



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40
1BN on **WEDNESDAY 10 JANUARY 2024 AT 7.00 PM**

Susan Parsonage
Chief Executive
Published on 2 January 2024

Note: Members of the public are welcome to attend the meeting or participate in the meeting virtually, in accordance with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams, please contact Democratic Services: Democratic.services@wokingham.gov.uk

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<https://youtube.com/live/PECrWI3VAs0?feature=share>

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Our Vision
<i>A great place to live, learn, work and grow and a great place to do business</i>
Enriching Lives
<ul style="list-style-type: none"> • Champion excellent 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 enable healthy choices for everyone. • Engage and empower our communities through arts and culture and create a sense of identity for the Borough which people feel part of. • Support growth in our local economy and help to build business.
Providing Safe and Strong Communities
<ul style="list-style-type: none"> • Protect and safeguard our children, young and vulnerable people. • Offer quality care and support, at the right time, to reduce the need for long term care. • Nurture our communities: enabling them to thrive and families to flourish. • Ensure our Borough and communities remain safe for all.
Enjoying a Clean and Green Borough
<ul style="list-style-type: none"> • Play as full a role as possible to achieve a carbon neutral Borough, sustainable for the future. • Protect our Borough, keep it clean and enhance our green areas for people to enjoy. • Reduce our waste, promote re-use, increase recycling and improve biodiversity. • Connect our parks and open spaces with green cycleways.
Delivering the Right Homes in the Right Places
<ul style="list-style-type: none"> • Offer quality, affordable, sustainable homes fit for the future. • Ensure the right infrastructure is in place, early, 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, where it is needed most, to live independently in their own homes.
Keeping the Borough Moving
<ul style="list-style-type: none"> • Maintain and improve our roads, footpaths and cycleways. • Tackle traffic congestion and 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 in offering affordable, accessible public transport with good transport links.
Changing the Way We Work for You
<ul style="list-style-type: none"> • Be relentlessly customer focussed. • Work with our partners to provide efficient, effective, joined up services which are focussed around our customers. • Communicate better with customers, 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.
Be the Best We Can Be
<ul style="list-style-type: none"> • Be an organisation that values and invests in all our colleagues and is seen as an employer of choice. • Embed a culture that supports ambition, promotes empowerment and develops new ways of working. • Use our governance and scrutiny structures to support a learning and continuous improvement approach to the way we do business. • Be a commercial council that is innovative, whilst being inclusive, in its approach with a clear focus on being financially resilient. • Maximise opportunities to secure funding and investment for the Borough. • Establish a renewed vision for the Borough with clear aspirations.

MEMBERSHIP OF THE PLANNING COMMITTEE

Councillors

David Cornish (Chair)	Andrew Mickleburgh (Vice-Chair)	Alistair Neal
Wayne Smith	Michael Firmager	Stuart Munro
Rachelle Shepherd-DuBey	Tony Skuse	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
54.		APOLOGIES To receive any apologies for absence.	
55.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 13 December 2023.	5 - 16
56.		DECLARATION OF INTEREST To receive any declaration of interest	
57.		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.	
58.	Emmbrook	APPLICATION NO 223691 "LEE SPRING", LATIMER ROAD, WOKINGHAM, RG41 2YD. RECOMMENDATION: Conditional Approval subject to legal agreement.	17 - 122
59.	Wescott	APPLICATION NO 180711 AMEN CORNER (SOUTH) AMEN CORNER BINFIELD BRACKNELL RG12 8SZ RECOMMENDATION: Conditional Approval	123 - 148
60.	Swallowfield	APPLICATION NO 230422 LAND WEST OF TROWES LANE AND NORTH OF CHARLTON LANE, SWALLOWFIELD RECOMMENDATION: Conditional Approval subject to legal agreement.	149 - 208
61.	Winnersh	APPLICATION NO 231094 LAND AT 69 KING STREET LANE, WINNERSH RG41 5BA RECOMMENDATION: Conditional Approval subject to legal agreement.	209 - 254

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	

CONTACT OFFICER

Madeleine Shopland	Democratic & Electoral Services Specialist
Tel	0118 237 9559
Email	democratic.services@wokingham.gov.uk
Postal Address	Civic Offices, Shute End, Wokingham, RG40 1BN

**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 13 DECEMBER 2023 FROM 7.00 PM TO 9.50 PM**

Committee Members Present

Councillors: David Cornish (Chair), Andrew Mickleburgh (Vice-Chair), Alistair Neal, Wayne Smith, Michael Firmager, Stuart Munro, Rachelle Shepherd-DuBey, Tony Skuse and Bill Soane

Councillors Present and Speaking

Councillors: Rachel Bishop-Firth and Rebecca Margetts

Officers Present

Gordon Adam, Principal Highways Development Control Officer
Neil Allen, Legal Services
Brian Conlon, Operational Lead - Development Management
Connor Corrigan, Head of Strategic Development
Madeleine Shopland, Democratic and Electoral Services Specialist

Case Officers Present

Mark Croucher
Benjamin Hindle
Christopher Howard
Marcus Watts

45. APOLOGIES

There were no apologies for absence.

46. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 8 November 2023 were confirmed as a correct record and signed by the Chair.

It was noted that Roger Marshallsay's name had been misspelt in one instance.

47. DECLARATION OF INTEREST

Councillor David Cornish declared a Personal and Prejudicial Interest in Item 49 Application 236143 206 Nine Mile Ride, Finchampstead, on the grounds that he knew one of the speakers who would be speaking against the application. He indicated that he would withdraw from the meeting for this item, and that Councillor Mickleburgh would chair this item.

48. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

There were no items to be withdrawn or deferred.

49. APPLICATION NO 231643 206 NINE MILE RIDE, FINCHAMPSTEAD

(Councillor Cornish left the meeting for this item, which was chaired by Councillor Mickleburgh)

Proposal: Full application for the erection of a detached dwelling and outbuilding following demolition of the existing property

Applicant: Mr C Lucanu

The Committee considered a report on this application, set out in agenda pages 13 to 52.

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

- An additional representation from 11 Avery Close.
- Clarification regarding the Finchampstead Neighbourhood Plan.
- A plan demonstrating the 45-degree test for loss of light.

All Members excepting Councillors Cornish and Skuse had attended a site visit.

Roger Marshallsay, Finchampstead Parish Council, spoke in objection to the application. He referred to the validity and status of the Finchampstead Neighbourhood Development Plan and commented that it could be seen as the most up to date planning policy for the area. He commented that he could not find reference in the report to the use of the Neighbourhood Development Plan by the Officer in making their recommendation, despite its specific policy around three storey buildings. Finchampstead Parish Council had made reference to the Plan in their submission and had indicated that the application was contrary to elements of it. Roger Marshallsay felt that due process had not been applied and that the application should be refused.

Pauline Grainger, resident, spoke in objection to the application. She felt that a building of the proposed mass, scale and design would be incongruous with the surrounding area of Nine Mile Ride and would not enhance the street scene which consisted of brick built bungalows and chalet bungalows. She noted that the roof line was approximately 1.79m higher than the existing bungalow, which was higher than the adjacent and other surrounding properties. Pauline Grainger highlighted the potential loss of shrubs and trees along the common boundary of 204 and 206 Nine Mile Ride, which she believed would be detrimental to the street scene. The proposed three storey building would sit alongside a neighbouring single storey building and would impact on the light of its eastern elevation. She stated that despite the 45 degree light test, the height change from one storey to three storeys would take light from the ground floor windows on the east side. The dormer windows on the rear, because of the increasing height, would lead to a loss of privacy in her garden. In addition, Pauline Grainger emphasised that the application contravened policies D1 and D2 of the Finchampstead Neighbourhood Development Plan. She indicated that she was not against redevelopment of the site, but had not anticipated an application of the scale, mass, height, and design, proposed. She suggested that a significant reduction in the height, replacing dormer windows with roof lights and installing obscure glazing in side elevation windows would make the proposal more acceptable and more in line with CP3.

Councillor Rebecca Margetts, ward member, spoke in objection to the application. She highlighted that a single storey bungalow would be replaced by a three storey dwelling. The surrounding properties were a maximum of two storeys or were chalet style bungalows. She emphasised that D1 of the Finchampstead Neighbourhood Development Plan stated that building heights should reflect the character and appearance of the parish, which this proposal did not. It also stated that the development of three storey housing would generally only be supported within the area of the Strategic Development Location. Policy D2 outlined the need for the preservation of the rural character of the parish. She was of the opinion that the application would not deliver enhancements to the landscape character. Policy D3 stated that although innovation and design was encouraged, this

needed to be sympathetic with, and complement existing styles. Councillor Margetts reemphasised that the Finchampstead Neighbourhood Development Plan had been adopted and was the most up to date planning policy for the Finchampstead area.

Councillor Neal queried why there was not a condition around obscured glazing on the western and eastern elevations on the second floor windows. Marcus Watts, case officer, commented that there was one side facing window on each elevation of the first floor and both of these served ensuite bathrooms. As it was not considered a habitable room but a service room, there was more flexibility as to whether obscure glazing was required or not. Officers had considered obscuring the windows by condition to be unnecessary. The Operational Lead – Development Management added that it was indicated as being obscured on the elevational drawings.

In response to a question from Councillor Neal regarding policy D1 of the Finchampstead Neighbourhood Development Plan, the case officer indicated that the officer report referred to two policies of the Neighbourhood Plan. Whilst D1 was not explicitly referenced, its objectives were outlined and D2 was explicitly referred to. The policies had both been taken into consideration. A balance had been undertaken between these policies and those of Wokingham Borough Council, namely CP3 of the Core Strategy, which indicated that the bulk and scale needed to be appropriate. Whilst technically the proposal could be viewed as three storeys of development, because it visually appeared as a two and a half storey dwelling with the third within the roof, similar to other examples in the area, and the height being considered appropriate, on balance it had been considered acceptable. Whilst the proposal did not meet D1 of the Neighbourhood Development Plan, this conflict had been balanced with the merits of the scheme and how it complied with other policies.

Councillor Smith commented that he was sympathetic to the Finchampstead community who had spent some time developing the Neighbourhood Development Plan, and the fact that the application did not meet several of the policies within this Plan. He felt that the Committee was being asked to balance between D1 of the Finchampstead Neighbourhood Development Plan and CP3 of the WBC Planning Policy.

Councillor Sheperd-Dubey commented that it looked to be a two storey building from the plan. She questioned whether the Neighbourhood Development Plan would not permit the installation of dormer windows in a loft. The Operational Lead – Development Management clarified that the Finchampstead Neighbourhood Development Plan detailed that three storey dwellings were only normally acceptable in specific designated areas. Applications had to be considered in accordance with the Development Plan unless there were material considerations which indicated otherwise. When weighing up, officers would consider whether any harm was sufficient to warrant recommending refusal, or not. In order for a recommendation for refusal to be given, where any harm lay, for example, bulk, mass, scale, and impact on the character of the area, had to be identified.

Councillor Skuse asked whether an application for a two storey property to build a loft conversion would be considered unacceptable. The Operational Lead – Development Management indicated that it would be a question of the level of harm. There were flexibilities in the Plan to accommodate acceptable proposals but also to resist unacceptable proposals.

With regards to policy D2 of the Finchampstead Neighbourhood Development Plan, Councillor Mickleburgh questioned whether maintaining the separation of settlements

applied for the proposal. He was informed that this did not apply, and that, that part of the policy referred to clusters of houses in the countryside and maintaining a separation between those and other smaller settlements. Councillor Mickleburgh questioned whether complementing the relevant landscape characteristics was the street scene and was informed that it was.

Councillor Shepherd-Dubey referred to a nearby large two storey building (208 Nine Mile Ride). The case officer indicated that the proposal was 20-30cm above that building. In terms of potential overlooking the arrangement at the building identified by Councillor Shepherd-Dubey was not uncommon in a suburban area. This was another reason why the height of the proposed building including having the dormer at the rear, had been considered acceptable. It was thought that no adverse overlooking would be introduced, and it was not out of character. It was confirmed that 208 Nine Mile Ride was 8.1m in height and the maximum height of the proposed dwelling was 8.55m.

Councillor Mickleburgh asked how much the footprint of the site would change should the application be approved. The case officer explained that the increase in footprint had been deemed acceptable because the two to three storey element was just above the existing bungalow, and where it would be expanded to the side and rear, it would continue to be single storey only.

Councillor Smith questioned what the volume increase of the proposal would be against the existing bungalow. The Operational Lead – Development Management clarified that volume was not calculated for domestic extensions, replacements, alterations, or replacement dwellings within established settlements. Any increase in footprint or volume was considered not based on what was there, but on whether what was being proposed caused an unacceptable relationship. The plot was 52m and the replacement dwelling had a depth of 16m.

Councillor Smith recommended that application 231643 be refused on the grounds that it was contrary to the Finchampstead Neighbourhood Development Plan and specifically policies D1 and D2, and the bulk, scale and mass of the application. This was seconded by Councillor Munro.

RESOLVED: That application 231643 be refused on the grounds that it was contrary to the Finchampstead Neighbourhood Development Plan and specifically policies D1 and D2, and the bulk, scale and mass of the application.

(At this point in the meeting, Councillor Cornish returned to the meeting).

50. APPLICATION NO 230099 LAND TO THE SOUTH OF GAZELLE CLOSE, WINNERSH, RG41 5HH

Proposal: Full application for the proposed erection of a foodstore with associated access, parking and servicing areas, landscaping, and other associated works to include solar panels to the roof.

Applicant: Aldi Stores Limited.

The Committee considered a report about this application, set out in agenda pages 53 to 92.

