officer has no objections to the scheme in terms of noise and the adjacent industrial use, this is addressed in paragraphs 69-76.

Local Members:

Cllr Rachel Bishop-Firth:

- The scheme will result in an increase in social housing and expansion of dementia accommodation on a site which is fundamentally unsuitable for housing.
- The site is at risk of flooding and this may affect the entranceway onto Twyford Road.
- The access is dangerous, especially due to the speed of traffic on Twyford Road.
- The site is not sustainable, there is a significant distance to the nearest bus stop. Cycle paths are not direct to Wokingham town centre.
- How will care home staff and visitors get home if they don't drive?
- How will residents access the SANG?
- The site is noisy and polluted by virtue of being adjacent the motorway.

- Undue pressure will be placed on outdoor space/SANG because of offices being converted to flats in the adjacent industrial estate.

Officer Note: Regarding flooding, Highway and pollution/environmental health Issues, see above officer note for Town Council comments. The proposal requires a financial contribution towards local bus services and improvements in access to the south of the site, across the Matthewsgreen development. The Old Forest Meadows open space will be accessed across the bridge and through the Matthewsgreen development. A crossing is provided for access to the SANG to the east of Twyford Road. Offices being converted to flats in the Toutley depot is not related to this scheme, which will provide ample open space.

Cllr Imogen Shepherd-Dubey

- This application causes significant concern in terms of road safety. The single exit onto the Twyford Road is just before the brow of the bridge and vehicles coming over the bridge would not be able to see vehicles turning right out of the exit until the last minute. This is effectively a 60Mph road at this point.
- There are no pavements or cycling provisions along the Twyford Road at this point, making it difficult to access the site other than by car. The nearest bus stop is quite some distance away, outside de the Dog & Duck on Matthewgreen Road. There is no provision for pedestrians crossing this busy road to get to the SANG on the other side of Twyford Road.
- There is a mention of an 'emergency access' but no explanation of how easy that would be to open if the main exit from the site became unavailable. The emergency exit needs to be available at all times.
- The entrance road is likely to flood. The care home will be subject to noise and pollution.

Officer Note: Regarding flooding and Highway issues, see above officer note for Town Council comments. Details of how the emergency access will function will be required by condition.

Neighbours: 36 objections received. 0 comments in support received.

Objections:

- There is no footway from Twyford Road and no safe route for cyclists.

Officer Note: a footway will be installed on the eastern side of Twyford Road, along with a pedestrian crossing. A safe route for cyclists will be provided over the bridge on the southern side of the development.

- The junction will be dangerous. Changing the speed limit will not change this and Twyford Road is fast and busy. The proposed visibility splays are a departure from the norm. Drivers will not expect people to be turning out of the junction at this point. There would be poor visibility. Children will need to cross the road. Other traffic calming measures will be required, such as speed bumps and/or cameras.

- The traffic surveys were carried out in June 2020 when the traffic was likely to be lower than normal and a site visit was carried out in February 2021 when the conditions were described as 'light'. There is a pedestrian refuge in the plans to cross the main road, this is dangerous.
- There are poor public transport links. There will be an increase in the number of car journeys. There would be no alternative but to travel to the care home by car.
- The care home will lead to commercial vehicle movements.
- All dwellings should have electric vehicle parking provision.
- The proposal is on the preferred route of the NDR.

Officer Note: The Highway's Officer has no objection to this scheme or to the traffic surveys, subject to the provision of the agreed wider access. A pedestrian and cycle link will be provided to the south and a contribution will be provided for bus service improvements. An electric vehicle parking strategy will be required by condition. This site was a potential option for the location of the Northern Distributor Road, but it was not selected.

- There are drainage problems in this area. The proposal could lead to increased flood problems.

Officer Note: The applicant's flood modelling demonstrates that the actual extent of flooding on site would be significantly less than that shown on Environment Agency flood mapping. Therefore, all built parts of the development would be located outside of the flood zone.

- The area has already been subject to significant development and needs to be protected from continued construction activity. Is there demand for the homes proposed?
- There will be a loss of green space.
- The existing infrastructure will not support further development. There are congestion, noise and pollution issues.
- Noise from ambulances and sirens to the care home will bother residents.
- Land such as this should be used for leisure purposes.
- The proposal will cause construction noise, which will be on top of the construction noise already experienced by local residents as a result of the existing buildings works.

Officer Note: This site is within settlement limits and is already allocated for development. Given the residential and school development associated with the SDL to south, it is considered that residential use is appropriate. The site forms part of the SDL and ample open space would be provided. The Environmental Health officer has no objections to the scheme in terms of noise, the adjacent industrial use or pollution of the site. Working hours and construction noise will be controlled by condition. Ample open space is provided.

- The site hosts valued wildlife.
- The total number of dwellings should be reduced with more tree planting to assist air quality.

Officer Note: The development will be required to provide a 10% biodiversity net gain and conditions will require appropriate wildlife mitigation. The proposal includes

ample open space and will require the submission of detailed landscaping at reserved matters stage.

- The affordable housing must be predominantly social housing and not affordable rent or shared ownership.
- The Covid 19 pandemic has changed living and working habits. There are a large number of flats proposed with little outside space which will no longer be wanted.
- The proposal should include affordable homes and homes for young people to get on the housing ladder.

Officer Note: The indicative scheme provides more two bedrooms homes that required and less three bedroom homes. However, it is noted that this is an indicative scheme and the deviation is not particularly significant. Affordable housing will be provided in line with policy.

- The document on energy has typo's and appears to have been carried over from another development. The development should include air source heating and battery storage and orientations should be as to make the most of the available insolation. Other electric devices should be considered.
- There will be a loss of views from residents of Potter crescent over the existing field.

Officer Note: The Energy Statement is sufficient to inform the scheme, the proposal will provide a 10% carbon reduction. Loss of views by neighbours are not a material planning consideration.

Emmbrook Residents Association:

- The road traffic noise assessments were carried out at the peak of the summer holiday season and therefore traffic and noise would be at a minimum. This will have had an impact on the noise modelling. Holiday periods should be avoided.
- The footway on the eastern side of Twyford Road is narrow and poor quality. It is not acceptable to serve the new footway as shown on the plans.
- In the discussion of vehicle sight lines the Transport Assessment raises the possibility of extending the existing 40mph limit on the southern section of the Twyford Road northwards to beyond the development's access. As the development will introduce vehicle movements turning at the site entrance as well pedestrian activity in this area this reduction should, without question, be introduced.

Officer Note: The Highway's Officer has no objection to this scheme or to the traffic surveys, subject to the provision of the agreed wider access. An improved footway will be provided.

- The majority of the dwellings are 2.5 storeys high, which would be higher than the heights at which noise was measured in the survey. Therefore the upper floors haven't been adequately assessed. The care home building will be higher than the proposed noise bund.
- The front façade of seven of the dwellings in the north western section of the site will experience noise levels between 60dB and 65dB which means that opening a window in any of these facades would result in the noise level in the internal space being significantly higher than the 35dB deemed to be acceptable.
- The external living spaces of six of the dwellings also exceed the 55dB limit, with the limit being exceeded in a part of the external space of a further 10 dwellings.

- The ground level external spaces of the terraced properties facing the Twyford Road would all exceed the 55dB limit. The first floor external spaces achieve the 55dB limit only by having their open ends blocked in with 1.8 high acoustic barriers, reducing them to windowless enclosed yards.
- The western façade of the care home is in a 55+dB zone as is the majority of the northern façade, with the remainder of northern façade and the whole of the eastern one subjected to 60+dB. As daytime modelling figures are for ground floor level, the question is how much higher are the figures for the first and second floor levels, where it is likely that there will be day rooms as well as bedrooms.
- All of the properties in the northern and western sections and those facing the Twyford Road have facades that would experience noise levels from 55+dB to 70+dB. Similarly, the care home would be surrounded by excessive noise, with the northern and eastern facades most affected. As mentioned above, the windows in the roofs of the 2.5 storey dwellings and the third storey of the care home will in all probability be subjected to higher levels of noise.

Officer Note: The lower levels of traffic due to Covid 19 have been taken into account in the acoustic survey. In accordance with guidance provided by the Institute of Acoustics (Joint Guidance on the Impact of Covid 19 on the practicality and reliability of baseline sound level surveying and the provision of sound and noise impact assessments) previous noise data has been used from a survey carried out by Hydrock in 2019. Noise modelling has also been used using traffic flow data derived from the Wokingham Strategic Transport Model. According to paragraph 4.3.3 WSP predictions from the modelling fall within 2dB of the measured noise levels of the 2019 Hydrock survey which is considered to be within acceptable tolerances. The noise levels on site are discussed in paragraphs 73-76. The Environmental Health Officer has acknowledged that a detailed scheme will be required by condition to prevent harmful noise impacts on residents.

Wokingham Society:

- The site is allocated for an industrial use.
- North Wokingham would be completely infilled. There have been more dwellings approved than the 1500 envisaged to the north of Wokingham. This application offers no planning gain but adds more development. Other options should be explored.

Officer Note: The development is acceptable in principle and this is discussed in paragraphs 4-14.

- There is no need to build this close to the motorway. It will be very noisy, including for the dementia care home.

Officer Note: See Officer note above for Emmbrook Residents Association.

- There appears to be no outside amenity space for the dementia care home residents. A footpath is required on the western side of Twyford Road.

Officer Note: The scheme is indicative and outside space can be provided at reserved matters stage. In any case, courtyards are provided. This however are considered poor quality.