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

- Further information around flooding, the Environment Agency's objection and how it was being addressed.
- Further information regarding the impact on the highway network.
- Amended condition 25 to include an additional clause around voids underneath the building.
- Amended conditions 9, 12 and 26 to reflect an amended condition trigger.
- Amended condition 13.

Members were informed of an additional representation from Councillor Bray, ward member. In addition, the Committee was notified that should the application be approved, there would be a need to consult the Secretary of State and a period of 21 days from the date the Secretary of State was furnished with the information be allowed for in order to confirm that they did not intend to call in the application under Section 77 of the Town and Country Planning Act 1990.

All Members had attended a site visit excepting Councillor Skuse.

Alan Williams, agent, spoke in support of the application. He stated that the proposal represented a large investment into the local economy and would deliver beneficial development on an undeveloped site. There was currently no discount food store in Winnersh, and the proposal would provide an improved retail offer, reducing the need for residents to travel further afield. He indicated that approximately 40 employment opportunities would be provided, at varying levels, a mixture of full and part time. Alan Williams stated that the application had addressed all the necessary issues and had been assessed in detail by officers and was considered acceptable. Planning permission for a new workshop, showroom and car park had been previously granted permission and implemented and was now extant. He emphasised that there were no sequentially preferable sites. Whilst it was appreciated that parts of the proposed car park were on a flood plain, the applicant had worked with officers to mitigate concerns. The Council's Drainage Officer had agreed that the proposal was acceptable and a betterment on the previous extant planning permission. A Flood Response Plan to outline procedures in the event of flooding, would be prepared. He acknowledged concerns raised about vehicle access, particularly from Reading Road, and indicated that Aldi had worked with officers, looking at a number of options to establish the best arrangements for access to the site. Following assessment and modelling, officers had agreed that maintaining existing arrangements was acceptable. Finally, Alan Williams referred to the programme of community engagement undertaken by Aldi, to which 428 responses had been received. 93% of responses had been supportive of the proposals for an Aldi store in this location.

Haran Singh, resident, representing the Reading and Wokingham Sikh community that had recently acquired Mizuno House on Reading Road, spoke in support of the application. He indicated that they supported the application and the economic development it would bring to the area. Whilst they had had concerns regarding traffic coming out of Gazelle Close and the impact this might have on their congregations using the area at weekends, these had been addressed.

Councillor Soane expressed concern around the highways arrangements and turning left out on to Reading Road. Many vehicles already turned left on to Reading Road and then turned right into the Premier Inn site, undertook a U turn, and then turned right, in order to

avoid the traffic lights at the Showcase roundabout. He went on to refer to the entrance to the site coming from the direction of the Showcase roundabout. There was a cycle lane on the inside of the road with a broken line, which allowed cars to move into the cycle lane if safe to do so. Many motorists did not appreciate that this was possible and backed up behind those waiting to turn right, creating queues. Councillor Soane was concerned that the proposal may worsen this situation.

Councillor Shepherd-Dubey questioned whether a traffic signal would be appropriate.

Councillor Skuse questioned whether the creation of a traffic island to oblige people to turn left, would alleviate the issue of people turning right illegally on to Reading Road.

Councillor Neal questioned whether there should be further protection for the cycle lane. The Principal Highways Development Control Officer responded that if a vehicle had to cross a cycle lane, the cycle lane should have a broken line. Councillor Neal also queried whether dropping the speed limit in the area to 30mph would have a positive impact and was informed that any change to the speed limit would need to be approved by the Police.

Councillor Mickleburgh queried whether the safety of the junction was a material planning consideration and was informed that it was. Councillor Mickleburgh asked what alternative options had been considered around highways, and why.

Councillor Smith also expressed concern regarding the potential impact on the highway, the junction, and the capacity of the road. Whilst a supermarket would benefit the area, supermarkets were often busy and would contribute to traffic in the area.

Councillor Firmager noted that the Highways officers were of the opinion that the proposal would have minimal impact on the highways network and result in minimal queuing. Whilst he was supportive of the proposal for a store and believed that residents should have a choice, he was concerned about the possible impacts on the highway network.

Mark Croucher, case officer, highlighted paragraph 11 of the National Planning Policy Framework which stated that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe. Although it was accepted that the highway network would be impacted, it was considered that these thresholds had not been met. Formal modelling had been undertaken. He emphasised that alternative options considered were not a material planning consideration but had been referenced to provide assurance that other options had been considered. All other options had projected worse queuing.

The Principal Highways Development Control Officer indicated that other options considered had been a right turn lane out onto Reading Road, a right hand turn lane on Reading Road, a mini roundabout on Reading Road and signalisation. For various reasons these options were not considered viable. A mini roundabout would be impractical due to the capacity of the road and buses accessing the road. A right hand turn lane would potentially cause issues with traffic waiting and trying to pass those waiting to turn. A right hand turn lane out of Gazelle Close would likely create issues with operational capacity. The Principal Highways Development Control Officer commented that it was likely that some of the increased traffic would already be part of the network e.g. people stopping at the store on their way home from work. There should be sufficient space for those travelling south from the Showcase roundabout and waiting to turn right

into Gazelle Close to be passed on the inside, as Reading Road was quite wide. The Principal Highways Development Control Officer referred to the possibility of adding signage indicating a 'no right turn.'

Some Members were of the opinion that the cycle lane was not wide enough for vehicles to enter if safe to do so, if cyclists were on the road.

Councillor Firmager commented that in the past the junction had been both a left and right turn, and asked this had been considered. It was confirmed that it had.

A number of Members commented that it would have been helpful to have had more information on other options considered around improving the junction and why they had not been taken forward, to assist the Committee in its decision making. The Committee requested that high level technical data be provided where appropriate in future Committee reports. The Operational Lead - Development Management emphasised the need for balance in the information provided.

Councillor Munro asked if there had been accidents in the past from cars turning into Premier Inn and then doing a U turn.

Councillor Cornish stated that the Committee had concerns around the highways situation. The Operational Lead - Development Management reminded the Committee that the application was not proposing any works to the highways and that no further highways works were considered necessary.

In response to a question from Councillor Mickleburgh around informatives, it was clarified that the purpose of an informative was to bring the applicant's attention to something which related to the specific application, not wider preexisting matters.

Councillor Cornish suggested that the Committee discuss with the relevant Executive Member and Leader of the Council, situations where the knock on effect on the highway network may be outside the consideration of an application could be taken forward and discussed within the Council, with a follow up meeting with the Director of Place and Growth, with a view to developing how a better understanding of how such concerns could be logged and potentially actioned.

Councillor Firmager questioned whether the applicant could be asked to withdraw and amend the application and was informed that this was not possible.

It was proposed by Councillor Neal and seconded by Councillor Soane that the application be approved.

RESOLVED: That

- 1) application 230099 be approved subject to the
 - a) Completion of a legal agreement relating to the following head of terms – Employment Skills Plan.
 - b) Conditions and informatives as set out in Appendix 1 on pages 134 to 145, (subject to any additions and updates agreed with the Assistant Director – Place and Growth between the date of the resolution and the issue of the decision) and amended conditions 9, 12, 13, 25 and 26 as outlined in the supplementary agenda.

- c) The expiration of 21 days beginning with the date with which the Secretary of State tells the authority in writing they received the material specified in paragraph 11 of the Town and Country Planning Act (Consultation) (England) Direction 2021, and have either notified the authority that they do not intend to call in the application under section 77 of the Town and Country Planning Act 1990 and may proceed to determine the application , or no comments are provided in 21 days.
- 2) the Committee discuss with the relevant Executive Member and Leader of the Council situations where the knock on effect on the highway network may be outside the consideration of an application could be taken forward and discussed within the Council, with a follow up meeting with the Director of Place and Growth, with a view to developing how a better understanding of how such concerns could be logged and potentially actioned.

51. APPLICATION NO 223691 "LEE SPRING", LATIMER ROAD, WOKINGHAM, RG41 2YD

Proposal: Full application for the proposed erection of 42 residential apartments in three blocks, including on-site parking, shared amenity spaces, enhanced green spaces to support biodiversity and waste storage facilities. Access for neighbouring garages to be provided by 3.7m wide through-route north of the site. Following demolition of the existing buildings.

Applicant: Burlington Developments

The Committee considered a report about this application, set out in agenda pages 93 to 190.

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

- Clarification of various points.
- Additional clarification regarding financial viability.
- Information on the height of the proposed building, and how this is approached by the Wokingham Borough Design Guide.

Sarika Odedra, resident, spoke in objection to the application on behalf of Nisa Local, Barkham Road, which would be impacted by the application. The business owned the land covering the loading bay and the garage next to the site. The business had previously made comments on how the application would impact its daily running. Sarika Odedra felt that these had not been sufficiently addressed. She commented that stock was delivered to the store on a weekly basis. Currently the delivery lorry was able to load in the loading bay at the rear of the property. The business had been informed that the vans could stop on Barkham Road. However, there was only a 30 minute limit for unloading which would be insufficient. The lorry would also impact traffic flow if loading from Barkham Road. Sarika Odedra was of the view that the path available to the loading bay at the rear would be inadequate and that parking spaces and the entry to the proposal site would be obstructed. In addition, the proposed location of the refuse bins would be close to the store which could have hygiene and odour implications.

Grant Leggett, on behalf of the applicant, spoke in support of the application. The application would replace existing poor quality buildings with 42 homes, close to the services and transport links of the town centre. The scheme would optimise the brownfield

site, relieving pressure on the greenfield development. It would be fully compliant with the Borough Design Guide. Grant Leggett indicated that the development had been designed to be no higher than Queen's Gate to the north, and also represented a step down in height to the residential properties to the south and the west. The application would be set back from neighbouring properties and met separation distances detailed in the Borough Design Guide. He indicated that the homes would be close to leisure provision, parks and recreation facilities. Members were informed that there would be 34 parking spaces for the 42 homes, which had been agreed with Highways as an appropriate level of parking for a location so close to the town centre and the train station. All the family units would have an allocated space. However, residents would be encouraged to use sustainable transport, and there would be access to a car club and cycle parking and a travel plan would be produced. Grant Leggett added that the application would not cause harm to the Borough's overall supply of employment land. He emphasised that it had been agreed with the Council's independent viability assessment that the scheme would not be viable and could not support any affordable housing. However, the applicant had agreed that there would be a late stage review mechanism secured through the S106 agreement.

Councillor Rachel Bishop-Firth, ward Member, spoke in objection to the application. She commented that homes were needed for residents and ideally on brownfield sites. However, she was of the view that the current proposal was too large for the site and referred to policy CP3. Councillor Bishop-Firth stated that the large four-storey building would be shoehorned in between smaller two storey Victorian houses on Barkham Road and two storey 1960's maisonettes on Latimer Road, which would change the character of the area. She felt that the application would also loom over houses on Station Road. Councillor Bishop-Firth questioned why houses on Elms Road and Outfield Crescent should be considered comparators as they were located some distance away from the site. The majority of buildings in the immediate vicinity were two storeys, except the Queen's Gate retirement home, which was three. She noted that the flats on Elms Road and Outfield Crescent had the top storeys of the buildings within a number of individual pitched roofs, which broke up the overall mass. The proposal would be the only four storey flat roofed development in the immediate area. Lastly, Councillor Bishop-Firth referred to CP6 and expressed concerns around access and parking. She felt that insufficient parking would be offered in an area where parking was already difficult. Turning out on to Barkham Road would potentially be challenging.

Councillor Mickleburgh noted the viability of the scheme and the measures agreed with the applicant for a late stage viability review. He asked about the concerns raised by Sarika Odedra around the potential impact on the loading bay of Nisa Local. The Principal Highways Development Control Officer explained that as part of any assessment, access of a vehicle turning into a site, whether it could manoeuvre safely on site, and leave safely in forward gear, would be looked at. As part of the assessment the developer had used the largest lorry (at 16.5m an arctic) as a test vehicle and it had been able to turn safely. The loading bay was slightly to the south and the stock lorry would be smaller than the test vehicle. He was satisfied that access would not be obstructed. Councillor Mickleburgh went on to ask about the scale and density of the development and how this would compare with similar developments in the town centre. Benjamin Hindle, case officer, referred to 19-21 Market Place. It was a town centre development and consequently density would be slightly higher. Nevertheless, it was 160 dwellings per hectare, which was greater than that of the site.

Councillor Firmager commented that the parking provision was inadequate for the number of homes and was concerned that existing issues with parking in the surrounding area

would be added to. He felt that a smaller development with affordable housing would be more appropriate. Councillor Firmager questioned why the independent viability assessment had not been carried out internally. The Operational Lead – Development Management stated that the assessment of any financial viability appraisal needed to be undertaken by a suitably qualified practitioner in valuations and the Council did not have such resource available internally. Therefore, a third-party valuer was appointed.

Councillor Shepherd-Dubey echoed Councillor Firmager's concerns around the level of parking provision. She commented that Wokingham was one of the largest car owning areas in the country.

Councillor Skuse expressed concern around the late stage viability review. He questioned whether such reviews often led to the Council receiving funding. The case officer explained why this agreement had been proposed.

Councillor Cornish also asked about access to the Nisa Local Store. The case officer re-emphasised that it had been clearly identified that the largest lorry could access the site and manoeuvre safely, and that this had been considered sufficient to override the objection submitted regarding this. Whilst the proposed situation may be considered less convenient by the objector it did not constitute a highways safety concern.

In response to a Member question regarding whether there was a policy which defined apartments with no allocated parking spaces, the case officer explained that it was a case by case situation. Due to the very high sustainability of the site and the connection to public transport it had been considered that the site would benefit from more allocated parking spaces. In such a location not all residents would own a car. CP6 outlined that a modal shift away from the private motor car was being sought where possible. The unallocated parking spaces would create flexibility whilst fully allocated parking would not. The Principal Highways Development Control Officer added that there would be 7 car free units and that this would be part of their lease. Apart from the family units all other units would have unallocated parking. This was similar to other locations in the Borough. The scheme was located close to the train station and a bus route, and very close to the town centre.

Councillor Shepherd-Dubey queried if the fourth floor balconies would be overlooking. The case officer responded that the scheme was in excess in every dimension of the Borough Design Guide recommendations, which were the minimum requirements. There was full compliance with the Guide with regards to overlooking.

Councillor Firmager reemphasised that he felt that the parking was insufficient and commented that some residents may have vans or motorbikes. He queried where visitors were expected to park.

Councillor Smith expressed concerns around the bulk, scale and mass of the development. He suggested that a site visit would be beneficial.

Councillor Cornish stated that whilst Members may dislike the situation it was established that the viability assessment had been carried out externally. He went on to state that some housing units in the town centre did not have parking arrangements, and that if it was explicit in the lease agreement then residents would be aware of the situation before they moved. Officers reiterated that the Local Plan promoted alternative transport and a shift away from private transport. The site was very sustainable and as such significant

attached parking would not be expected. There were various options for visitor parking within the town centre car parks. It was noted that there was a controlled parking zone out the front of the site and along Barkham Road, excepting loading bays for the Nisa Local.

Councillor Smith proposed that application 223691 be deferred for a site visit to enable Members to better understand the bulk, scale, mass, access and parking arrangements. This was seconded by Councillor Shepherd-Dubey.

RESOLVED: That application 223691 be deferred for a site visit to enable Members to better understand the bulk, scale, mass, access and parking arrangements.

52. APPLICATION NO 231524 HEATHLANDS FARM, HONEY HILL, WOKINGHAM, RG40 3BG

Proposal: Full application for the proposed installation of no. 1,762 Photovoltaic Panels, each panel mounted on no. 4 concrete footings.

Applicant: Hall Hunter Partnership

The Committee considered a report about this application, set out in agenda pages 191 to 214.

Councillor Soane questioned who would be responsible for the removal of the panels when they had deteriorated, and if the site would be returned to agricultural use. Marcus Watts, case officer, indicated that condition 3 stated that once the panels were no longer operational, the applicant or any future landowner, would be responsible for the removal of the panels and the associated development, including the concrete footings. The site would be returned to agricultural use. Councillor Shepherd-Dubey suggested that further installation of panels should be encouraged once those detailed in the application were no longer operational.

RESOLVED: That application 231524 be approved subject to the conditions and informatives set out in pages 201 to 204.

53. APPLICATION NO 231561 LAND NORTH OF CUTBUSH LANE, WEST OF UPPERWOOD FARM, CUTBUSH LANE, SHINFIELD. RG2 9AA

Proposal: Full application for the proposed relocation of Workshop T4 (to become Workshop G).

Applicant: Shinfield Studios

The Committee considered a report about this application, set out in agenda pages 215 to 246.

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

- Revised plans which have slightly reduced the floor area of the proposed workshop.
- Amended resolution A to include the requirement to provide Employment Skills Plan contributions. Administrative clauses to be renumbered accordingly.
- Additional bullet point for reason for refusal 1.
- Add in MDD DPD policy TB12 for the reason for refusal.

Councillor Sheperd-Dubey felt that the site would be a good site for apprentices to be based.

RESOLVED: That application 231561 be approved subject to the conditions and informatives set out in pages 227 to 234 and S106 Agreement as set out in Appendix A of the report, and as amended in the Supplementary Agenda.

Agenda Item 58.

Application Number	Expiry Date	Parish	Ward
223691	31/01/2024	Wokingham CP	Emmbrook

Applicant	Burlington Developments
Site Address	"Lee Spring", 10-12 Latimer Road, Wokingham, RG41 2YD
Proposal	Full application for the proposed erection of 42 residential apartments in three blocks, including on-site parking, shared amenity spaces, enhanced green spaces to support biodiversity and waste storage facilities. Access for neighbouring garages to be provided by 3.7m wide through-route north of the site. Following demolition of the existing buildings.
Type	Full application
Officer	Benjamin Hindle
Reason for determination by committee	Major application by virtue of scale at over 10 dwellings.

FOR CONSIDERATION BY REPORT PREPARED BY	Planning Committee on Wednesday, 10 th January 2024 Assistant Director – Place and Growth
RECOMMENDATION	<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following three-tiered recommendation:</p> <p>A. Completion of a legal agreement (S106) to secure the following HoT (Head of Terms):</p> <ul style="list-style-type: none"> - My Journey - Travel Plan - Car club contribution - Details of estate roads - Employment Skills Plan - Late-stage affordable housing deferred payment mechanism. <p>B. Subject to the conditions outlined in Appendix 1</p> <p>Alternative recommendation: That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed to secure appropriate contributions within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee).</p>

Summary

Application 223691 was deferred on the 13th December 2023 following the Planning Committee's request for a site visit to assess the context of the site, bulk and mass, parking provision and commercial unit access. The site visit to the application site is scheduled for the 5th January 2024.

The original Committee report is appended below as Appendix 1 and the adjoining Supplementary Agenda detailing points of clarity requested by Members of the Planning Committee are appended below as Appendix 2.

Further to matters raised during public speaking and debate during 13th December Planning Committee, clarity is provided below in relation to comments relating to bulk, mass and design, parking and commercial unit access (Nisa Local).

Bulk, Mass and Design:

Design Principle R9 of the Wokingham Borough Design Guide states as follows:

- Buildings taller than their surroundings may only be acceptable where they are sited:*
- ***on major routes, where the scale and significance of the street warrants additional height;***
 - *in landmark locations;*
 - ***fronting onto major green open spaces within built up areas (see Section 8: Rural & Settlement Edge);***
 - *fronting key urban public spaces within larger schemes;*
 - ***in settlement centres where there are already other appropriate examples; and***
 - *in local Borough centres, particularly with a mixed-use ground floor*

The application site directly abuts the Southwestern railway line, sits adjacent to the Barkham Recreation Ground, is located within a major development location adjoining a major Borough centre with numerous appropriate examples of 4 storey development.

In terms of bulk and mass, the proposed built form has been successfully broken up both horizontally and vertically through the provision of alternating materials, varying setback roofscapes and elevation detailing. The proposal is predominantly 2 and 3 storey with a set-back 4th floor to the north to reduce its prominence in the street scene whilst ensuring that the limited views afforded from the public realm are positive and respond well to the site's Town Centre periphery location.

The National Design Guide (2021) ("NDG") provides general good practice guidance for planning new development. Given there are no specific Design Codes applicable to the site, the NDG alongside the Wokingham Borough Design Guide ("BDG") provides useful guidance in considering design, scale, bulk and mass.

Paragraph 59 of the NDG states *"Where the scale or density of new development is very different to the existing place, it may be more appropriate to create a new identity rather than to scale up the character of an existing place in its context. New character may also arise from a response to how today's lifestyles could evolve in the future, or to the proposed method of development and construction."*

It is recognised that the proposals differ in character and appearance from the existing 2-2.5 storey residential vernacular west of the train line. However, difference in scale and design should in certain contexts be viewed as an opportunity. In this case the proposal transitions between the more traditional scale dwelling to the west, via the site's context of being occupied

by existing commercial buildings towards the size and form of the adjoining Queens Gate development.

Building on paragraph 59, paragraph 60 of the NDG states *“Where the character of an existing place has limited or few positive qualities, then a new and positive character will enhance its identity.”* Applying this directly to the application site, which at current features an unsightly commercial building within a residential area, the introduction of more compatible residential development of design, bulk, mass and scale inspired by the mixture of surrounding developments, effectively complements and transitions the site’s nature as a connecting link between Wokingham Town Centre and its periphery.

Paragraph 64 of the NDG states *“Compact forms of development bring people together to support local public transport, facilities and local services. They make destinations easily accessible by walking or cycling wherever this is practical. This helps to reduce dependency upon the private car.”* The proposal by virtue of its sustainable urban location and compact design (whilst still affording internal amenity notably above minimum standards) provides significant environmental and social benefits which are afforded significant weight within the planning balance.

With the above in mind, considering best practice guidance is met and exceeded, the proposal marks sustainable development in accordance with CP3 in that it is of a high-quality design and of an appropriate scale, mass, layout, built form height, materials and positive character. Accordingly, the proposed height, bulk, mass and design are acceptable.

Parking:

The application proposes 34 parking spaces, all of which feature electric vehicle charging outlets. This equates to 0.81 parking spaces per dwelling, in accordance with Town Centre parking standards as expressed by WBC Highways. A parking management plan has been secured to enforce against additional parking on site, and the surrounding areas are protected by a controlled parking zone (“CPZ”) which limits additional vehicle parking. This is enforced by WBC both in terms of the planning condition, and via the CPZ.

The site itself is highly sustainable, is located circa 160 metres from the Wokingham train station, circa 200 metres from the Wokingham bus station and is well connected for both pedestrian and cyclist access to all services within the Wokingham Town Centre (and its periphery) including healthcare, supermarkets and everyday necessities. Therefore, the requirement to own a car is lessened. This in accordance with paragraph 64 of the NDG in that the site would *“support local public transport, facilities and local services”* and would further support the overarching aims of policy CP6 of the Core Strategy in promoting a modal shift away from the use of the private motor vehicle, particularly in sustainable locations such as the application site, with strong access to alternative modes of transport.

Though all applications are considered on their own merits, it is important to note that Town Centre parking standards at 0.8 spaces per unit (and in some locations below this), have been applied successfully to various local residential developments which are notably in further proximity to public transport networks such as Peach Place (141116), West Forest Place (182460), 9 Easthampstead Road (191573), Saxons Court (142770) and The Old Forge (214184). The site given its location is more sustainable in public transport terms than any of the previously consented sites (albeit all highly sustainable) and provides the closest pedestrian/cyclist link.

Notwithstanding the evidence base within CP6 stating that Wokingham has one of the highest car ownership rates nationally, there is a general trend to decrease this, something highly sustainable development in major development locations effectively answers without impeding on the quality of life of its residents.

Commercial Access:

Officers undertook a site visit accompanied by the owner of Nisa Local, Barkham Road on 19/12/2023. This outlined that as existing, Nisa is entirely dependent on adjoining land (of which there is no lawful right of access as shown in title deeds) to facilitate deliveries by virtue of the existing parking layout. Delivery vehicles at current are allegedly driving to the north-eastern extent of the application site and reversing into the side of the bay without entering the bay itself, though the landowner has confirmed they have not evidenced this previously. It further outlined as confirmed by Mr Odedra that by virtue of existing parking arrangements on site and frequency of use, there are times that deliveries cannot be undertaken.

Mr Odedra stated that so long as an artic HGV (16.5 metres) could reverse and unload into the area of Nisa's ownership, no detrimental impact would occur to the business operations. In response to this, whilst the original swept paths showed access and manoeuvring for a 16.5 metre HGV which showed sufficient access Nisa's loading bay, the applicant provided additional plans on 20/12/2023 (Drg No. SK11) to illustrate direct entry to the loading bay, without blocking the access. This sufficiently addresses the objection as concurred by WBC Highways and stands as a betterment of the existing situation.

Other Matters:

The applicant provided a Member's Brochure to visually present Members of the Planning Committee with details of the proposal. This was circulated on 20/12/2023.

On the 19th of December 2023, the government issued a revised National Planning Policy Framework (NPPF). This does not alter the conclusions reached by your Officers.

APPENDIX 1 – Committee Report 13th December 2023

Application Number	Expiry Date	Parish	Ward
223691	15/12/2023 (to be extended to facilitate completion of S106)	Wokingham CP	Emmbrook

Applicant	Burlington Developments
Site Address	"Lee Spring", 10-12 Latimer Road, Wokingham
Proposal	Full application for the proposed erection of 42 residential apartments in three blocks, including on-site parking, shared amenity spaces, enhanced green spaces to support biodiversity and waste storage facilities. Access for neighbouring garages to be provided by 3.7m wide through-route north of the site. Following demolition of the existing buildings.
Type	Full application
Officer	Benjamin Hindle
Reason for determination by committee	Major application by virtue of scale at over 10 dwellings.

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 th December 2023
REPORT PREPARED BY	Assistant Director – Place and Growth

RECOMMENDATION

That the committee authorise the **GRANT OF PLANNING PERMISSION** subject to the following three-tiered recommendation:

C. Completion of a legal agreement (S106) to secure the following HoT (Head of Terms):

- **My Journey**
- **Travel Plan**
- **Car club contribution**
- **Details of estate roads**
- **Employment Skills Plan**
- **Late-stage affordable housing deferred payment mechanism.**

D. Subject to the conditions outlined in Appendix 1

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

SUMMARY

The proposed application seeks permission to erect a three block, three floor development of 42 apartments of mixed tenure, following the demolition of an existing commercial building 'Lee Springs' off Latimer Road, Wokingham. The proposal further seeks to provide associated parking, cycle parking, access, landscaping, amenity space, biodiversity enhancements and waste storage.

The existing site is unique in its location amongst residential dwellings by virtue of hosting a backland industrial use directly adjoining dwellings along Barkham Road and Latimer Road. This is circa 0.37HA in site area including existing access and substantial hardstanding to accommodate parking and loading.

The existing use on site is a mixture of Class E and B8 forming a part of the Lee Springs and Sampson Springs operation. This existing commercial building itself is a large 2-3 storey building of c1,766² (GIA) backing onto the railway line. It is recognized to be of poor quality and low architectural merit, which is obliquely visible from the train station, Wellington Road, adjoining houses and adjoining public green space adjacent to Latimer Road. The building is currently in a state of poor condition, with part of the building sitting un-used for 6 years due to asbestos concerns.