- The North Wokingham SDL does not include any public art. Art should be included in this scheme.

Officer Note: It is noted that this issue can be resolved at reserved matters stage.

Shinfield Parish Council:

- The care home should not be adjacent the motorway, it will be too noisy.
- Pollution would likely exceed relevant limits.

APPLICANTS POINTS
<ul style="list-style-type: none"> • The application site is within the settlement boundary as part of the North Wokingham SDL. Development is acceptable in principle. • The site is no longer required to provide employment land and will provide much needed housing in the borough. • The housing will include specialist elderly accommodation to meet the needs of an ageing population. • The proposal will include a high proportion of affordable housing – with an aspiration to exceed policy standards. Overall, the delivery of housing in a variety of types, tenures and sizes is a significant benefit of the development. • The proposal will enhance the biodiversity performance of the site and increase the number of trees compared to the existing agricultural land. The scheme also commits to delivering a highly sustainable development that will push to exceed policy standards in regards to energy efficiency and carbon consumption.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
Adopted Managing Development Delivery Local Plan 2014	CP15	Employment Development
	CP20	North Wokingham Strategic Development Location
	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits

	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space standards
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
	SAL07	Sites within Development Limits allocated for employment/commercial development.
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The application site comprises an undeveloped field, located immediately to the south of the A329(M) in North Wokingham. The site is bounded to the north by the A329(M), to the south by a watercourse, to the west by Toutley Depot and to the east by an area of wooded vegetation along the A321 Twyford Road. It is close to the new development at Matthewsgreen.
2. Outline planning permission is sought for the erection of up to 130 dwellings and a 70 bed care home. All matters are reserved apart from access. The detailed design for the site would come forward as part of future reserved matters applications and therefore the location of the different elements of the scheme (including the care home) may change. The role of the outline scheme therefore, is to establish the key principles for bringing forward development on the site within the parameters sought, but not to agree the final or detailed elements, aside from access to the site.

3. The following parameters are proposed to be secured via the outline application:
- Up to 130 new residential dwellings (exact number of dwellings will be determined as part of the detailed reserved matters applications).
 - An aged care home to provide up to 70 bed spaces.
 - Access from Twyford Road and construction of a new internal road.

Principle of Development:

4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
5. The Wokingham Borough Core Strategy establishes the spatial vision for the Borough for the period 2006-2026, including a requirement to provide at least 13,487 new dwellings, with associated infrastructure (Core Strategy policy CP17 *Housing Delivery*). The majority of this new residential development is to be in four Strategic Development Locations (SDLs). The site lies within the North Wokingham Strategic Development Location. CP20 of the Core Strategy anticipates the delivery of around 1500 dwellings in the form of a planned urban extension.
6. As well as being within the SDL, the site is also within settlement limits. The principle of development in this location is therefore already established. However, the site is allocated under the adopted Core Strategy and Managing Development Delivery (MDD) local plans for employment (Policy SAL07 and CP20) and forms part of the wider Toutley Industrial Estate Core Employment Area (Policy CP15, Policy TB11). Therefore, with the site being located within a Major Development Location, where development is generally acceptable, the principal issue guiding the acceptability of the proposal is the impact on the availability of land for employment.
7. Policy CP15 states that *“any proposed changes of use from B1, B2 or B8 should not lead to an overall net loss of floorspace in B Use within the borough”*. In particular, the supporting text to this policy, at paragraph 4.71 supports the re-use of existing employment sites for other uses in locations where there is a demand for other uses and/or lack of demand for business uses without a net loss in employment floor space. The site is allocated under the current local plan for employment space, in association with Toutley Depot. With this in mind, it is clear that the proposed development of the site as housing and a care home would lead to a loss of land designated for employment. The majority of the site is not currently used for employment space and therefore the impact would be a loss of opportunity rather than actual floorspace, the proposal is contrary to the adopted allocation. Consideration therefore needs to be given as to whether material circumstances exist which outweigh a decision in line with the development plan.
8. The applicant has provided information seeking to justify the loss of the employment opportunity. This includes reference to the Council's Employment Land Needs (ELN) Study (January 2020). The ELN Study states (in paragraph 5.90) that *‘demand for industrial space at Toutley Industrial Estate is minimal with the majority coming from*

automobile-related companies servicing the local markets'. Given the ELN Study found that industrial demand at Toutley Industrial Estate was limited, the adopted allocation to extend the Core Employment Area is no longer considered by the Council's Planning Policy Officer to represent the best use of the land.

9. This above view is expressed in emerging policy where the re-allocation of the land for residential is proposed through Local Plan Update. This is at an early stage of preparation and therefore has only limited weight in the decision-making process. This being said, policy SS6 (North Wokingham Strategic Development Location) proposes to allocated the site for 100 dwellings. The current scheme proposes 130 dwellings and a 70 bed care home. Therefore provided that the dwellings can be accommodated on site, the principle of residential development is consistent with emerging policy. It is also consistent with section 11 of the NPPF, which requires the efficient use of land (paragraph 124). It is considered that the development is acceptable in principle. Moreover, given the location adjacent to the residential and school development associated with the SDL to south, it is considered employment uses are no longer the most appropriate neighbour in this instance as industrial uses may result in adverse impacts to those neighbours.
10. A small part of the existing depot would be lost to accommodate the noise bund, however this was excluded from the developed area under application 193206 for redevelopment of the depot site. That scheme was designed with the potential for future development of the current site in mind. A change of use would only occur if that permission was implemented. As such it is not considered that the small loss of employment land would make this scheme unacceptable in principle. The current operation of the depot site has also been considered should the depot redevelopment not come forward and it has been found that the operation of the depot would not be significantly impacted by this proposal.

Care Home:

11. Paragraphs 59 and 61 of the NPPF recognise that planning decisions should consider the size, type and tenure of housing needed for different groups in the community (including older people).
12. Policy CP2a (Inclusive Communities) of the Core Strategy 2010 supports proposals that address the requirements of an ageing population, particularly in terms of housing, health and well-being. The policy ensures that new development contributes to the provision of sustainable and inclusive communities to meet long-term needs.
13. TB09 of the MDD Local Plan relates to residential accommodation for vulnerable groups. It indicates that the Council will support proposals which provide for the following types of accommodation to provide for people's needs over a lifetime:
 - a) Extra care homes.
 - b) Dementia extra care units.
 - c) Enhanced sheltered schemes.
 - d) Proposals that allow the elderly and those with disabilities to remain in their own homes or purpose-built accommodation.
14. This application proposes an aged care home, as opposed to extra care. Extra care housing differs from a traditional care home in the fact that it allows people to live more

independently, without being part of a residential institution. However, the Council's Planning Policy favours this type of aged care. It is noted that the Economic Prosperity and Place team have identified that there is currently a greater need for a traditional care home facility, as opposed to an extra care scheme. With this in mind, it is considered that the proposed care home is acceptable in this instance, as opposed to providing additional extra care facilities. It should be noted that the adult social care team have not raised any objection to the location of the care home. The scheme is therefore considered acceptable in this regard, even though it deviates from the preferred schemes as outlined in policy TB09.

Character of the Area:

15. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design. R1 of the Borough Design Guide SPD requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area. R2 states that development should respond to context, including incorporating existing features, taking advantage of landform and orientation, relating to neighbours and minimising amenity, ecological and drainage impacts. As the application is an outline proposal with all matters reserved, issues such as layout, design, noise bund and landscaping are not included within this application for determination at this time. However the applicant has provided an illustrative masterplan and the Design and Access Statement.

Layout - General:

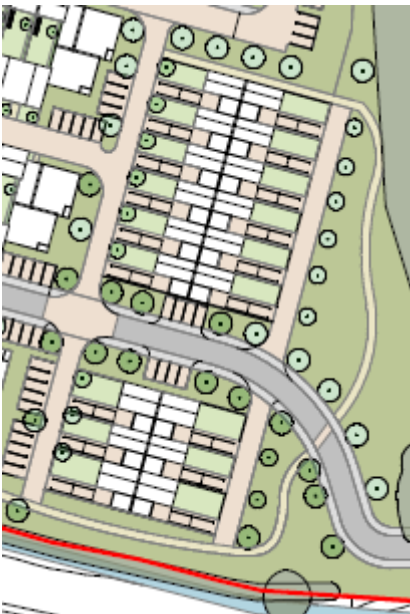
16. The proposed scheme forms a cul-de-sac, with one access plus an emergency access into the neighbouring Toutley industrial estate. As has been stated, the site is bounded on the southern side by Ashridge Stream, on the western side by Toutley Industrial Estate, on the northern side by the A329M and on the eastern side by Twyford Road. The A329M is at generally at grade with the site in terms of levels and therefore noise mitigation is required. This and the large landscape buffer to the south lends the site a degree of visual separation from neighbouring developments and in this context, the cul-de-sac is acceptable. It should be noted that the proposals, although one application, are likely to be constructed by two different operators, that is the care home and residential elements. As such, it is considered appropriate to phase the scheme into these two different operations, which is reflected in conditions where this is considered appropriate to do so.
17. Generally there is no objection to the proposed layout and contemporary design proposed. The indicative scheme generally maintains appropriate separation distances between dwellings, in accordance with the recommendations of the Borough Design Guide. However, there are some areas where such distances are not maintained and the relationship between houses could prove problematic. The applicant has been advised regarding these concerns and this detail will need to be addressed as part of the reserved matters submissions. The dwellings shown below have separate buildings (studios or work spaces) at the end of the gardens which is considered especially appropriate following the pandemic.