The existing site layout is shown below, within figure 1:



Figure 1: Existing site layout.

Following demolition of the existing unit on site, the proposal seeks 42 high-quality, mixed tenure apartments of passive, energy efficient design and varying occupancies. Considering the site area of 0.37HA, the proposal would result in a density of 114 dwellings per hectare.

Though the site itself is located c12metres outside of the Town Centre boundary as per the 2010 Wokingham Town Centre SPD, considering the SPD prescribed the Town Centre as an identified area of growth, it is reasonable to consider the proposal in the context of the Wokingham Town Centre and adjoining apartment schemes of higher density the opposite side of the railway track (See Fig 1 above). Accordingly, the proposal is considered appropriate in form and character terms. Further, each proposed unit is in excess of the Nationally Described Space Standards and provides high quality internal and external amenity. The site layout is shown below within Figure 2:



Figure 2: Proposed site layout.

All units contain private amenity space in the form of integrated balconies/ private gardens, with shared amenity space allocated to the north-east and south-east of the site and open greenspace directly opposite at the Barkham Recreational Ground. The policy compliant enhancement of further greenspace, recreation and allotments have been secured by obligation.

Considering the nearby sensitive receptors, and amenity of future occupiers, the design of the proposal has been carefully considered. The proposed layout takes into account the constraints

of the site (in particular adjoining residential dwellings) and local vernacular/material palette. The proposal complies with the recommendations within the Wokingham Borough Design Guide and does not detrimentally harm neighboring amenities with regard to overlooking, overbearing or overshadowing.

Whilst the proposed form is larger in scale than an existing commercial building, through the careful use of materials and design cues to break up the form, the development reinforces a more positive relationship with its surroundings and is consistent with its edge of town centre location and other major developments such as the existing Queens Gate apartments, Elms Field and Carnival Pool. As such, the proposal would enhance the character of the area and minimise harm to the amenity of prospective or surrounding residential occupiers. The proposal when assessed against policy and guidance is acceptable in this respect.

The cornerstone of the planning system, as summarised by paragraph 38 of the NPPF is to secure developments that will improve the economic, social and environmental conditions of the area. The application will deliver significant economic, social and environmental benefits to the Wokingham Borough. The proposals will notably contribute to the Borough's 5-year housing land supply with 42 additional homes, provide landscaping and biodiversity net gains, provide high quality design better reflective of Wokingham Town Centre's designation for growth, provide sustainability benefits and provide employment opportunities (secured via ESP), all of which are afforded significant weight.

The proposed development would substantially improve the sustainability performance on site by virtue of the proposal's passive design and notable energy savings, provide outlets for residents to live, work and travel sustainably as well as live within the bounds of the prime Wokingham Town Centre location. In line with Wokingham Town Centre parking standards, the proposal is policy compliant and has no undue impact on highway safety, whilst promoting a variety of transport alternatives in accordance with the development plan. A car club contribution, MyJourney, Travel plan and details of estate roads have been secured via obligations.

Through independent assessment by the Councils viability consultant, it has been adequately demonstrated in accordance with Core Strategy Policy CP5 and NPPF that the provision of affordable housing either on site or through a contribution is not viable.. Notwithstanding, as a financial viability assessment only provides a snapshot in time as to build costs, possible contaminated land remediation and market values, a late-stage review mechanism resulting in a profit share scheme has been negotiated by your officers and agreed by the applicant. This would ensure that the lifetime of the project is assessed in viability terms (late-stage trigger being at 90% completion), and any profit achieved above percentage indication will be shared with WBC on a 60/40 split to contribute to identified affordable housing needs.

With the above in mind, the proposal is recommended for approval subject to conditions (as detailed within appendix 1) and the satisfactory completion of a legal agreement (of which heads of terms are listed above).

NO RELEVANT PLANNING HISTORY**DEVELOPMENT INFORMATION**

Site Area	0.37HA
Proposed units	42
Proposed density - dwellings/hectare	114
Previous land use	B8 and Class E Commercial/Industrial with ancillary Office Space
Proposed parking spaces	34 total (7 car free units, 7 allocated spaces (inc 1 visitor), 27 unallocated spaces

CONSTRAINTS

- Major development location (Wokingham)
- Affordable Housing Threshold
- Bat Roost Habitat Suitability
- Tree Preservation Order 1877/2022
- Thames Basin Heaths SPA Mitigation Zones – 7Km
- Potentially contaminated land consultation zone
- Local Plan Update proposed allocated site (5WK053)

CONSULTATION RESPONSES

Highways	No objection subject to conditions/ obligations
Trees and Landscape	No objection subject to conditions
Environmental Health	No objection subject to conditions
Drainage	No objection subject to conditions
WBC Ecology	No objection subject to conditions
WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to obligation
WBC Planning Policy	No objection
Ecology (Newts)	No objection
Green Infrastructure	Comments received
Property Services	No comments received
Sports Development	No comments received
Education	No comments received

Health and Wellbeing	No comments received
Cleaner and Greener	No comments received
Community Safety	No comments received
NHS Wokingham	No comments received
Design and Crime Prevention	No comments received
Great Western Railway	No comments received
Royal Berkshire Fire and Rescue	Advisory comments received
Network Rail	Advisory comments received
Thames Water	No objection
National Grid	No comments received
SSE Power Network	No comments received

REPRESENTATIONS	
Parish/Town Council	<p>Objection received from Wokingham Town Council on the following grounds:</p> <ul style="list-style-type: none"> - Loss of industry (<i>Officer note: Wokingham have a deliverable supply of industrial floorspace in excess of 2040 projections when assessed against industrial balance.</i>) - Bulk and mass excessive, particularly the 4 storey form (<i>Officer note: addressed within the report</i>) - No affordable housing proposed (<i>Officer note: This has been subject to 3rd party viability review, and in this respect complies with CP5 of the Core Strategy.</i>) - Absence of rear access (<i>Officer note: considering the scale of development, a singular access is appropriate as concurred by WBC Highways. This would not substantiate refusal.</i>) <p>Notwithstanding objection, Wokingham Town Council acknowledge:</p> <ul style="list-style-type: none"> - The poor architectural merit of the exiting buildings on site resulting in an 'eye sore'. - The amount of cycle storage provision, electric charging points and the use of solar panels within the development are welcomed.
Ward Member(s)	<p>Though no response was received following the receipt of revised plans, objection was originally received from Cllr Imogen Shepherd-Dubey on the following grounds:</p> <ul style="list-style-type: none"> - Scale of development resulting in 'Massing' (<i>Officer note: This is considered within the report.</i>) - Insufficient parking for the number of dwellings and worse still, unallocated parking (<i>Officer note: WBC Highways have considered the parking layout and allocation of spaces, raising no objection.</i>)

Neighbour(s)	<p>14 objections and 1 comment of observation has been made by residents and the Wokingham Society, however Officers note that since revisions and subsequent re-consultation 7 objections have been received. The objections are summarised as follows:</p> <ul style="list-style-type: none"> - Inappropriate bulk and mass at 4 stories (<i>Officer note: This is considered within the report.</i>) - Design does not reflect residential dwellings adjoining (<i>Officer note: This is considered within the report.</i>) - Harm to neighbouring amenities (overlooking, overshadowing, overbearing) (<i>Officer note, the proposal complies within the Borough Design Guide in terms of neighbouring amenity.</i>) - Increase in pollution (<i>Officer note: considering the existing traffic movements aligned with the commercial use on site, the increase in road pollution caused by residential development is negligible and would not substantiate refusal. Further, the proposals achieved c85% carbon saving above baseline</i>) - Lack of affordable houses (<i>Officer note: This has been subject to 3rd party viability review, and in this respect complies with CP5 of the Core Strategy.</i>) - Access issues (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Highway impacts (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Objection to un-allocated parking provision (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Delivery and servicing impacts (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Failure to improve existing residents parking situation (<i>Officer note: this is not a material planning consideration</i>) - Existing parking issues (<i>Officer note: this is not related to the proposal and therefore is not a material planning consideration.</i>) - Existing rights of access (<i>Officer note: No lawful rights of access are infringed by the proposal.</i>) - Failure to retain trees and landscape features (<i>Officer note: landscape retention is secured by condition and the proposal would enhance existing landscape provision.</i>) - Impact to ecology (<i>Officer note: the proposal was assessed by WBC Ecology who do not object to the application subject to conditions.</i>) - Drainage and flood risk (<i>Officer note: the proposal was assessed by WBC Drainage who do not object to the application subject to conditions.</i>) - Construction impact when considering the adjacent Jewson's site (<i>Officer note: construction management details are reserved by condition.</i>) - Pedestrian safety during construction (<i>Officer note: construction management details are reserved by</i>
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	<i>condition.)</i>
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PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP14	Growth and Renaissance of Wokingham Town Centre
	CP15	Employment Development
	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
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD) / other		Borough Design Guide Planning Practice Guidance National Design Guide

Description of Development:

1. The application site is located c18 metres from the edge of Wokingham Town Centre, in the major development location of Wokingham.
2. The site borders the strategic rail network at Wokingham station and sits adjacent to the train tracks, opposite the Macarthy and Stone assisted living 'Queen's Gate' development which lays to the east and facing a line of terrace dwellings to the north along Barkham Road. To the south-west of the site sits adjacent to maisonettes along Latimer Road. To the south of the site sits the Latimer Road public open space, allotments and Men's shed.
3. This application proposes the demolition of the existing industrial unit (comprising of Class B8 and E industrial, office and distribution uses), to be replaced by a three block, joined apartment block of 42 individual units with parking, cycle parking, access, landscaping, amenity space, biodiversity enhancements and sustainability measures.

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. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a major development location, in particular adjacent to a transport hub the proposal is acceptable in principle.

Wokingham Town Centre:

6. Core Strategy CP14 outlines that Wokingham as a major town centre in Berkshire is considered suitable for growth. Proposals should retain and enhance the historic market town character of Wokingham and maintain its position in the Berkshire retail hierarchy by:
 - 4) ensuring development cumulatively provides and maintains
 - b) housing
 - h) appropriate car parking to facilitate a viable and sustainable town centre;
 - i) enhanced environmental and design quality
7. The proposed use of the site is residential (CP14 4(B)), provides appropriate parking (CP14 4(H)) and enhance the existing environmental and design quality (CP14(I)). Therefore, Officers conclude that the proposal complies with CP14 of the Core Strategy.

8. Though Officers note that the application site is located c18 metres outside of the identified boundary of the Wokingham Town Centre (as communicated in figure 1 of the Wokingham Town Centre SPD (2010)), as outlined in CP14, Wokingham Town Centre is considered suitable for growth and therefore it is reasonable to conclude that given the original SPD boundaries were established 13 years ago, appropriate sites bordering the Town Centre, in particular those sustainably located adjacent to major transport networks are appropriate to facilitate such growth.
9. Accordingly, sustainable expansion to the eastern end of the existing Town Centre boundary, is considered logical and sustainable response to future growth needs.

Emerging Local Plan Update (LPU):

10. The Local Plan Update (LPU), the plan which will supersede the adopted Core Strategy and MDD local plans, is at the consultative stage of preparation. To date the council has consulted on two draft strategies for the LPU: the Draft Plan (2020) and the Revised Growth Strategy (RGS) (2021).

11. Policy ER3 of the Draft Plan relates to 'Employment Uses Outside Core Employment Areas'. With regard to the loss of employment floorspace, ER3 states:

"1. Development proposals involving the loss of employment land outside of Core Employment Areas will only be acceptable where:

- a. It is beneficial to the local economy and community; and*
- b. It is appropriate to the character of the area; and*
- c. It does not have unacceptable impact on nearby uses; and*
- d. There is strong evidence that there is no market interest for employment purposes, following genuine, active and effective marketing; and*
- e. It would not lead to an unacceptable piecemeal change."*

12. The application site has recently been promoted into the LPU process (site reference 5WK053). The promotion is for housing development with an indicative capacity of 50 dwellings. With the site being promoted subsequent to the most recent published Housing and Economic Land Availability Assessment (HELAA), an assessment of the site has yet to be completed. The site will be assessed as part of the next HELAA update.
13. Notwithstanding the above, given the LPU is at a consultative stage, the draft strategy and related draft policies have very limited weight in determining planning applications, although the sites consideration within the LPU is a useful indicator of its potential suitability.

NPPF and Housing Land Supply:

14. The latest published assessment of housing land supply concluded a deliverable supply of 3.95 years as of the 31 March 2022.
15. The National Planning Policy Framework (NPPF) states under paragraph 11 that where a local planning authority is unable to demonstrate a five-year supply of deliverable housing sites, the most important policies relating to the application may be viewed as being out of date. It continues to advise that unless there are specific policies in the

NPPF protecting the land subject to the application, that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. This presumption in favour of sustainable development outlined in paragraph 11 of the NPPF is commonly referred to as the 'tilted balance' as harm and benefits are not weighed equally but tilted according to paragraph 11(d)ii).