18. However the buildings which form the bookends to at either end of the row of terraces will need to be considered in more detail as part of the reserved matters. The current indicative scheme is not likely to be considered acceptable due to impacts on the amenity of occupiers of the dwellings (see neighbouring amenity and external amenity space sections later in this report) however it is also considered that the appearance of the buildings clustered together would be potentially out of character and excessively urban in appearance for this area on the outskirts of Wokingham.
19. The courtyards for the care home need further detailed consideration, as they are also likely to be excessively small and overshadowed, meaning that they would not be inviting places to use (see external amenity section of this report). However again this detail will be picked up at reserved matters. It should be noted these design issues do not impact the acceptability of the principle of the development.



20. Finally, some of the houses are arranged in a back to back formation:



While there is no objection to this in principle and adequate separation distances are maintained from other dwellings, officers have concerns over the useability of these spaces. Again this is explored in more detail in the relevant section of this report.

Trees and landscapes:

21. TB21 indicates that development proposals should demonstrate how they have addressed the key characteristics of the Wokingham Borough Landscape Character Assessment. The Council's Trees and Landscapes Officer considers that the details submitted with this application do not amount to a full Landscape and Visual Impact Assessment and the requirements of TB21 has not been met.

22. The site falls into landscape character area J1 – Wokingham-Winnersh Settled and Farmed Clay. It is characterised by arable farmland on shelving landforms. The key characteristics of this area include an agricultural landscape which is greatly influenced by urban development and a sloping landform with subtle valleys. Hedgerows have been lost. There is an overriding sense of urbanity due to the presence of the A329m, M4 and development to the south and west and the rural landscape is fragmented. The topography of the site falls from north to south.
23. It is noted that the site consists of a parcel of land which demonstrates a number of the key characteristics of character area J1. It is surrounded by hedgerows/tree belts and is heavily influenced by the presence of the adjacent motorway and housing developments. It is noted that the indicative proposal would be well contained within the existing landscape features and the proposed landscaping would tie in well with the landscaping associated with the new development to the south. Views of the site are partially constricted by the motorway to the north and the industrial estate to the west. Perhaps the most prominent views of the site would be from the east (should the vegetative screening be lost), the south – from the elevated new estate at Matthewsgreen and from the A329 itself. While the Trees and Landscape Officer's comments are taken into consideration, it is considered that the proposal sits within a discrete parcel of land which would be read against the existing developments which surround the site. Good landscape buffers have been maintained between the hedgerows and stream, which are distinctive of the landscape. For this reason, it is considered that the proposal does address the key characteristics of the landscape character assessment and no additional impact assessment is required.
24. The Trees and Landscapes Officer has also indicated that it would be helpful at this stage to see a landscape strategy and vignettes based on the illustrative masterplan to show how the open space would relate to housing layout and how parking would be dealt with. While this is taken into consideration, it is considered that this can be adequately dealt with at reserved matters stage and/or by condition. This also applies to details pertaining to home zone/shared street principles and how this forms an integral part of the green infrastructure.
25. CIRIA guidance and the Wokingham SuDS Strategy (January 2017) advocate that a SuDS train should start within the development parcels themselves with on plot or very locally based treatments (site control), such as rain gardens, filter strips or swales for example which then lead to regional control features. The Design and Access Statement indicates that bio-retention basins, rain gardens and swales combined with rainwater harvesting and would be incorporated into the public realm. However, this is not shown on the indicative masterplan, which simply shows detention basins of approximately 1m deep, which are fed by a piped gravity system. The Council's Trees and Landscapes Officer is of the view that it has not been demonstrated where the locally based treatments could be incorporated into the scheme and that the landscape buffer is not large enough on the south eastern side. The detention basins will not form part of the useable landscaped areas. While this view is acknowledged, it is considered that these issues could be addressed at reserved matters stage. The landscape buffer is adequate and allows for some useable space between the dwellings and Ashridge Stream.
26. An Arboricultural Report has been submitted with the application. The majority of vegetation on and adjacent to the site boundaries can be effectively retained and

protected as part of the proposed development including the 3 TPO trees growing on the southern boundary adjacent to the existing stream. A small number of tree removals will need to take place to allow access into the site, provide necessary sightlines and access into the western part of the site. The Council's Trees and Landscapes Officer has no concerns regarding the extent of the proposed development as shown on the Illustrative Masterplan in relation to the existing trees and vegetation to be retained.

Scale:

27. It is again noted that the scheme is indicative. However, the indicative plans need to be assessed and commented upon at this stage to help provide clear guidance for the reserved matters. The proposals would consist largely of semi-detached and terraced housing at two storeys in height. However, there would also be a three-storey apartment block to the south of the site and other apartment blocks. The care home would be on raised ground to the north of the site and would also be up to three storeys in height. The height in itself may not be an issue but will need consideration against the visual impact locally. The single apartment block on the site is not considered excessive, but will serve to provide a good overall mix of dwelling types. Additionally, it will be set at the least elevated part of the site. The scheme largely reflects the scale of adjacent new estates. The indicative plans have a density of 16 dwellings per hectare, plus the 70 bed care home. With care home beds in mind the density would be 24 dwellings/bed per hectare.

Design and Appearance:

28. Although this is a reserved matter, again comment on the proposed indicative design is helpful guide for the reserved matters. A variety of housing typologies are proposed within the site including terraces, semi-detached and detached houses and apartment buildings. The scheme would be somewhat contemporary in appearance which would add an additional layer of character and identity to the local area. There is no objection to this in principle so long as it can be demonstrated that the appearance would be acceptable and generally in keeping with the prevailing character of the area. As has been mentioned, there are some concerns relating to the design of the dwellings in terms of their potential for lack of privacy and overbearing impact on one another. This extends to the potential appearance of the apartments at the end of the rows of terraces, which could appear cramped in appearance as a whole. This being said, the details submitted show a development constructed with a variety of different complementary external materials such as brick, cladding and render. Buildings are arranged in different densities in different areas, with a variety of appearances. Key to good design outcome will be assessing the detail as part of the subsequent reserved matters.
29. The range of housing types and styles will ensure that there is diversity in the built form and a range of housing for future occupants. The diversity in terms of the style of the dwellings is achieved through the detailing such as heights, materials/design and roof form. This will help to provide a clear and legible neighbourhood.
30. Overall, this is an outline proposal and it is considered that an appropriate and in keeping scheme could be achieved at reserved matters stage. The proposal is therefore considered acceptable in this regard.

Residential Amenities:

Neighbouring Amenity:

31. Core Strategy Policy CP3 requires that new development should be of a high quality of design, it should not cause detriment to the amenities of adjoining land users. Separation standards for new residential developments are set out in section 4.7 of the Borough Design Guide.
32. As has been discussed, there are concerns relating to the terraced properties which are flanked by apartments. It is not clear from the submitted details how the outlook from both the terraced properties and flats will be protected. The gardens of the terraced houses may be significantly overlooked and may suffer an overbearing impact. This also applies to windows and habitable rooms which are likely to be present in the houses and the flats. It is not clear how flats could be accommodated in these blocks without overlooking one another, the adjacent properties or the gardens. It appears that appropriate separation distances are not maintained. This being said, the proposal is at outline stage and appropriate separation distances would be maintained between the blocks themselves and all other units – including between the care home and the closest units. It is considered that there is adequate space on the site to address these issues at reserved matters stage. The proposal is therefore considered acceptable in this regard but it is important to flag these issues to the applicant at this stage.

Internal Amenity:

33. All of the dwellings are designed to meet or exceed the minimum size standards set out in the National Space Standards. As this application is in outline, this has not been demonstrated on a plan. However the Local Planning Authority sees no reason that this cannot be achieved on the site.

External Amenity:

34. The Borough Design Guide indicates that all dwellings should have access to some form of amenity space, preferably in the form of private or communal garden space. However, it does also acknowledge that in practice, upper floor flats rarely have access to gardens and therefore it is important to provide balconies, upper level terraces or wintergardens. Also easy access to communal amenity areas is important.
35. The houses all have access to gardens of adequate length. However, it is not considered that a number of them would provide high quality amenity space. The terraces with apartments at the end of them have gardens which would be overshadowed, potentially overlooked and would likely suffer from overbearing impacts. This is unlikely to be considered acceptable. The back to back housing may also likely suffer this problem, but for opposite reasons, the gardens would unlikely be particularly private, leading to residents having low quality and overlooked amenity space. The potential boundary treatments have not been made clear and should they be insufficient, residents may attempt to remedy this with poor quality design solutions such as fences. A condition is recommended which removes permitted development rights of the properties. This is to ensure that any future proposals to extend the properties, including into the garden spaces, can be assessed through the submission of a planning application. This will help to restrict unacceptable encroachment into

these important garden spaces which might otherwise benefit from permitted development rights.

36. The outside amenity space available to the occupants of the flats is not clear, although the details submitted with the application make reference to balconies. It is considered that there is sufficient scope for this to be designed into the proposal at reserved matters stage. One important consideration is the access of public amenity space to the dwellings. This is especially evidenced by the pandemic. The public open space provided by the neighbouring existing developments and local SANG's means that residents will have good access to communal public spaces. An important aspect of this proposal is the pedestrian / cycle bridge to the south which links this site to the public open space, local shops and school on the Matthewsgreen development. Details of which will be agreed by condition.