16. This shortfall is not as a result of non-delivery of housing but due to the significant over delivery in recent years, reducing the bank of land with extant planning permissions.
17. In this context, the tilted balance engaged under paragraph 11 of the NPPF is tempered to reflect this. This reflects the approach taken in recent appeal decisions.
18. Firstly, in considering 11(d)i), it must be recognised that the proposed site is not located within any protected areas or assets of particular importance (as outlined above and within footnote 7 and paragraph 181 of the NPPF).
19. Acknowledging the requirements of paragraph 11(d)ii) and the titled balancing exercise which must be undertaken the LPA are required to consider the proposal against the policies in the NPPF taken as a whole.
20. The NPPF sets out the Government's objective of significantly boosting the supply of homes. Paragraph 69 recognises the important role small and medium sized sites can make in contributing to meeting the housing requirement of an area and are often built out relatively quickly. This goes on to encourage LPAs to support the development of windfall sites through their decisions and give **great weight** [Officer emphasis] to the benefits of using suitable sites within existing settlements for homes. This includes working with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.
21. Paragraph 105 identifies the importance of development being focused within locations which are sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health which is key objective in responding to the Borough's declared 'Climate Emergency'.
22. Paragraph 119 is clear that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 124 goes on to state that *"decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;"*
23. In light of the above, this proposed development which is located on previously developed land, adjoining a sustainable transport hub, within a major development location supports the overarching aims of sustainable housing delivery, sustainable transport and the efficient use of land as identified within the framework, and this is afforded significant weight in the overall planning balance.

Loss of Commercial Floor Space:

24. Core Strategy Policy CP15 relates to employment development in general. CP15 defines Core Employment Areas, where the majority of employment development is located and the majority of growth will occur.
25. Additionally, CP15 states *“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”* therefore requiring a quantitative assessment. It is acknowledged that B1 was revoked from 1 September 2020 and replaced with new Class E(g).
26. CP15 supporting paragraph 4.71 supports the re-use of existing employment sites for other uses in locations where there is a demand for alternate uses and/or lack of demand for business uses, providing no net loss in employment floor space results. This is consistent with paragraph 123 of the NPPF which offers conditional support for the reuse of retail and business use for homes where this would not undermine key economic sectors or sites (amongst other issues) and would be compatible with other policies in the NPPF.
27. In addition to the quantitative aspect of the policy, CP15 also includes a qualitative element: *“Provision will be made for a range of sizes, types, quality and locations of premises and sites in order to meet incubator/start up, move on, expansion and investment accommodation needs and having regard to the needs of specific sectors of the business community.”*
28. As supporting paragraph 4.70 states a *“good supply of a range of sizes, types and location of available sites and buildings is a pre-requisite to a thriving economy”*.
29. The site is located close to (around 300m away), but outside of, the Molly Millars Industrial Estate Core Employment Area (CEA) as defined by Core Strategy Policy CP15 (Employment Development). It is also 320m west of Elms field which contain multiple flexible commercial units.
30. The application site contains a 1960s (circa 1965) building comprising 1,766sqm employment floorspace in the following uses: 434sqm office space; 490sqm industrial; and 842sqm distribution use. It therefore comprises a mix of class E and B8 uses which would be lost through the provision of C3 residential apartments.
31. The existing commercial use therefore contributes to the mix envisaged by CP15 notwithstanding location outside of a Core Employment Area... As a general principle, were such alternative sites to be lost without adequate justification, this would run contrary to the qualitative policy aim to ensure variety in provision across the Borough.
32. The policy position is therefore that the redevelopment of such employment sites outside CEA for alternative uses is capable of being acceptable, subject to their being no overall net loss and appropriate justification in line with the Economic Needs Study data as described above.
33. To address both the qualitative and quantitative aspects of CP15, an Employment Evidence Report has been submitted with the application. This adopts the position that there is no policy requirement to demonstrate active marketing. Instead, it discusses market signals across the borough more generally, finding in summary that there is around 15,350 sqm of industrial floorspace currently on the market, which accounts for roughly 9 times greater than the existing provision at the application site, and also that 40,000sqm office space across the borough is currently advertised as available.

Therefore, at current, the Borough can demonstrate both deliverable supply and vacant supply.

34. This approach in policy terms is acceptable, as the development plan contains no requirement for marketing proof to demonstrate demand (under test 1), this is only a snapshot in time and test 2, given the time constraints associated with a planning application this may not adequately prove demand. The report also recognises that both industrial and office stock has decreased within the borough over the last 5-10 years which indicates a constrained market and limited demand. This approach was acknowledged by WBC Policy Team who do not object to the loss of commercial floorspace in principle.
35. Given the availability of existing units, and future units planned both existing occupiers within the application site plan on remaining within the Wokingham Borough with Sampson Springs moving to a new location in Finchampstead and Lee Springs currently looking for a more appropriate, modern fit for purpose site locally. There would be no principle objection on the basis of the quantitative or qualitative elements of Policy CP15.
36. In March 2023, Stantec on behalf of the Council prepared an Employment Land Needs Review, which should be read in conjunction with CP15 as above. This document details a minimum of 18HA and maximum of 53HA of industrial floorspace required between 2022-2040.
37. This degree of industrial floorspace loss proposed within this application is, based on latest monitoring information from WBC Policy, unlikely to lead to a net loss of industrial use floorspace across the Borough in light of recent permissions including Bridge Farm Bound Oak Industrial Estate and Molly Millars Lane (Unit 1). Therefore, the loss of commercial would not be resisted in principle.
38. In terms of the quality of the existing units, the applicant submitted a report prepared by Lichfields which summarises the 'Condition Survey' undertaken by Thames Valley Surveying. This outlines that the quality of the building is considered poor and identifies the following concerns:
 - Little to no insulation
 - Crumbling window sills
 - Dilapidated interior fixtures and fittings.
 - Notable Asbestos contamination in parts of the premises that have been vacant for at least 6 years.
39. Based on the accompanying Conditions Survey, a budget of £1.05 million to £1.10 million will be required in order to refurbish the existing units to a modern standard. Such an upfront investment (greater than the site's value) is significant and it impacts on the commerciality of the units as well as limits overarching demand from future occupiers who at current cannot occupy the units immediately.
40. Demand has been proven to revolve around modern, energy efficient and adaptable commercial units, and the conversion of the proposal taking into account the following whilst not deemed un-viable, is considered as a detractor away from potential occupation. This, when combined with the existing deliverable supply of industrial floorspace weighs in favour of exploring alternative uses in this circumstance.
41. Overall, though the proposal would decrease commercial floorspace, it would not lead to

a Borough wide 'net loss' as per CP15. Therefore, the proposals would not contravene the quantitative or qualitative element of CP15.

Affordable Housing:

42. Policy CP5 of the Core Strategy requires all residential proposals of at least 5 dwellings or a net site area of at least 0.16 within development limits has to provide a minimum of 35% affordable housing where viable. The Planning Practice Guidance (PPG) states specifically that planning obligations for affordable housing should only be sought for residential developments that are major developments.
43. The Council's Affordable Housing Supplementary Planning Document (SPD) July 2013 provides further guidance on its approach to securing affordable housing through the planning process. It sets out, subject to viability, the minimum percentages of affordable housing sought on site by land type and location. It also explains that, for the avoidance of doubt, any application for dwellings exceeding the thresholds in Policy CP5, including mobile home sites, will need to deliver affordable housing in line with the Core Strategy.
44. The application site is brownfield, previously developed land within a major development settlement which proposes 42 units of residential development. It is noted that the minimum requirements for affordable housing is lower (30%) for previously development land and as such, to meet the requirements of Policy CP5 of the Core Strategy, a minimum of 13 units (net) should be provided as affordable housing (12.6 rounded up) subject to viability.
45. Following the submission of a Financial Viability Assessment (FVA) by the applicant, WBC commissioned an independent viability review prepared by Trebbi Continuum. In assessing the submitted FVA, the Council's valuers have taken full consideration of RICS Guidance Note – Assessing viability in planning under the National Planning Policy Framework, National Planning Policy Framework (NPPF) and National Planning Policy Guidance for Viability (NPPG) and RICS Professional Statement Financial viability in planning: conduct and reporting 2019. Account been taken specifically of the effect that planning obligations and other requirements have on the viability of the proposed development, whilst maintaining an appropriate Site Value for the landowner and a market risk adjusted return (17.5%) to the developer in delivering the project. This return is consistent with the 15%-20% contained within the NPPG (middle ground).
46. The Council's valuers concluded that by deducting the costs of the development from the Gross Development Value and then assessing the resulting Residual Land Value against the Benchmark Land Value, the proposed scheme would be in deficit. Hence, the proposed scheme is not currently in a position to provide affordable housing.
47. In this context and considering the identified shortfall in the supply of affordable housing within the borough resulting in a net demand of circa 407 dwelling per year, Officers and the Council's Valuer still have a responsibility to explore all available mechanisms in order to allow the scheme to recover policy compliance should viability improve over time.
48. Accordingly, a deferred payment mechanism was negotiated for an affordable housing commuted payment be secured via legal agreement under S106 should the profitability of the scheme improve in the future. This would be in the form of a 'late stage' viability review, to forecast any excess profits over and-above the developer's 17.5% profit for the whole scheme, would be produced and submitted by the developer and considered

by the LPA. The applicant has accepted this as an obligation.

49. The 'late stage' review would be triggered at the point of 90% sale/lettings for this development, i.e. after the 38th unit was sold and/or let as part. If the viability of the scheme had positively changed at that point in time, the Council would then get 60% of all the 'excess' profit as a financial contribution towards affordable housing in the Borough. The full detail of the deferred payment mechanism would be drafted as a clause within a legal agreement should a positive decision be reached by planning committee.

Re-use of Brownfield Land:

50. Paragraph 120(c) of the NPPF states planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
51. Paragraph 120(d) of the NPPF states that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
52. The proposal would efficiently utilise previously developed, brownfield land within a major development settlement and meets an identified shortfall in housing delivery. The proposal in this respect complies with paragraph 120 of the NPPF, and significant weight is afforded to the re-use of a redundant and under-utilised site to provide housing.

Conclusion:

53. The proposal is sustainably located within a major development location, on the edge of Wokingham Town Centre which is an identified area of growth. The proposal would notably improve the sustainability performance of the site, utilising a brownfield land, replace buildings of poor condition, increasing landscaping and biodiversity provision whilst being of high-quality design and positively contributing to meeting the Borough's housing need. Accordingly, the proposal is acceptable in principle.

Design and Character of the Area:

54. Core Strategy Policy 1 states that planning permission will be granted for development proposals that enhance the high quality of the environment.
55. 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.
56. Paragraph 130 of the NPPF outlines that planning decisions should ensure development:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
57. The Building Better, Building Beautiful Commission notes that new development should be designed to fit into the life and texture of the place where it occurs and should also aim to be an improvement of that place.

Design and Townscape Visual Impact Assessment (TVIA):

58. To accompany the application, a Townscape Visual Impact Assessment (TVIA) was submitted for consideration. This document through the aid of CGI visuals, depicted the proposed form and how it would integrate with its surroundings, including important viewpoints from the Town Centre, train station and surrounding residential roads.
59. Following initial review of the TVIA, by reason of preliminary concern with bulk and mass, through negotiation with the applicant, Officers secured a notable set-back of the 3rd floor which resulted in a decrease in the overall number of units from 45 to 42, as well as additional amendments to design, layout, materials and landscaping to best integrate the proposal into its surroundings.
60. The subsequent revisions to the design and layout of the proposal provided greater opportunity for integrated landscaping, a varied locally complimentary material palette and horizontal and vertical breaks in form which in turn decreases the proposal's massing and creates a more visually appealing and interesting development when visible from the few public vantage points in which the site can be seen.
61. The following improvements are noted by Officers with this updated layout, design and form:

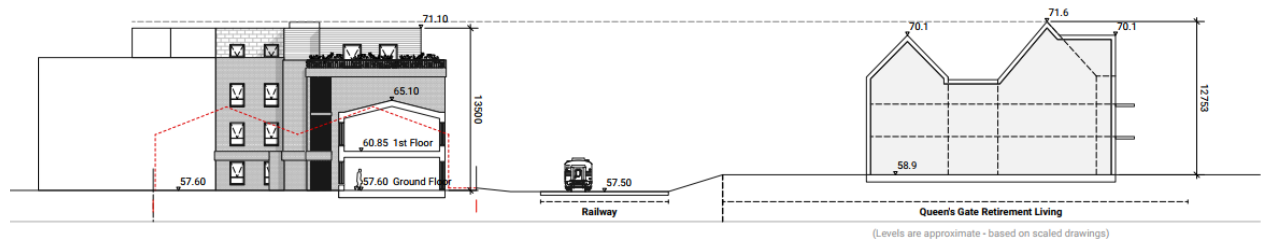
- The top floor has been set back from the rear elevation and features a stratified, lighter coloured cladding to reduce its visual dominance resulting in the loss of 3 units.
- Greater space for integrated planting at rooftop level as indicatively shown.
- In assessing the local vernacular and materials, changes have been made to the types of materials and overall appearance of the residential block. The use of a red brick is now being proposed as the main material to reflect the surrounding area rather the previously proposed brown and light brown brick.
- The main building is vertically divided with notable cladded sections which visually reduce the perception of the overall massing of the building.
- The northern elevation has been broken up and tiered, with heritage inspired fenestration reducing the bulk and mass.

62. Although not directly reflective of the form of adjacent dwellings adjoining and further from the Town Centre, there are limited wider visual impacts, with those limited attainable view of high-quality design and contain features that pay ode to the traditional local vernacular, whilst providing an attractive, contemporary approach that transitions between the more conventional form of development opposite at Queens Gate, and the suburban character beyond to the southwest.

63. Though the materials indicated within the submitted 'Design Update' are of high-quality appearance and respect the site's location and surrounding character, a condition is appended to the recommendation which require detailed samples of the cladding and brickwork to be submitted to the LPA for approval in writing prior to commencement of development.