Dwelling Mix, Affordable Housing and Standard of Accommodation

37. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. It is considered that the development would provide a good mix and balance of dwelling types, tenures and sizes. While this is indicative at this stage, the scheme proposes:

Number of Bedrooms	Number of units	Percentage
1 bed	17	13
2 bed	62	48
3 bed	29	22
4 bed	22	17

The Berkshire (including South Bucks) Strategic Housing Market Assessment (2016) identified the following housing mix requirements in Wokingham:

- 7.2% One bedroom
- 27.1% two bedrooms
- 43.5% three bedrooms
- 22.2% four bedrooms

38. The indicative scheme provides more two bedrooms homes that required and less three bedroom homes. However, it is noted that this is an indicative scheme and the deviation is not particularly significant. Taking into account the housing team's advice, it is still considered that the site will be able to accommodate a range of dwellings and the scheme will be acceptable in this regard and officers are also mindful that needs change over time. The mix will be agreed as part of the reserved matters.

Affordable Housing:

39. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. Core Strategy Policies and the Infrastructure and Contributions SPD indicate that development within the SDLs should secure 35% affordable housing. This equates to 45.5 units here. The Housing officer have recommended the provision of onsite

affordable homes in this location, with a 70% - 30% housing tenure split, broken down as follows:

- 20% 1 bedroom flats
 - 15% 2 bedroom flats
 - 30% 2 bedroom houses
 - 20% 3 bed houses
 - 15% 4 bed houses
40. The exact mix of market dwellings would be determined at the reserved matters stage paying due regard to relevant policies concerning housing mix and need. All of the dwellings will be required to meet or exceed the minimum size standards set out in the National Space Standards.
41. The Affordable Housing SPD also provides guidance on the tenure of on-site affordable housing, to be assessed on a site by site basis but generally 70% social rented and 30% shared ownership. However, a written Ministerial Statement on 24 May 2021 introduced First Homes, a kind of discounted market sale housing, considered to meet the definition of 'affordable housing' for planning purposes. First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units. There is however a transition period for applications that have been subject to significant pre-application engagement and are determined before 28 March 2022, which applies in this instance. The location of socially rented homes in this location has been supported by Housing.

Open space and green infrastructure:

42. Policy TB08 of the MDD DPD lays out the required standards for development in terms of Public Open Space (POS) provision. The submitted proposals would be policy compliant with regards to the provision of the typologies of open space required by Policy TB08. It is noted that part of the open space consists of detention basins. The Trees and Landscapes Officer has indicated that this should not be considered open space and that this would not be useable. The Green Infrastructure Officer has not raised such an objection, however they have indicated that this space would only be useable when it is not flooded under extreme flood events. The Council's Drainage Officer has confirmed that this is the case and, as the ponds are only 1m in depth, it is considered that they could reasonably form part of the open space. In any case, the proposal is currently at outline stage and this can be reasonably secured and the site also benefits from open space directly to the south which can be used by residents in times of flooding.
43. The Green Infrastructure Officer has indicated that there is a requirement for 0.4ha of allotments within the site. The applicant has agreed that this can be provided and this can be secured by condition to ensure that it is included at reserved matters stage. Should it not be possible to include this within the site, then a contribution should be provided for offsite provision. The proposed play area is close to the road and site access and does not form an integral part of any of the open space within the site. The location is therefore not considered suitable, however this can (and will need to be) considered at reserved matters stage. As the proposal is in the SDL, a contribution

towards their ongoing maintenance will also be required. It should also be noted that there will be a larger Neighbourhood Area of Play provided adjacent to the north of the school.

Ecology:

44. Paragraphs 170 and 175 of the National Planning Policy Framework recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused. Opportunities to incorporate biodiversity in and around developments should be encouraged. CP7 of the Core Strategy and TB23 of the MDD Local Plan relate to ecology, biodiversity and development. CP7 states:

Sites designated as of importance for nature conservation at an international or national level will be conserved and enhanced and inappropriate development will be resisted. The degree of protection given will be appropriate to the status of the site in terms of its international or national importance. Development:

A) Which may harm county designated sites (Local Wildlife Sites in Berkshire), whether directly or indirectly, or

B) Which may harm habitats or, species of principle importance in England for nature conservation, veteran trees or features of the landscape that are of major importance for wild flora and fauna (including wildlife and river corridors), whether directly or indirectly, or

C) That compromises the implementation of the national, regional, county and local biodiversity action plans will be only permitted if it has been clearly demonstrated that the need for the proposal outweighs the need to safeguard the nature conservation importance, that no alternative site that would result in less or no harm is available which will meet the need, and:

- i) Mitigation measures can be put in place to prevent damaging impacts;*
- ii) Appropriate compensation measures to offset the scale and kind of losses are provided.*

45. TB23 states:

Sites of national or international importance are shown and sites of local importance are defined on the Policies Map.

Planning permission for development proposals will only be granted where they comply with policy CP7 – Biodiversity of the Core Strategy and also demonstrate how they:

- a) Provide opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing*
- b) Provide appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation*
- c) Ensure that all existing and new developments are ecologically permeable through the protection of existing and the provision of new continuous wildlife corridors, which shall be integrated and linked to the wider green infrastructure network.*

This application is supported by an Ecological Impact Assessment (WSP, ref: 70069935, May 2021) with accompanying ecological survey reports supplied in the appendices and a Baseline Biodiversity Net Gain Technical Note (WSP, ref: not given, March 2021).

Bats:

46. Surveys to consider the potential presence of a bat roost in a tree along the line of the watercourse on the southern border of the application site noted continual foraging and commuting activity for extended periods along the watercourse. It is clear that this is an important feature for bats locally. The Council's Ecologist considers it important that the final layout provides sufficient buffer to the watercourse to allow this key commuting corridor to be retained. They have raised concerns that the indicative layout does not provide appropriate buffer between the development and the watercourse however they are of the view that a more appropriate buffer could be incorporated at reserved matters stage, then the development should be acceptable. It is considered that an appropriate solution could be found at reserved matters stage.
47. The Ecological Impact Assessment has recommended that artificial lighting will require mitigation to protect key dark corridors for light sensitive biodiversity. The Council's Ecologist has recommended that the detail for external lighting mitigation is secured by condition based on the British Standard 42020:2013 model wording. This is acceptable.

Badgers:

48. The Ecological Impact Assessment includes target notes of potential badger foraging on site. The Council's Ecologist considered it reasonable to conclude that the surveys have not found evidence of a badger sett within the zone of influence of the site. The Council's Ecologist is of the view that the potential impact on badgers in terms of loss of foraging habitat could be resolved within the soft landscaping detail of the green space provided. It can therefore be a matter resolved in reserved matters and conditions discharge.
49. It is also possible for the potential for harm to badgers during construction to be adequately mitigated. The Council's Ecologist proposes that badger mitigation (based on up-to-date survey effort) is an item to be covered within a condition requiring a Construction Environmental Management Plan (CEMP).

Other protected Species:

50. The Council's Ecologist is of the view that it is reasonable that a Dormouse survey has not been undertaken for this site and no further need for mitigation or compensation measures is required.
51. The Council's Ecologist is satisfied that the site is unlikely to support an Otter holt or resting up place for this species although the watercourses on site may provide foraging and commuting habitat within an extended territory. It is therefore appropriate to seek security of mitigation measures for the species during construction through the CEMP condition and external lighting mitigation during the operational stage of the development through a lighting for light sensitive species condition.

52. A breeding bird survey has not been undertaken despite it being a grassland field and Skylarks (a species of principal importance) being recorded locally several times according to the desktop survey. The justification given is that the site value for breeding birds could be adequately considered without recourse to further survey. As the long-term impact on ground nesting birds is not considered to be adequately considered, the local planning authority intends to take a precautionary approach in terms of ground nesting bird species of principal importance. A field the size of the application site could reasonably contain three Skylark territories. These are unlikely to be retained within the development proposal whatever the layout due to habitat fragmentation and increased anthropogenic disturbance. The Council's Ecologist recommends that a species-specific compensation and enhancement condition is applied to directly secure compensation measures for loss of Skylark habitat and maintain local favourable conservation status.
53. The assessment also notes the presence of Black Redstarts has been recorded within close proximity of the application site. This is a Schedule 1 bird species on the Wildlife and Countryside Act 1981 (as amended). It is vital that the CEMP consider mitigation measures for this species that may be necessary during construction. This species is also a high priority for seeking long-term habitat provision and enhancement. The ecologist also recommends that habitat enhancement is secured. The CEMP must also cover mitigation measures for Great Crested Newts, and slow worms (the latter of which have been found on the site). The Council's Ecologist is of the view that, provided a 10% habitat biodiversity net gain is delivered by the development proposal, it is likely that the favourable conservation status of the slow worm will be maintained.

Biodiversity Net Gain:

54. The Council's Ecologist at present is not convinced that the proposal would provide for a biodiversity net gain and are concerned that the baseline figures given in the submitted technical note may not be reflective of the site. The indicative layout also falls within the riparian zone, which could lead to harm. However, this could be addressed and resolved at reserved matters stage.
55. As this is an outline application, it is necessary to consider biodiversity net gain in an iterative way at the point of further detail as to layout and landscaping. Whilst this should follow the mitigation hierarchy and seek as much of a net gain on-site in the first instance, the Council's Ecologist is of the view that the local planning authority can be confident that the applicant can provide an off-site compensation/enhancement measure such to provide an overall 10% minimum biodiversity net gain, if required. This can be ensured by condition. A condition can also be used to secure species specific enhancements at reserved matters stage.

Special Protection Area:

56. 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 site lies between 5 and 7km of the SPA boundary and thus under Core Strategy Policy CP8, there is an expectation that development which is likely to have a significant effect on the Thames Basin Heaths Special Protection Area will be

required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

57. In accordance with Core Strategy policy CP20, mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided. An appropriate assessment has been undertaken. The applicant (Wokingham Borough Council) has constructed 7ha of open space in association with the North Wokingham Distributor Road construction adjacent Old Forest Road. It is envisaged that this will provide the SANG capacity to accommodate the new dwellings, to which Natural England have no objection. It is noted that this space does not have a car park and is therefore slightly sub-standard. It is considered that this can be overcome by overproviding SANG capacity at this location however is well served by footpaths and easily access via the new Northern Distributor Road and proposed footbridge. On this basis, the requirement is 8ha per 1000 people. Including the requirements for the care home, this amounts to a requirement for 3.056 ha of SANG, which falls well below the amount of capacity available. The public open space is already constructed and does not need qualitative improvements, however it will need to be open for public use prior to the occupation of any of the dwellings.

Water:

58. Insufficient information has been submitted for Thames Water to determine that there is adequate wastewater infrastructure to deal with the needs of the scheme. However this is normal at this early stage and they have recommended a condition to deal with this and to ensure that adequate infrastructure is in place prior to occupation of the dwellings.

Access and Movement:

Transport, Highways and Parking

59. 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.
60. The application is accompanied by a Transport Assessment (TA) 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 within the neighbouring SDL. The submitted TA has been reviewed and the Council's Highways Officer is satisfied that the surrounding road network would be able to acceptably accommodate the travel demands of the site. The access has been widened throughout the course of this application to address Highway Officer concerns. A pedestrian crossing and footpath would also be installed on and to the eastern side of Twyford Road.
61. Further information is required by condition to secure a reduction in speed limit along the Twyford road. From the initial assessment, it is considered safe access and egress to the site can be achieved subject of the details of these measures.

Public Transport & Travel Planning

62. In order to encourage use of non-car modes, a contribution is being sought towards implementation of the North Wokingham Bus Strategy as well as to the Council's 'My Journey' initiative, both of which would be secured through the associated S106 agreement. Such contributions are necessary to help encourage the use of alternative modes of transport other than by private car. The nearest bus stops will be located on Queens Road (which will be delivered as part of the Matthews Green development) to the south of the site accessed by the proposed pedestrian and cycle footbridge. It should also be noted that the proposals include a new footpath of the western side of Twyford Road to the roundabout.

Parking and Cycle Parking

63. In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, and the Council's standards, as currently set out in MDDL Appendix 2, the reserved matters will need to demonstrate that the development will incorporate parking and cycle parking in line with the Council's standards. Notwithstanding that this is an application for outline planning permission, details have been submitted which indicate that the illustrative layout could accommodate the parking requirements of the illustrative housing mix and care home in line with policy. This will need to be further demonstrated and detailed at the reserved matters stage to reflect the final proposed mix.

Illustrative Layout

64. The only vehicular access into the development would be from an existing gated access on Twyford Road. The proposals show adequate sight lines can be provided and the Highway officer has not raised issues or objection in respect to the safety on the access. In addition, there will be an emergency access to the west via Toutley Depot, which can be secured by condition. Details for these have been reviewed as part of the application and considered acceptable.
65. The proposed illustrative layout is considered acceptable in highways terms, both for vehicles, but also for pedestrians and cyclists alike. The development will also provide for improved permeability within and from/to site including a pedestrian/cycle bridge to Matthews Green development as well as providing wider links to the rest of the Borough and to bus services. The design of this bridge can be secured by condition. A further condition can provide details of all walking/cycling routes connecting the site with the North Wokingham SDL and the wider area.

Flooding and Drainage:

66. The south of the application site falls into flood zones 2 and 3, this is associated with the Ashridge Stream which borders the site. Policy CC09 of the MDD Local Plan indicates that all sources of flood risk should be taken into consideration and that inappropriate development in areas at risk of flooding should be avoided. Development proposals in flood zones 2 or 3 should take into account the vulnerability of the proposed development. In exceptional circumstances, new development in areas of flood risk will be supported where it can be demonstrated that:

i. The development provides wider sustainability benefits for the community that outweigh the flood risk.

- ii. The development would not increase flood risk in any form elsewhere...*
- iii. The development would incorporate flood resilient and resistant measures...*

67. Policy CC10 discusses sustainable drainage and surface water. It states that:

All development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner. This must be demonstrated through:

- a) A Flood Risk Assessment, or*
- b) Through a Surface Water Drainage Strategy.*

All development proposals must

a) Reproduce greenfield runoff characteristics and return run-off rates and volumes back to the original greenfield levels, for greenfield sites and for brownfield sites both run-off rates and volumes be reduced to as near greenfield as practicably possible.

b) Incorporate Sustainable Drainage Systems (SuDS), where practicable, which must be of an appropriate design to meet the long term needs of the development and which achieve wider social and environmental benefits

c) Provide clear details of proposed SuDS including the adoption arrangements and how they will be maintained to the satisfaction of the Council [as the Lead Local Flood Authority (LLFA)] d) Not cause adverse impacts to the public sewerage network serving the development where discharging surface water to a public sewer.

68. The NPPF indicates that development should be located sequentially and that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas which are at lower risk of flooding. It is noted that there would not be any development located within the areas shown to flood within the submitted models apart from the footbridge over the stream, which would link the scheme with the developments to the south. As advised details of the bridge structure are conditioned. While the dwellings are not within the flood zones, some supporting infrastructure is. Therefore the sequential test still applies. This being said, the amount of built infrastructure within the actual flood zones is minimal and as long as this can be constructed in a way which does not increase flood risk elsewhere, it is considered that the sequential test has been passed. Again this consideration will need to be taken as part of the detailed design stage.

69. The proposal is at outline stage. However, a flood risk assessment has been submitted. The scheme involves the use of SuDS features, in the form of attenuation ponds, which discharge into Ashridge Stream. While this is likely to be subject to change at reserved matters stage, the flood risk assessment successfully demonstrates that there would not be an increase in surface water runoff. It is therefore considered that an acceptable scheme to deal with surface water can be secured by condition and can be provided at reserved matters stage.

70. A number of comments have been received from neighbours and members regarding the potential for the entrance road to flood. The Environment Agency have indicated that they are satisfied that the access road can be constructed, and therefore this is acceptable. They have recommended conditions which require the submission of further details relating to the crossings over the watercourse are not vulnerable and do

not increase flood risk elsewhere, as well as that the development is carried out in accordance with the submitted flood risk assessment. The scheme is therefore acceptable in this regard, subject to these conditions.

Environmental Health:

71. Core Strategy Policy CP3 requires that new development should be of a high quality of design that does not cause significant detriment to the amenities of adjoining land users and their quality of life.

Contamination:

72. A generic quantitative contamination risk has been submitted with the application. Ground investigations have found no significant contamination on the site. Ground gas monitoring has also taken place and the report concludes that the majority of the site is at very low risk. Further monitoring is required adjacent to the boundary with Toutley Depot, where some gas protection measures will be required to comply with building regulations. The Environmental Health Officer has recommended a condition to deal with any un-expected contamination.

Air Quality:

73. An Air Quality assessment has been submitted with the application. The report predicts that the concentrations of NO₂, PM₁₀ and PM_{2.5} on the site will meet the air quality objectives in 2026, the year when the development is due to be built so future residents will not be exposed to poor air quality. It is noted that this air quality has been raised in the representations and these comments have been considered as part of the assessment. Importantly the Environmental health officer agrees with this recommendation.
74. The report suggests mitigation measures to minimise levels of fugitive dust during the construction phase which should be included in a Construction Environmental Management Plan (CEMP) or similar document to be submitted for approval before work commences on the site. This can be secured by condition.

Noise:

75. The site is located adjacent to the A329(M) which runs along the northern boundary of the site, is close to the A321 Twyford Road to the east and Toutley depot lies to the west. The site is subject to high levels of road traffic noise and there may be some noise arising from the depot. The current proposal is to provide a stand-off zone of 50m between future sensitive receptors and the A329(M), the A321 and Toutley Depot. A 5 metre high noise barrier, consisting of a 3m bund and two metre fence is proposed along the northern and western boundaries. A noise impact assessment has been submitted with this application.
76. The assessment takes into account the proposed acoustic screening mentioned above and considers the screening provided by the location and orientation of buildings on the site. Properties to the west of the site will require 2.5m fences around the perimeter boundaries of each plot and the terraced properties along the A321 Twyford Road will have outside living areas that will not be fully screened on the ground floor.

77. Even with mitigation in place there will be some external living areas where the upper guideline value may be exceeded. It is noted that this issue has been highlighted in the representations received. For example in the NW of the site levels will be up to 58dB and the ground floor living areas for the terraced properties along the A321 will range from 51 – 59dB. The report points out that this is an outline application and therefore there is some flexibility in the proposed scheme layout and additional acoustic design features could therefore be implemented. The Environmental Health Officer has recommended that a pre-commencement condition is imposed requiring submission of details of how external living areas will be protected from noise and to ensure, as far as is reasonably practical to achieve an acceptable level of noise for the external living areas. It is noted that the care home and homes will potentially be located close to a noise bund and acoustic fence, which will likely be necessary to achieve adequate noise levels on site. This is very similar to existing situations in north Wokingham, for example at Mulberry Grove and Keephatch gardens, where a noise bund is already in place. It is therefore considered that any noise issues can be adequately addressed at reserved matters stage. This is shown in the below images:



Image 1

Noise bund

A329M

New homes



Image 2





Image demonstrating proximity of homes in image 2 to acoustic fencing and A329m.