Heights:

64. The application site is located directly adjacent to the Queen's Gate, Macarthy and Stone apartments, allowed at appeal under application 130178 which provided 3 stories of 32 assisted living accommodation with steep pitch rooves. This sits at approximately 12.7 metres in height and is located on notably higher ground than the application site (as depicted below). Notwithstanding the current proposal featuring 4 stories of residential accommodation at 13.5 metres in height, when contrasting both developments including elevations, the resulting form as built would sit comparably in height to the proposal, with Queen's Gate sitting marginally higher. Therefore, the proposal's height positively responds to its decreased topography.



65. Located on the other side of Barkham Road to the north of the application, are 14 traditionally designed apartments approved under application 200700 (not yet under construction). These apartments have been approved to sit at c12.6 metres from ground level. Alike to Queens Gate, when contrasted to the application site at Latimer Road, the Barkham Road apartments would be sited on higher ground than the proposal and therefore the resulting scale when viewed from the street scene would be comparable to that proposed, albeit at a smaller scale.
66. It is noted that the surrounding vernacular west of the railway line in the vast majority lays at 2-2.5 stories (accounting for loft conversions) bar the existing industrial building on the application site itself (which is up to 3 stories) and the recently approved Barkham Road apartments also at 3 stories. When viewed in isolation, the proposal would depart from the immediate vernacular to the south and west. However, the proposal has been designed to visually accommodate the bulk and mass on the 4th storey into a building effectively the same height as the 3-storey buildings opposite the railway at Queens Gate. This is further reinforced by a contemporary approach to materials matching the surrounding vernacular as well as an enhanced landscaping scheme. The site also benefits from lower ground than adjoining sites, which further mitigates the impact on having a 4-storey development in this location. Finally, the railway line acts as a unique manmade intervention effectively allowing a more ambitious scale of development without any corresponding visual harm.

67. Therefore, whilst the number of storeys is recognised as being greater than those properties to the southwest, this former industrial site has a fundamentally different context to the areas beyond, not only is it occupied by a large industrial building at present, but directly backs onto the railway line and taller buildings beyond. This is reflective of its indicative site capacity as described in the principle section above. Therefore, the fact it performs a visual role more closely associated with those taller buildings opposite at Queens Gate and the Town Centre beyond, rather than the more suburban form to the southwest, is not itself considered to cause any substantial harm on the immediate area.

Design:

68. RD6 of the Borough Design Guide SPD states the elevations are to be well composed, proportioned and detailed and RD7 requires that materials, colours and details respond to the distinctive elements of the locality.
69. The site is irregular and relatively constrained, being located adjacent to the railway, residential dwellings and being triangular in shape. The proposal has been subject to a number of design iterations (as detailed above) so that the development integrates as successfully as possible with the surrounding area.
70. The scheme results in three blocks in a recessed irregular 'L' configuration, providing an active frontage addressing the access and street scene beyond on Latimer Road, the adjacent public open space and the un-surveilled (as existing) rears of the dwellings along Barkham Road and Latimer Road, whilst providing an enclosed overlooked private amenity area towards the railway.
71. The blocks are varied in scale maintaining the established urban grain, as well as a modest point of interest from various viewpoints as outlined within the submitted TVIA. The blocks vary from 2 stories to the south of the site in response to the maisonettes along Latimer Road, to 3 stories centrally, to 4 stories at the north of the site in response to site's relationship with the Town Centre and taller buildings opposite. The site is considered to positively respond to its constraints in this respect.
72. By virtue of the development making the most efficient use of previously developed land adjoining a strategic rail network and Town Centre, it is unreasonable to expect the site to directly reflect the lower density surroundings along Barkham and Latimer Road which includes roof form and mass (a point of objection noted by the Town Council, Cllr Shepherd-Dubey and residents).
73. Accordingly, the scale of the proposal is considered acceptable, in particular with the significant amendments achieved by your Officers in regards to reducing bulk and mass, design, landscaping and materials.

74. Concerning roof form and design, the proposal features a tiered flat roof that reflects the character of the majority of larger backland-built form abutting the railway. A contextual analysis undertaken by the Councils shows that the prevailing character on this western edge shows a variety of flat roof variation, whereby the proposal is consistent in this regard. This is acceptable in design terms, and accords with CP1, CP3, paragraph 130 of the NPPF and the Borough Design Guide. This consistent vernacular is illustrated below in figure 3:



Figure 3: Flat roof form highlighted in yellow west of the railway lines.

75. In terms of landscape character and design, the site is adjacent to the Barkham Ride Recreation Ground, which is relatively verdant for an urban area. The proposed built form takes the bordering public open space (POS) into account, providing elevated landscaping integrated into the design of the design of the apartment blocks themselves. Details of this are secured by condition.

76. This is particularly important from the nodal point of view north-east of the site (identified as view point 7 within the submitted TVIA), when as existing views are afforded of the tops of the trees within the adjoining public open space. Carefully situated landscaping and green roofing within the design of the building replicates these views and features and provides essential visual buffering. This in part mitigates the bulk and mass of the proposal and eases the proposal into its surroundings.

Density:

77. Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character.
78. Though generally applied to proposal's outside of settlement limits, paragraph 85 of the NPPF outlines that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist. The site is clearly located within a major development location, however is physically well related to Wokingham Town Centre being just 18 metres from its defined boundary.
79. The proposal achieves a density of 114 dwellings per hectare, which is modest considering the site's adjacency to the Wokingham Town Centre which is an identified area of growth. By means of comparison, the current open application to 19-21 Market Place proposes 150 D/P/H (60 units over a 0.5 HA site area).
80. The proposed density, though higher than the surrounding single residential dwellings makes the most efficient use of previously developed brownfield land adjacent to an identified area of growth, which in accordance with the NPPF is supported.
81. With the above in mind, the proposal is suitably scaled for its location, designed to a high quality and effectively responds to an area of outlined growth. There is no objection in regards to impacts to character and design.

Residential Amenities (Existing):

82. Core Strategy Policy CP1 (point 8) states that planning permission will be granted for development proposals that avoid areas where pollution (including noise) may impact upon the amenity of future occupiers.

Daylight and sunlight:

83. R18 of the Borough Design Guide SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable outlook, preferably dual aspect (with the avoidance of north facing, single aspect flats) and no material impact on levels of daylight in the habitable rooms of adjoining properties.
84. Given the distance between the proposed blocks and the surrounding residential occupiers and the orientation of the buildings, it is considered that the proposal would not result in a harmful loss of daylight and sunlight to these occupiers. The applicant has submitted an overshadowing report by EB7, which uses BRE Guidance to assess the proposal. There are no objections in terms of overshadowing to adjoining neighbouring dwellings.

Overlooking:

85. R15 of the Wokingham Borough Design Guide (Figure 4.25) outlines minimum separation distances that prevent unacceptable overlooking or harm to neighbouring amenities. This distances ranges from 22-30m to the rear and 10-15m to the street. The proposal has been sensitively designed in this effect, with the careful location of habitable windows preventing any direct overlooking notwithstanding compliance with recommended separation distances.
86. Applicable separation distances and compliance with the Borough Design Guide are assessed below. Where the BDG is silent on separation distances such as front to back and front to flank, a cautious approach has been taken applying either back-to-back or back-to-flank distances. These read as follows:

Address	Separation Distance	BDG Guidance	Compliant
1 Wellington Road	28m	15m	Yes
5 Wellington Road	31m	30m	Yes
Queen's Gate (closest point)	27m	22m	Yes
4 Barkham Road	36m	15m	Yes
6D Barkham Road	22m	15m	Yes
6E Barkham Road	17m	15m	Yes
6 Barkham Road	24m	15m	Yes
8 Barkham Road	26m	15m	Yes
10 Barkham Road	24m	15m	Yes
12 Barkham Road	25m	15m	Yes
14 Barkham Road	25m	15m	Yes
22 Barkham Road	18m	15m	Yes
4 Latimer Road	45m	30m	Yes
6 Latimer Road	42m	30m	Yes
8 Latimer Road	42m	30m	Yes
14/16 Latimer Road	31m	30m	Yes
18/20 Latimer Road	30m	30m	Yes
22/24 Latimer Road	21m	22m	No to B2B, however, this sports a F2B relationship.
26/28 Latimer Road	16m	22m	No to B2B, however, this sports a F2B relationship.

87. Officers note that when cautiously applying a back-to-back separation distance from the 2 storey Block C to the dwellings at 22/24 and 26/28 Latimer Road, there is a shortfall, however, as these feature a front to back relationship which the Borough Design Guide is silent on, and would not be unreasonable for an inner urban location they are acceptable.

88. To mitigate any potential overlooking between 26/28 Latimer Road and Block C, the development has been carefully designed to prevent any habitable windows facing westwards. Further, a condition has been appended to the recommendation which requires the second floor south-west facing window to be obscurely glazed to protect the amenities of 26/28 Latimer Road.

89. With the above in mind, there are no objections in regard to overlooking.

Overbearing:

90. Though the proposal is larger than the existing commercial building in height, its articulation, the separation distances expressed above, combined with the orientation of the proposal would not give rise to unacceptable overbearing impacts.

Residential Amenities (Future):

Daylight and sunlight:

91. In terms of shadowing, all of the units would receive some degree of shadowing throughout the day as the sun moves from east to west, however, this would not be to the extent that it would be harmful to residential amenity. The apartment blocks have been carefully designed in this respect to comply with BRE Guidance.

92. The proposal would deliver overhanging balconies that are not stratified, rather positioned in uniform alignment. This by reason of its positioning would have a degree of impact on the VSC (visual sky component), meaning that the corresponding units would not have full light when the sun is at its highest. In any case, in terms of skylight, the proposal would not result in any of the units having a harmfully low level of skylight penetration, with all units falling within the 25 degree tolerance as expressed by the BRE.

93. In terms of daylight and sunlight within the building, all of the units would have long windows to make sure of available light which has been designed to passive standard. This is an essential design feature than not only increases access to daylight, but also promotes solar heating.

Overlooking and Overbearing:

94. The proposed internal layout and window positioning has been designed to avoid direct window to window overlooking and a harmful sense of enclosure and loss of privacy to occupiers of the units.

95. The proposal would retain adequate separation distances from adjoining residential occupiers, that would not give rise to any overlooking or overbearing impacts for future occupiers within the application site.

Internal Space Standards:

Dwelling Mix:

96. Policy CP5 of the Core Strategy requires an appropriate mix of dwelling types, tenures and sizes so that the housing needs of the community are met. Policy TB05 of the MDD Local Plan requires an appropriate housing mix which reflects a balance between the underlying character of the area and both the current and projected needs of households.
97. The Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) identified future housing need for the Wokingham Borough. Table 107 (on page 295) identifies the following:

No of beds	1 bed	2 bed	3 bed	Total
Dwellings required	934	3488	5605	12889
	7.2%	27.1%	43.5%	100%
Subject application	13	25	4	42
	1.4%	0.7%	0.07%	0.33%

98. The intent of Council's policies are to provide a mix of accommodation to cater for the varied needs of the community and to ensure that it is provided where it is needed. It must take account of a variety of living arrangements including but not limited to families, extended families, couples, single parents, first homeowners, aged residents (including those looking to downsize) and those on low income. On the whole, the application provides a range of smaller units of accommodation suitable for its sustainable urban location.

Accessibility:

99. Policy CP2 of the Core Strategy seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for aged persons, children and the disabled. 10–20% of all dwellings should be to Lifetime Homes standards in accordance with Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan. In this case, it equates to a maximum of 8 units.
100. Although the Lifetime Homes standard has been replaced by the new national technical housing standards, the need to design and build accessible and adaptable accommodation remains integral to future neighbourhood planning.
101. The proposal shows level internal access, and motorized lift leading to upper levels with 7 of the 42 apartments proposed being considered accessible and adaptable, which is near the maximum policy requirement in excess of the minimum. The amenity space is shown to be level which will facilitate wheelchair access. All proposals must comply with Building Regulations Part M (Access) which have informed the access gradients as well as the window/ balcony openings which are in excess of 850mm. There are no objections in regards to accessibility.

Housing Amenity - NDSS:

102. Internal amenity: Policy TB07 of the MDD and R17 of the SPD require adequate internal space to ensure the layout and size achieves good internal amenity. In accordance with the Technical housing standards – nationally described space standards and the proposal's compliance with this are referred to below:

Unit	Bedrooms	Occupancy	Area	Required	Complies
0.01	1	2	50m ²	50m ²	Yes
0.02	2	4	76m ²	70m ²	Yes
0.03	3	5	110m ²	86m ²	Yes
0.04	3	5	102m ²	86m ²	Yes
0.05	2	4	73m ²	70m ²	Yes
0.06	2	4	73m ²	70m ²	Yes
0.07	2	4	78m ²	70m ²	Yes
0.08	1	2	51m ²	50m ²	Yes
0.09	2	3	69m ²	61m ²	Yes
0.10	3	4	79m ²	74m ²	Yes
0.11	3	4	79m ²	74m ²	Yes
1.01	1	2	50m ²	50m ²	Yes
1.02	2	4	71m ²	70m ²	Yes
1.03	2	4	72m ²	70m ²	Yes
1.04	1	2	56m ²	50m ²	Yes
1.05	1	2	51m ²	50m ²	Yes
1.06	2	4	75m ²	70m ²	Yes
1.07	2	4	73m ²	70m ²	Yes
1.08	1	2	50m ²	50m ²	Yes
1.09	2	3	76m ²	61m ²	Yes
1.10	1	2	51m ²	50m ²	Yes
1.11	2	3	66m ²	61m ²	Yes
1.12	2	4	75m ²	70m ²	Yes
1.13	2	4	75m ²	70m ²	Yes
2.01	1	2	50m ²	50m ²	Yes
2.02	2	4	71m ²	70m ²	Yes
2.03	2	4	72m ²	70m ²	Yes
2.04	1	2	56m ²	50m ²	Yes
2.05	1	2	51m ²	50m ²	Yes
2.06	2	4	75m ²	70m ²	Yes
2.07	2	4	73m ²	70m ²	Yes
2.08	1	2	50m ²	50m ²	Yes
2.09	2	3	76m ²	61m ²	Yes
2.10	1	2	51m ²	50m ²	Yes
2.11	2	3	66m ²	61m ²	Yes
3.01	2	3	70m ²	61m ²	Yes
3.02	1	2	51m ²	50m ²	Yes
3.03	2	3	65m ²	61m ²	Yes
3.04	2	4	77m ²	70m ²	Yes
3.05	2	4	77m ²	70m ²	Yes
3.06	2	4	76m ²	70m ²	Yes
3.07	2	3	64m ²	61m ²	Yes

103. The apartment proposals comply with the NDSS and TB07 in that the minimum GIA complies with the required for both 1 and 2 bed apartments. Other than 2 of the 42 units that are aligned with the NDSS, 40 units (95% of the proposal) exceed these targets (some by over 25%), providing high quality internal amenity for future occupiers.