78. The noise assessment considers internal noise following recommendations made in BS8233 and WHO guidance. Triple glazing and ventilation will be required in the most exposed parts of the site, however this will rely on closed windows and alternative ventilation. The report suggests that an overheating assessment and noise mitigation design should be considered further at the reserved matters stage. As the proposed scheme is in outline, these are detail matters which will need to be addressed and considered as part of subsequent submissions.

Archaeology:

79. The application site is in an area of high archaeological potential. Policy TB25 of the MDD Local Plan relates to Archaeology. It states:

Where development is likely to affect an area of high archaeological potential or an area which is likely to contain archaeological remains, the presumption is that appropriate measures shall be taken to protect remains by preservation in situ. Where this is not practical, applicants shall provide for excavation, recording and archiving of the remains.

80. An archaeological desk based assessment has been submitted with this planning application and this notes that there is potential for archaeological deposits from multiple periods of low, medium and high significance to be present on site.
81. This potential has been evaluated based on the known archaeological deposits from the vicinity, as recorded in the Berkshire Archaeology HER. In particular, finds from field-walking in this area, and discoveries made as part of archaeological evaluation in advance of development of land (known as Matthewsgreen Farm) immediately south west of the proposed site, have shown the potential of prehistoric, Roman, and (early) medieval archaeology of some significance to be preserved below ground in this landscape. The proposed development would have a number of negative impacts on

the potential buried archaeological assets, truncating or destroying them completely, resulting in substantial harm to the assets' significance.

82. Berkshire Archaeology have agreed that, given this application is at outline stage, a scheme of Archaeological works by condition, with at least the archaeological evaluation phase to take place prior to any reserved matters applications would be satisfactory.

Sustainable Design/Construction:

83. 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). As the proposal is for residential development of over 1000sqm, Policy CC05 also advises that planning permission will only be granted for such proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.
84. An energy statement has been submitted in support of the application, which sets out the various renewable and low energy technology measures proposed to be used in the design of the development in order to reduce energy demand on site, and as such, reduce CO2 emissions. The potential measures identified include photovoltaics (PV) solar panels, air source heat pumps and an improvement in building fabric efficiency.
85. The submitted sustainability report sets out various potential measures which could be used to achieve a reduction in CO2 emissions in accordance with policy CC05. However, as the submitted layout is indicative, a condition can be used to ensure the submission for approval of an updated sustainability and energy efficiency report which demonstrates that the revised layout would comply with Policy CC05.

Employment Skills:

86. Policy TB12 of the Wokingham Borough Council MDD, requires planning applications for all major development (both commercial and residential) in Wokingham Borough to submit an employment skills plan (ESP) with a supporting method statement. However, in this instance, the applicant has elected to pay a contribution in lieu of the provision of an Employment Skills Plan and as such, this would be secured within the S106 agreement.

CONCLUSION

The development would provide a high-quality modern housing scheme together with landscaped public open space, while retaining the existing hedgerows. While some comments have been made over the layout of the scheme, this is not under consideration at this stage and it is considered these issues could be dealt with appropriately at reserved matters stage and a high quality scheme could be achieved, without resulting in harm to the character of the area and a high level of amenity between neighbouring properties could be achieved. The scheme would address an identified need for a traditional care home. Flood risks have been addressed in this report and the evidence has been reviewed by the Environment Agency. The scheme is therefore supported, subject to the recommended conditions and legal agreement.

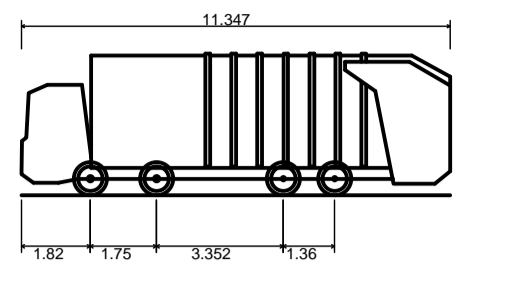
The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

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DO NOT SCALE



Wokingham Large Refuse Vehicle
 Overall Length 11.347m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.300m

125

File name: \\UK\WSPGROUP\COMCENTRAL\DATA\PROJECTS\70069935-TOUTLEY\WOKINGHAM\3\WPTP_TRANSPORT_PLANNING\3\DRAWINGS\ATR\066.DWG, printed on: 28 October 2021 14:42:42, by: Da Silva, Ram

REV	DATE	BY	DESCRIPTION	CHK	APP
B	28/10/21	RDS	TRACKING AMENDED FOLLOWING WIDENING	JCS	IF
A	16/08/21	BM	FIRST ISSUE	JCS	IF

DRAWING STATUS: S2 - FOR INFORMATION



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ARCHITECT:

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TITLE: REFUSE VEHICLE ACCESS SWEPT PATH ANALYSIS

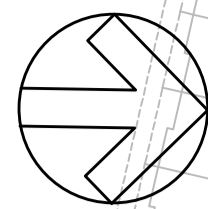
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1:500	JCS	IF	
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70069935	BM	BM	October 21

DRAWING NO:	REV:
70069935-ATR-006	B

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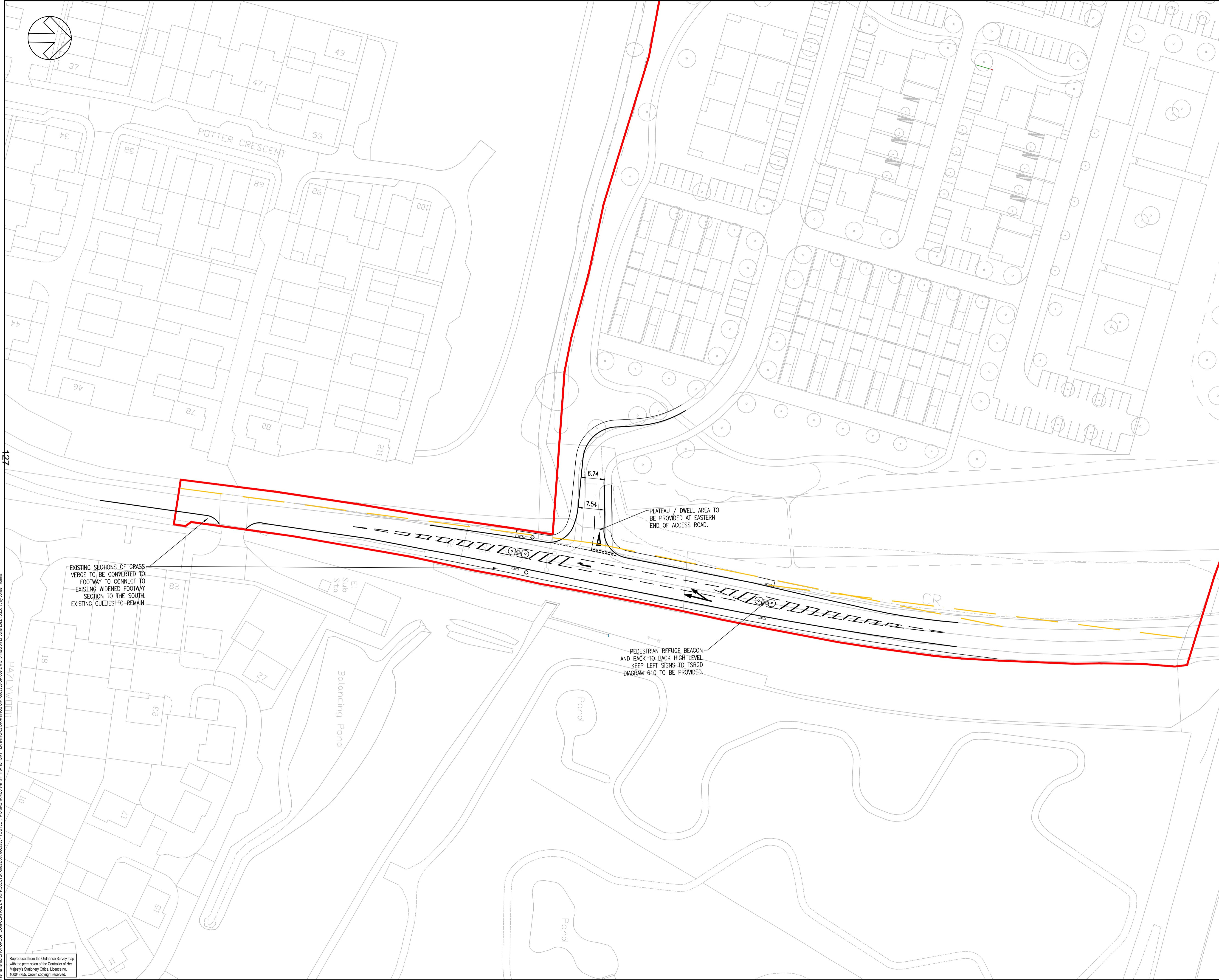
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DO NOT SCALE

- KEY:
- LAND UNDER THE CONTROL OF WOKINGHAM BOROUGH COUNCIL
 - 120m VISIBILITY SPLAY (APPROPRIATE BASED ON SPEED SURVEY RESULTS)



PLATEAU / DWELL AREA TO BE PROVIDED AT EASTERN END OF ACCESS ROAD.