Internal Amenity – NDSS:

104. The NPPF seeks to promote development that has good architecture and layout with a high standard of amenity for existing and future users and Paragraph 157 of the NPPF state that new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. The proposal has achieved this.

105. An apartment with more than one bedroom should have a main bedroom, which is to have a minimum area of 12m². Secondary of single bedrooms should have a minimum area of 7.5m² and 2m² – 2.5m² storage. The relevant apartments have been assessed in this regard below:

House	Bedrooms	Occupancy	Main bedroom	Secondary bedroom	Storage	Compliant
Units 0.09, 1.09, 1.11, 2.09, 2.11, 3.01, 3.03 and 3.07	2	3	> 12m ²	> 7.5m ²	>2m ²	Yes
Units 0.02, 0.05, 0.06, 0.07, 1.02, 1.03, 1.06, 1.07, 1.12, 1.13, 2.02, 2.03, 2.06, 2.07, 3.04, 3.05 and 3.06.	2	4	> 12m ²	> 7.5m ²	>2m ²	Yes
Units 0.10 and 0.11	3	4	>12m ²	>7.5m ²	>2.5m ²	Yes
Units 0.03 and 0.04	3	5	>12m ²	>7.5m ²	>2.5m ²	Yes

106. The proposal complies with the nationally described space standards for internal amenity in the above respects, exceeding them in every unit proposed which is

supported by the Council.

Sustainability:

Sustainable Location:

107. Sustainability Policies CP1 and CP6 of the Core Strategy require that development be sustainable, with a reduction in the need for travel and the promotion of sustainable transport. Policy CP4 requires the provision of infrastructure, services and community facilities relative to the scale of the development and Policy CP9 states that the scale of development must reflect the existing or proposed levels of facilities, services and accessibility at or in the location.
108. The site is on the outside edge of Wokingham Town Centre and is in easy walking distance of a variety of retail and leisure facilities and services. It is also in immediate proximity of bus and train services at Wokingham Railway Station. Provision for the charging of electric cars is provided in two of the parking spaces. The site is therefore located in a highly sustainable location and the scheme provides facilities which promote sustainable travel choices.

Building Sustainability:

109. In terms of building sustainability, Policy CC05 of the MDD Local Plan requires residential proposals of more than 10 dwellings to deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.
110. An Energy Statement has been submitted which states how this would be achieved through the use of photovoltaic panels, passive design and efficient measures. In terms of photovoltaics, the application proposes to utilise the available roof space to install a 142 panel PV array, a total 62.48kWp array generating some 51,376.80kWh/annum.
111. The use of passive design and solar heating, creates an estimated 85.02% reduction in regulated emissions over and above the baseline model, therefore significantly exceeding the policy requirement as established within MDD Local Plan Policy CC05. This energy strategies delivery is afforded significant weight in the overall planning balance and can be secured by a condition appended to the recommendation.

Sustainable Construction:

112. In terms of sustainable construction, Policy CC04 of the MDD Local Plan requires that all development should incorporate suitable waste management facilities including on-site recycling.
113. Officers note that CC04 provides an outdated reference to the Code of Sustainable Homes, which was superseded in 2015 by national standards in building regulations, however, the fundamental aims of the policy still apply. These are met on site through the provision of bin stores which are sited in 4 different locations around the site. Details of the appearance of the bin stores and secured via a hard landscaping condition appended to the recommendation.

Access and Movement:

114. Core Strategy Policy CP6 states that planning permission will be granted for schemes that:
- a) Provide for sustainable forms of transport to allow choice;
 - b) Are located where they are or will be at the time of development choice in the modes of transport available and which minimise the distance people need to travel
 - d) Provide appropriate vehicular parking, having regard to car ownership;
115. CP5 echoes paragraph 110 of the NPPF, which seeks to promote sustainable travel in decisions with consideration of:
- a) The opportunities for sustainable transport modes that have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;
 - b) Safe and suitable access to the site that are achieved for all users;
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
116. This is reinforced in Paragraph 124, which refers to the 'availability and capacity of infrastructure and services...and the scope to promote sustainable travel modes that "limit future car use"'.
117. Given to the sustainability of the application site adjoining the Town Centre and next to a strategic rail network, it is proposed that for the 42 flats there will be 34 parking spaces, this would result in a parking ratio of 0.81 spaces per dwelling. It is proposed that there would be 3 allocated spaces for the 3 x 3 bed units and for the 3 accessible units.
118. It is proposed that there would be 7 car free units, and these would not be eligible for Borough Parking Permits. Due to the sustainable location of the site close to the Wokingham Town Centre and the railway station this is an appropriate solution to promoting sustainable transport choices in accordance with Core Strategy Policy CP6. It is also proposed that there will be 2 spaces for motor-cycle parking which provides opportunity for transport choice.

119. A parking plan showing the location of the unallocated and allocated parking has been submitted which is welcome. However, highways would recommend that access ways to entrances to the flats are surfaced with different material to better define these areas. This revised plan would need to be submitted. This has not been provided but can be secured through the hard landscaping condition.
120. All spaces are 5m x 2.5m and there is ample space behind the spaces to allow for safe maneuvering. An initial parking management plan has been submitted which sets out who is responsible for the management and control of the parking. This is especially important considering the presence of car free units on site and has been secured by condition.

Cycle Parking:

121. Secure and covered cycle stores for 48 cycles have been proposed which is in line with Borough standards which provides for sustainable transport options on site. There will be 8 further visitor spaces situated close to the accesses. Details of the appearance and layout has been secured by condition.

Electric Vehicle Parking:

122. It is proposed that all spaces will be provided with EVC charging which incentivizes the use of the most sustainable modes of private vehicle. The details of the charging system have been appended to the recommendation as a condition.

Access:

123. In terms of access, the existing private access off Latimer Road would be used to access the site. It is proposed that this will continue to be a shared surface which is acceptable in highway safety terms.
124. The existing lawful rights of access will be maintained for the properties on Barkham Road which has been shown in plan form.

Swept path assessment:

125. Swept path assessments for large cars, refuse vehicles and a fire tender have been submitted with acceptable dimensions. This allows safe access in case of emergency/ for waste collection.
126. The swept paths show adequate manoeuvring for a large 16.5m articulated lorry into the Nisa Local delivery area. The proposal in this respect will not hinder the existing neighbouring commercial use.

Walking and Cycling:

127. Though the site is sustainably located, and has logical pedestrian and cyclist links, Officers note that no assessment was carried out on the walking or cycling environment. A Walking and Cycling strategy has been secured by condition accordingly.

Travel Plan:

128. A framework travel plan has been submitted, however, Officers note that there is no mention of the Borough's MyJourney or travel plan guidance. Notwithstanding, the objectives set out in the plan are acceptable which are informed by the use of the census data as an initial mode share. This has been secured via Planning obligation.
129. Membership to a car club for each resident has been included to mitigate the car free units, and provide an alternative sustainable transport choice as per CP6. This has been secured by planning obligation.

Framework Demolition and Construction Management Plan:

130. A Framework Demolition and Construction Management Plan has been submitted which provides an overview on the anticipated construction phase and details any limitations.
131. The provided document shows some detail including that deliveries on site will be managed to avoid peak hours/ anti-social hours and construction traffic would access site from the south avoiding the Town Centre. The document further states that deliveries would be managed by a banksman and that wheel washing facilities are offered on site to prevent mud on the road. Though the above is acceptable at high level, Officers recognise that it will be the duty of the contractor/s to submit the full method statements to WBC which should further include monitoring of the public highway. The requirement of the submission of a demolition/ construction management plan is secured by condition.

Flooding and Drainage:

132. Core Strategy Policy CP1 states that planning permission will be granted for schemes that ensure the provision of adequate drainage and avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater).
133. MDD Local Plan Policy CC09 states that all sources of flood risk, including historic flooding, must be taken into account at all stages and to the appropriate degree

at all levels in the planning application process to avoid inappropriate development in areas at risk of flooding.

134. Paragraphs 152-173 of the National Planning Policy Framework (NPPF) covering planning for flooding and climate change. Paragraph 154 specifically mentions that new development should avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.
135. The Environment Agency (EA) Flood Map shows the Site is within Flood Zone 1, which features a low risk of surface water flooding.
136. The applicant submitted a Drainage Strategy to accompany the submission, which states in paragraph that flooding in the area is present adjacent to the north of the site which originated due to the railway. This does not directly have any significant drainage impact to the proposal, and the proposed works would not have a direct impact on any future flooding.
137. Further details of on-site drainage with this in mind, will be considered as part of the detailed drainage design and the levels of the proposed site.
138. Although the site is Brownfield /previously developed and hard-surfaced, it is best practice, in order to improve the current situation, surface water discharge from the Site will be restricted to 2l/s which is understood to be the lowest possible discharge rate which does not have the likeliness for blockage, and therefore creating a maintenance problem.
139. This rate restriction will apply for all storm events up to the 1 in 100-year event with 40% allowance for climate change, therefore ensuring no practicable change in downstream flood risk with increase in Site run-off volume.
140. To achieve the restrictions in discharge rate without undue flood risk to the Site, a total storage volume of not less than 253m³ and 590m³ will be provided. This volume of storage will be predominately provided through near source cellular storage, with green roof SuDS to aid in the slowing down of the surface water to the geo-cellular storage.
141. To this effect, there are no objections in regards to flooding or surface water discharge subject to a drainage strategy (including SuDS and infiltration) which has been secured by condition.

Landscape and Trees:

142. MDD Local Plan Policy CC03 states in point 2 that Development proposals should demonstrate how they have considered and achieved the following criteria within scheme proposals:
- a) *Provide new or protect and enhance the Borough's Green Infrastructure networks, including the need to mitigate potential impacts of new development*
 - b) *Promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and*

bridleways

- c) *Promote the integration of the scheme with any adjoining public open space or countryside*
- d) *Protect and retain existing trees, hedges and other landscape features*
- e) *Incorporate high quality, ideally native planting and landscaping as an integral part of the scheme.*

Landscaping and Design:

143. To accompany the application, a Townscape Visual Impact Assessment (TVIA) was submitted for consideration. This document through the aid of CGI visuals, depicted the proposed form and how it would integrate with its surroundings, including how the proposal would relate to existing landscape features on and adjacent to the site.
144. Following review of the originally submitted LVIA, WBC Trees and Landscape working with Officers requested amendments to indicate a high-quality landscaping scheme, and to protect and retain important landscape features on site. These amendments and their results are summarised as follows:
- Block C at the southern end has been reduced in size and is now 2.3m further from the TPO tree so that there is now no requirement to reduce the canopy of the tree in order to construct the new building.
 - There is now a clearly defined pedestrian route into the site which enhances connectivity.
 - Some additional planting has been proposed within the car park to break up the large areas of hard surfacing, as several parking spaces have now been removed. This planting in detail as well as precise location is reserved to condition.
 - The northern community garden has been redesigned in association with the internal layout of the ground floor flats so that there is now greater natural surveillance of this space by the ground floor flats which is positive in urban design terms.
 - Cycle storage in northern garden has been moved so that they are also overlooked and there is easy access to this area without hindrance on the use of the adjoining amenity space.
 - The garden itself has been redesigned to be more open and formal so that the proposed planting is not compromised by the underground attenuation tanks, but also the redesign should lead to less anti-social behaviour as there are fewer places to hide within the space.
 - The southern community garden has also been redesigned to reduce the impact of the garden proposals and access, on the TPO tree by now providing a raised boardwalk in the root protection area of the tree.
 - Wildlife planting is proposed on the edges of the space.
145. Though landscape details, specifics and management are reserved by condition, it is noted that adequate space is retained for tree/hedge planting within the car park layout and communal gardens as shown within the indicative submitted landscape plans. The updated TVIA demonstrates this to an adequate level.
146. Considering the relatively confined nature of the site, there may be some restriction within the car parking area for landscaping to develop and therefore tree pits

are required to incorporate underground soil cells to ensure large structural trees can be appropriately included and their health safeguarded in the long-term.

147. Subject to conditions to secure appropriate management, planting species/location, retention and protection, boundary treatments and levels there is no objection in regards to landscape and design.