EXISTING SECTIONS OF GRASS VERGE TO BE CONVERTED TO FOOTWAY TO CONNECT TO EXISTING WIDENED FOOTWAY SECTION TO THE SOUTH. EXISTING GULLIES TO REMAIN.

PEDESTRIAN REFUGE BEACON AND BACK TO BACK HIGH LEVEL KEEP LEFT SIGNS TO TSRGD DIAGRAM 610 TO BE PROVIDED.

REV	DATE	BY	DESCRIPTION	CHK	APP
E	27/06/22	RJ	UPDATED FOR APPROVAL	JCS	IF
D	28/10/21	ROS	JUNCTION WIDENED TO ALLOW FOR TRACKING	JCS	IF
C	14/10/21	AW	REMOVAL & AMENDMENT OF 40mph SIGNS, ALIGNMENT ADJUSTED AND NOTES ADDED	JCS	IF
B	30/04/21	RJ	VS SPLAYS ADDED	JCS	IF
A	25/01/21	RJ	FIRST ISSUE	SR	IF

DRAWING STATUS: S4 - FOR APPROVAL



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wsp.com

CLIENT:

ARCHITECT:

SITE/PROJECT: TOUTLEY, WOKINGHAM

TITLE: PROPOSED SITE ACCESS

SCALE @ A1: 1:500	CHECKED: SR	APPROVED: IF
PROJECT NO: 70069935	DESIGNED: RJ	DRAWN: RJ DATE: October 21

DRAWING NO: 70069935-SK-009 REV: E

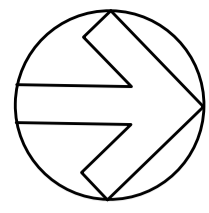
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File name: \\UK.VSPGROUP\COMMON\DATA\PROJECTS\70069935\70069935-SK-009.DWG, printed on: 27 June 2022 15:23:17, by: Jones, Robert
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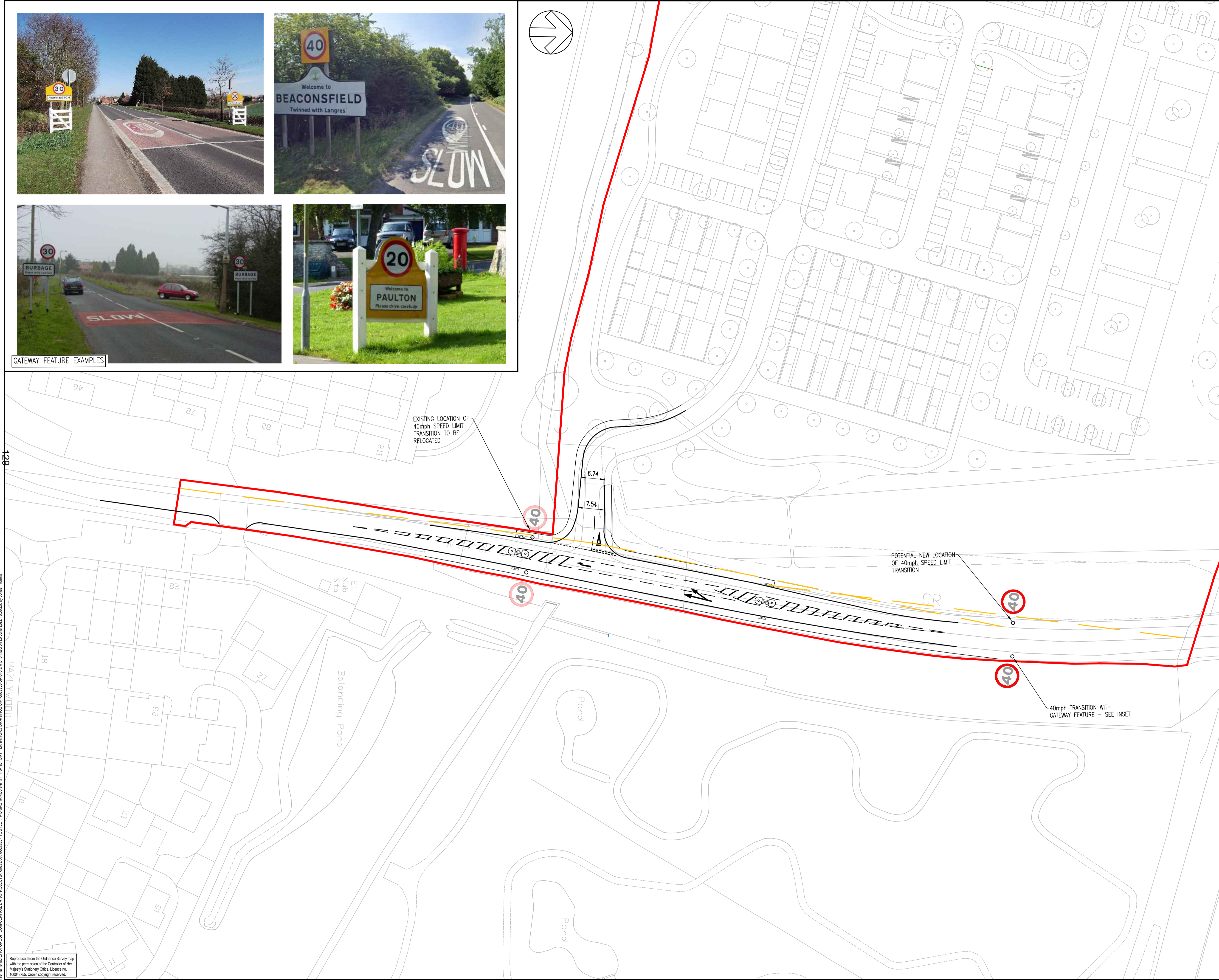
GATEWAY FEATURE EXAMPLES



DO NOT SCALE

KEY:

- LAND UNDER THE CONTROL OF WOKINGHAM BOROUGH COUNCIL
- 120m VISIBILITY SPLAY (APPROPRIATE BASED ON SPEED SURVEY RESULTS)



EXISTING LOCATION OF 40mph SPEED LIMIT TRANSITION TO BE RELOCATED

POTENTIAL NEW LOCATION OF 40mph SPEED LIMIT TRANSITION

40mph TRANSITION WITH GATEWAY FEATURE - SEE INSET

A	27/06/22	RJ	FIRST ISSUE	JCS	IF
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp

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CLIENT:

ARCHITECT:

SITE/PROJECT: TOUTLEY, WOKINGHAM

TITLE: POTENTIAL SPEED REDUCTION MEASURES

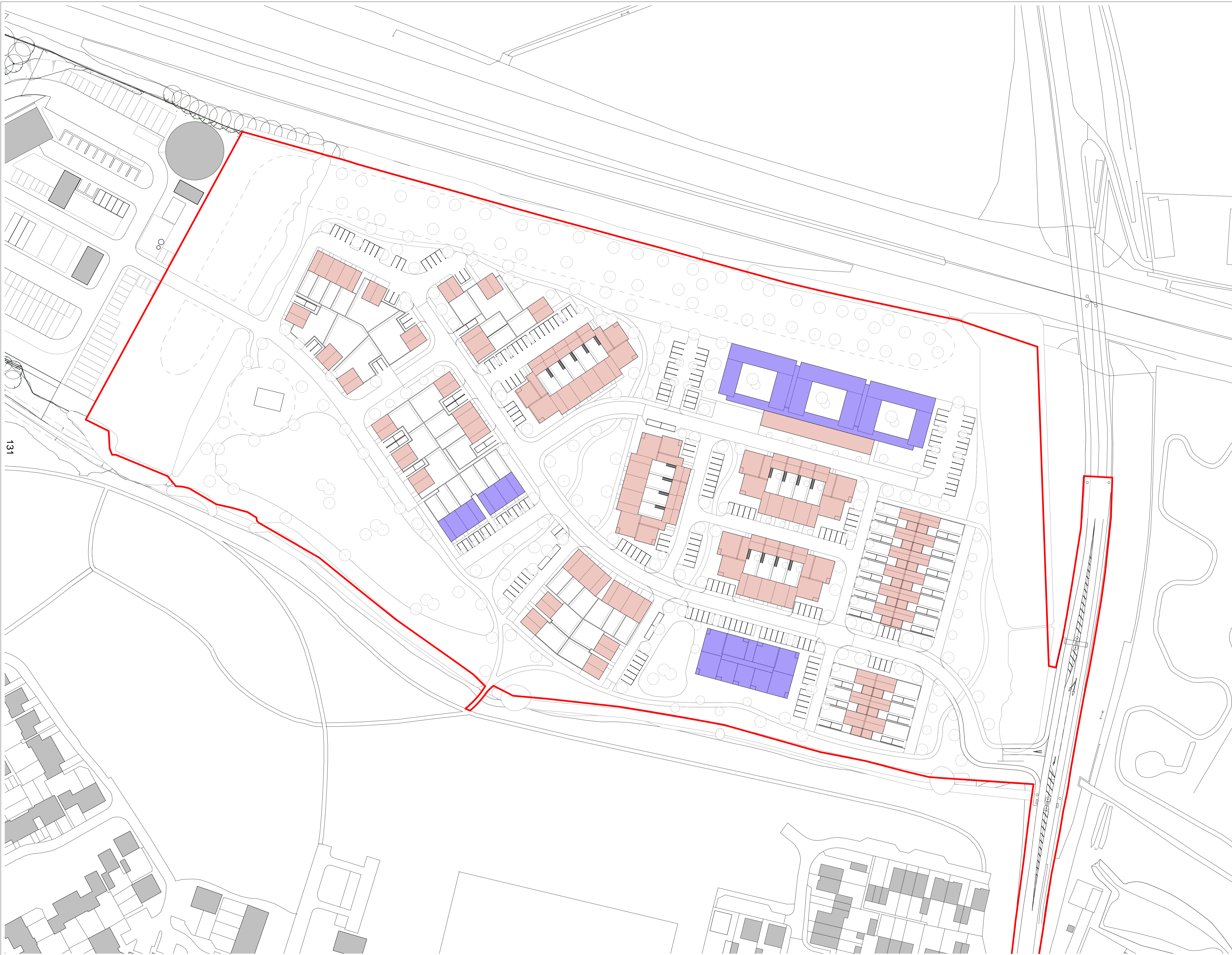
SCALE @ A1: 1:500	CHECKED: SR	APPROVED: IF
PROJECT NO: 70069935	DESIGNED: RJ	DRAWN: RJ
		DATE: June 22

DRAWING NO: 70069935-SK-016 REV: A

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KEY

- Red line boundary
- Up to 2.5 Storeys
- Up to 3 Storeys

Drawing to be read in conjunction with all other consultant information by WSP.

Please note that massing and height are shown as indicative purposes only to coordinate with the illustrative masterplan shown, and to establish the principle of up to storey heights described above. Detail is subject to reserved matters application.

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**AYRE
CHAMBERLAIN
GAUNT**

PROJECT
Toutley East
Wokingham

DRAWING TITLE
Illustrative Strategy Plan
Massing & Height

REV.	DATE	DESCRIPTION
P1	21/04/21	Updated Basin, southern path layout and units in proximity (PCA)
P2	23/04/21	Update to Red line and include proposed access. Outline Planning (PCA)
P3	21/05/21	Update following Client Comments & Pre-app Response. Issue for Outline Planning (PCA)
P4	03/12/21	Access amended and shown to reflect updated design at WBC LPA request (PCA)

DRWN BY ME **CHKD BY** RG **APPD. BY** DA

DRAWING NO.
project code - originator - volume - level - type - role - number
351-ACG-00-00-DR-A-011513

STAGE	SUITABILITY
RIBA stage	code description
2	D5 SUITABLE FOR PLANNING

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KEY

Red line boundary

Blue line boundary

Including Proposed Toutley Depot boundary
Planning Application No: 193206 to West of the site
(as amended to enable bund creation)
Please note proposed and consented Depot site shown.

Drawing to be read in conjunction with all other consultant information by WSP. Illustrative only, detail is subject to reserved matters application.

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**AYRE
CHAMBERLAIN
GAUNT**

PROJECT

Toutley East
Wokingham

DRAWING TITLE

OverallMasterplan

REV.	DATE	DESCRIPTION
P3	09/03/21	Updated Basin and southern path layout.
P4	21/04/21	Updated Basin, southern path layout and units in proximity (PCA)
P5	23/04/21	Update to Red line and include proposed access. Outline Planning. (PCA)
P6	21/05/21	Update following Client Comments & Pre-app Response. Issue for Outline Planning (PCA)
P7	03/12/21	Access amended and shown to reflect updated design at WBC LPA request (PCA)

DRWN BY ME **CHKD BY** RG **APPD. BY** DA

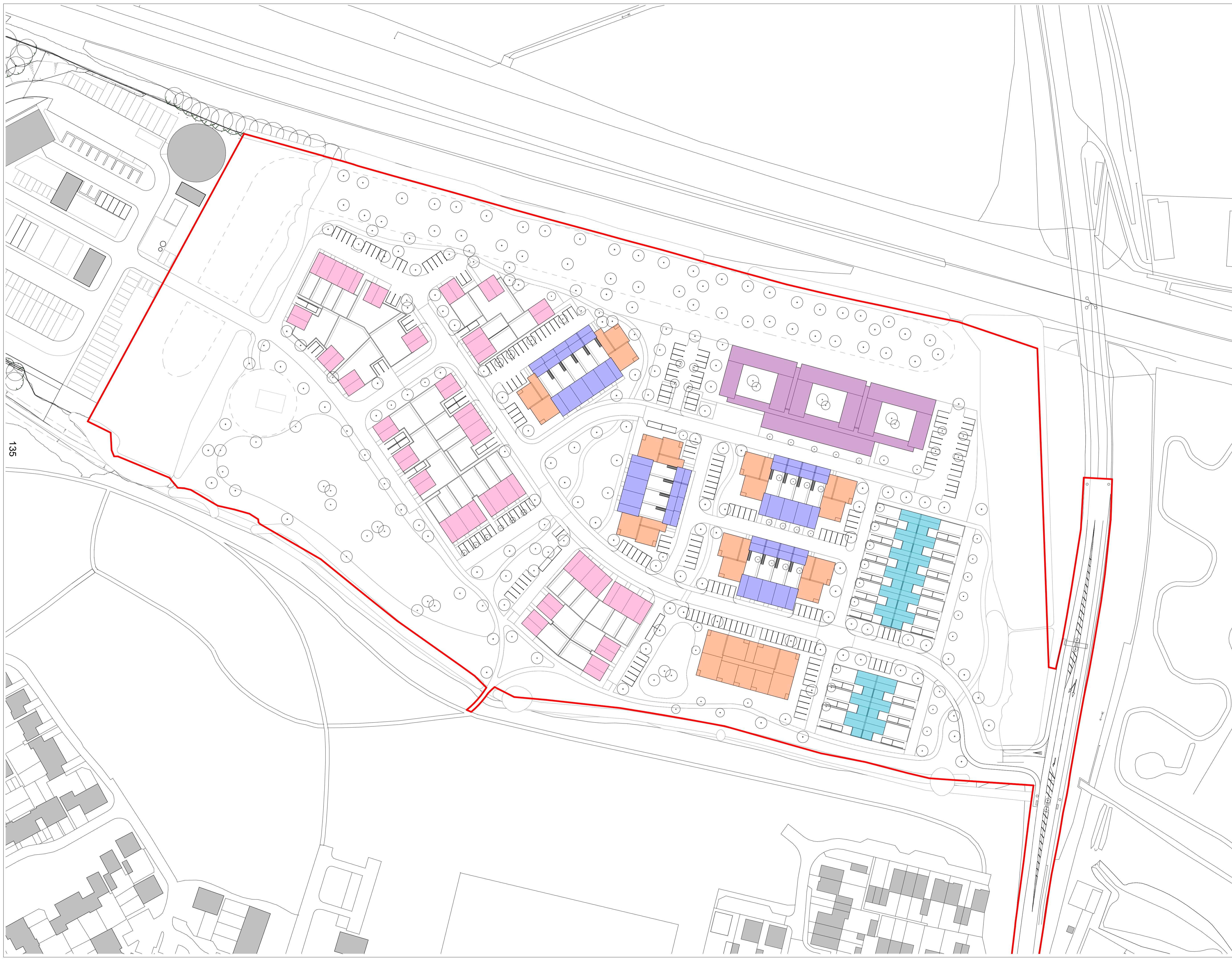
DRAWING NO.

project code - originator - volume - level - type - role - number

351-ACG-00-00-DR-A-011050

STAGE	SUITABILITY
RIBA stage	code description
2	D5 SUITABLE FOR PLANNING

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- KEY**
- Red line boundary
 - Houses
 - Apartments
 - Houses with Office/Annex & Garage
 - Back to back Terraced houses
 - Care Home

Drawing to be read in conjunction with all other consultant information by WSP. Illustrative only, detail is subject to reserved matters application.

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**AYRE
CHAMBERLAIN
GAUNT**

PROJECT

Toutley East
Wokingham

DRAWING TITLE

IllustrativeStrategyPlan
BuildingTypesPlan

REV.	DATE	DESCRIPTION
P1	21/04/21	Updated Basin, southern path layout and units in proximity (PCA)
P2	23/04/21	Update to Red line and include proposed access. Outline Planning. (PCA)
P3	21/05/21	Update following Client Comments & Pre-app Response. Issue for Outline Planning (PCA)
P4	03/12/21	Access amended and shown to reflect updated design at WBC LPA request (PCA)

DRWN BY ME **CHKD BY** RG **APPD. BY** DA

DRAWING NO.

project code - originator - volume - level - type - role - number

351-ACG-00-00-DR-A-011522

STAGE	SUITABILITY
RIBA stage	code description
2	D5 SUITABLE FOR PLANNING

135

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PLANNING REF : 211777
PROPERTY ADDRESS : Town Hall Market Place
: Wokingham
: RG40 1AS
SUBMITTED BY : The Wokingham Town Council P&T Committee
DATE SUBMITTED : 07/07/2021

COMMENTS:

The Committee have several concerns and object on the following:

Concerns that this is a large development on a flood plain.

Safety concerns on the proposed road junction and that there is only one access point.

The lack of pedestrian footpath along road.

The lack of pedestrian crossing.

The health implications of resident of housing and care home due to noise of being surrounded by main roads with heavy traffic and joining onto an industrial site.

CP1 ? Sustainable development

9) flooding

CP2 Inclusive communities

CP3 General Principles for development

a) mass

b) functional, accessible, safe, secure

c) ecological, heritage, landscape, geological

CP6 Managing Travel Demand

f) Enhance road safety

g) highway or environmental problems.

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