Arboricultural Impact:

148. There are very few landscape features within the application site itself, however, there is a mature Oak tree in the southern corner of the site, which has recently been protected by a TPO (1877/2022). This is a visually significant tree which can be seen from Latimer Road and Wellington Road through gaps in between dwellings as well as obliquely from the train station.
149. As above, the amendments achieved create a notable buffer between the built form and RPA of TPO (1877/2022), further integrating it into the southern amenity space through the provision of a boardwalk. This retains the mature oak in an identical condition to existing which accords with CC03(d).
150. A condition has been applied which protects TPO (1877/2022) and other existing landscape features on site during the construction phase

Environmental Health:

151. Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors (both existing and proposed) from noise impacts in line with Appendix 1 of the MDD Local Plan which assesses the acceptability of a proposed development that emits noise. The Council will determine the effect the noise will have on nearby NSRs taking into account both daytime and night-time noise levels.
152. The site is located adjacent to a railway line, which at times of use will have some impact on future NSRs (Noise Sensitive Receptors) in the form of noise and vibration. Accordingly, the applicant has submitted a Noise and Vibration Impact Assessment Report by KP Acoustics updated on 07/12/2022 which provides suggestion regards to glazing, ventilation and fencing that should be included in the final design schematics for the proposed buildings. This protects future neighbouring amenity from any vibration or noise impacts arising from the site's location adjacent to a strategic rail network. A condition has been applied to the recommendation to secure acceptable acoustic mitigation measures in accordance with the submitted document and a further condition applied to ensure the dwellings are noise insulated up to British Standards.
153. The Demolition and Construction Management Plan by Yes Engineering Ltd Dated December 2022 covers the extent of demolition, life cycle of the project as well as intended construction schedule.
154. Due to absence within the Demolition and Construction Management Plan, a further condition has been applied which controls working hours, including times that contractors may arrive on site as well as the submission of a contractor specific DEMP to provide further information on the demolition and construction process.
155. In terms of Asbestos, the inclusion of a separate Asbestos Survey is noted. (Management asbestos survey by Artisan Environmental) that shows that there is significant asbestos to be removed as part of the demolition plan. Further information will be sought via the submission of a DEMP, which as above is reserved by condition.
156. The Council holds information that the site has the potential of being contaminated. As the proposed residential use is sensitive, in accordance with the NPPF and the principles of sustainable development, the applicant will be required to carry out a contamination risk assessment of the site followed by remediation works if found to be necessary. This is appended to the recommendation as a condition.
157. There are no objections on Environmental Health grounds concerning existing and future occupier health, subject to the conditions expressed above.

Ecology:

158. Core Strategy Policy CP7 states that development 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; or
 - ii) Appropriate compensation measures to offset the scale and kind of losses are provided.
159. MDD Local Plan policy TB23 states that planning permission will only be granted for proposals where they comply with policy CP7 – Biodiversity of the Core Strategy and also demonstrate how they:
- “Provide opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing*
- a) Provide appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation*
 - b) Ensure that all existing and new developments are ecologically permeable.”*
160. Paragraph 174(d) of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
161. Officers note that a metric has not been submitted alongside the application to confirm appropriate BNG, however, the application has been valid since December 2022 and the date BNG becomes mandatory on major applications. This would be a more pertinent issue should the site contain strong ecological features, however, as acknowledged within the submitted ecological appraisal, the site featured mass clearance in early 2022 which has led to the existing features of value being negligible.
162. Notwithstanding the lack of a formal metric, or formal BNG itself by the same respect, the proposals seek to introduce a high quality and dense landscaping scheme and eco-mosaic green rooves which by their nature will provide opportunities for ecological enhancement on site. These features have been conditioned respectively.
- Bats:**
163. The site is located in an area that in accordance with WBC’s Ecological Mapping holds potential for bat roosting and foraging.
164. The proposals would involve the entire demolition of the existing building, which has shown evidence within the submitted ecological survey to feature roosting bats.
165. In terms of lighting, given the nature of the existing commercial use, the corridor along the railway line is dark outside of working hours which provides an opportunity for foraging bats. The proposed residential use which would introduce consistent light (at least in part) facing this existing dark corridor. To prevent any significant impacts on a protected species, a condition has been attached to the recommendation that requires the submission of a lighting plan prior to occupation.

Great Crested Newts:

166. The development falls within the amber impact risk zone for great crested newts, which indicates that there is suitable habitat and a high likelihood of great crested newt presence.
167. The site itself largely comprises buildings, hardstanding and bare ground, which do not provide suitable habitat for great crested newts, and there are only 2 ponds within 500m of the site, with the nearest located 200m east. There is poor connectivity between the ponds and the site.
168. The applicant has provided a Preliminary Ecological Appraisal report (Land at Latimer Road, Wokingham, RG41 2WA; Phlorum; August 2022). Within this report it states that: *“Aerial photographs and maps show 1 pond within 250m of the site, and a further pond and 2 drainage ditches within 500m”*
169. By virtue of the built-up nature of the site, the submitted report considered that the site offered negligible potential for breeding newts and negligible potential for foraging and commuting newts. This point was concurred by Nature Space upon consultation. Therefore, with the above in mind, there are no objections in regards to the proposals impacts on Great Crested Newts.

Amenity Space:

170. The Borough Design Guide sets out that in areas with an urban character, for instance, Wokingham Town Centre, more compact gardens may be appropriate to create a more urban development form that relates to the local character. In these cases, it may be possible to compensate for the loss of rear garden space by providing balconies.
171. The proposal would provide all of the proposed elevated units with a balcony of a size that would accommodate activities normally associated with an urban garden, as well as the ground floor units with private enclosed garden that are appropriate and adequate for an urban area. In addition, the proposal would provide a communal landscaped amenity area of c458m² which provides opportunities for play and exercise.

Employment Skills:

172. Policy TB12 of the 2010 Core Strategy states that proposals for major development must be accompanied with an Employment Skills Plan to show how the proposal accords opportunities for training, apprenticeships, or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
173. An employment skills plan (ESP) will be secured via S106.

Community Infrastructure Levy (CIL):

174. As the proposal is for new residential floor space, it would be CIL liable development. The applicant should liaise with WBC CIL for further details.

Special Protection Area (SPA):

175. The site is located within 7km of the Thames Basin Heath Special Protection Area. Policy CP7 of the Core Strategy requires that proposals of more than 50 units are required to mitigate their impact upon the Thames Basin Heaths. However, as only 42 units are proposed, no such mitigation is required in this instance.

Planning Balance:

176. This section details the assessment of the planning balance which weigh up the benefits and negatives afforded by the scheme.
177. In terms of the proposed loss of employment space outside of a Core Employment Area, it is concluded that the proposal is unlikely to lead to a Borough wide 'net loss' of industrial. In this regard the principle of residential development in this location is accepted.
178. The proposal introduces 42 new dwellings which will provide a meaningful and welcome contribution to addressing the Borough's shortfall in housing land supply (3.95 years). The creation of 42 homes in close proximity to jobs, services and leisure opportunities available in the Town Centre allows the site to perform an overwhelmingly positive social and economic role. This is afforded significant weight.

179. Considering the fact that the application site as existing constitutes under-utilised, previously developed land, significant weight is also afforded in favour of the proposal to the efficient use of this land in delivering housing within a major development location.
180. The site is sustainability located within a major development location and adjoining transport hub which provides public transport options and opportunities to reduce the usage of the private car. This is further promoted via the 7 car free units on site and contribution to a car club. The site's sustainable location and promotion of the lesser usage of the private car is afforded significant weight.
181. The proposal would lead to an c85% carbon reduction in emissions from passive design, renewable energy, solar heating and ventilation. Considering the dilapidated form of the building on site currently, this improvement in on-site sustainability is afforded significant weight and allows the proposal to perform a positive environmental role.
182. Considering the site as existing hosts minimal landscaping and opportunities for biodiversity, the provision of an eco-mosaic roof and increased landscaping will provide an element of ecological enhancement. This is also afforded weight in favour of the proposal.
183. The proposals are of high-quality design and provide a point of architectural interest whilst being sensitive to its surroundings. The improvements in architectural form when contrasted with the existing building of poor design merit, is also afforded positive weight.
184. Finally, it is recognised that the proposed building is taller than surrounding houses to the southwest, and this weighs against the proposal moderately.
185. In returning to Paragraph 11(d) of the NPPF, when applying the tilted balance, those limited identified adverse impacts of granting permission would not significantly and demonstrably outweigh those benefits as identified above. When assessed against the policies in the NPPF as taken as a whole the proposal performs a notable economic, social and environmental role. Accordingly, the application is recommended for approval subject to the conditions listed within Appendix 1, and the HoTs listed within the recommendation.

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.

**APPENDIX 2 – Supplementary Planning Agenda, extract from Agenda item 51 - 13
December 2023**

**Agenda Item: 51
Site Address: "Lee Spring", 10-12 Latimer Road, Wokingham
Application No: 223691
Pages: 93-189**

General

Paragraph 1, page 94 at current reads:

*"The proposed application seeks permission to erect a three block, **three floor** development of 42 apartments of mixed tenure, following the demolition of an existing commercial building 'Lee Springs' off Latimer Road, Wokingham. The proposal further seeks to provide associated parking, cycle parking, access, landscaping, amenity space, biodiversity enhancements and waste storage."*

For the purpose of clarity, this should read:

*"The proposed application seeks permission to erect a **three block, four storey (GF, FF, SF, TF)** development of 42 apartments of mixed tenure, following the demolition of an existing commercial building 'Lee Springs' off Latimer Road, Wokingham. The proposal further seeks to provide associated parking, cycle parking, access, landscaping, amenity space, biodiversity enhancements and waste storage."*

Paragraph 6, page 95 at current reads:

"The policy compliant enhancement of further greenspace, recreation and allotments have been secured by obligation."

Following further assessment, given the viability position of the scheme, CIL liability, alongside the proposed on-site greenspace provision of two communal gardens and private amenity space/ on-site open space enhancements, the planning obligation to secure further greenspace, recreation and allotments has not been agreed by the applicant. In instance, officers have determined that withholding planning permission for failure to provide such an obligation considering the on-site improvements is unlikely to be a defensible position and therefore at this stage is not considered sufficiently necessary to make the proposal acceptable in planning terms. As such, based on the site-specific circumstances and current evidence presented to support TB08, this obligation is no longer being pursued at this time.

Paragraph 11, page 122 at current reads:

*"**CP5** echoes paragraph 110 of the NPPF, which seeks to promote sustainable travel in decisions..."*

For the purpose of clarity, this should read:

*"**CP6** echoes paragraph 110 of the NPPF, which seeks to promote sustainable travel in decisions..."*

Financial Viability

Additional clarity on the financial viability of the proposal was sought by the Chair and Vice Chair for the benefit of committee members.

The submitted financial viability appraisal (FVA) set out that the proposed scheme is in notable deficit based on the agreed figures/ inputs provided. This is as a result of current high construction costs, borrowing rates, level of sustainability enhancements proposed and modest current residential sales values in this peripheral Wokingham Town Centre location. The proposal would therefore not be financially viable to build and subsequently unable to support any affordable housing.

Whilst the precise figures within the FVA remain confidential, the notable contributors to the site's viability position are as follows:

- Circa 82% carbon savings from minimum requirement and highly sustainable design;
- Modest apartment sales prices based on updated market information from Haslams;
- High construction costs (increases in material cost/ labour/ logistics);
- Remediation of previously developed land (inc removal, management and remediation of toxic building materials I.e. Asbestos);
- Finance costs (borrowing and interest);
- Unit Gross Internal Areas (GIA) exceeding Nationally Described Space Standards;

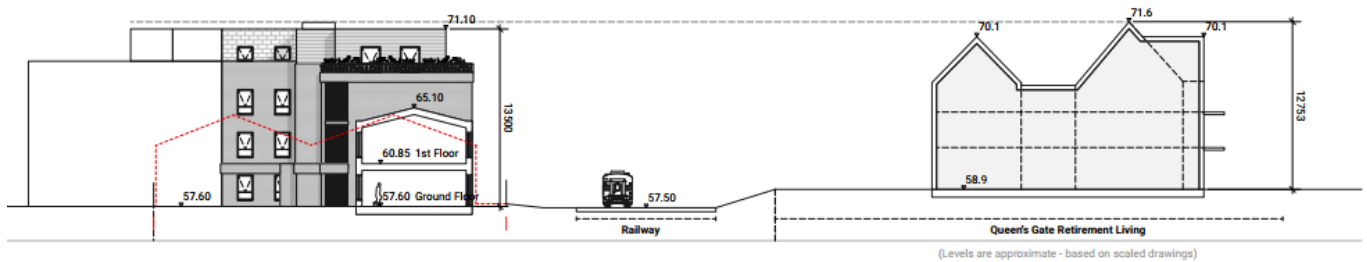
Given viability is a material consideration expressed both within CP5 and the NPF, notwithstanding the above affordable housing position at this stage, the proposals are in accordance with the Development Plan and national policy.

Members are advised that whilst at the current stage there is no policy requirement to do so and the proposals in terms of affordable housing complied with the viability requirements within local and national policy, the applicant has agreed to accept a late-stage viability review (with profit share), to assess the 'as-built' viability of the proposal. 60% of any profit achieved over the percentage agreed within the originally submitted FVA, will contribute to off-site affordable housing provision via contribution in lieu. This is secured via S106.

Building Heights

Further clarity was requested on the height of the proposed building, and how this is approached by the Wokingham Borough Design Guide.

The building height, at 4 storeys (up to third floor) sits at c13.5 metres. By virtue of the lower land level of the site, the proposal would sit lower in height than the adjoining Queens Gate development as shown below:



In terms of the application of the Wokingham Borough Design Guide, R9 states as follows:

Buildings taller than their surroundings may only be acceptable where they are sited:

- **on major routes, where the scale and significance of the street warrants additional height;**
- *in landmark locations;*
- **fronting onto major green open spaces within built up areas (see Section 8: Rural & Settlement Edge);**
- *fronting key urban public spaces within larger schemes;*
- **in settlement centres where there are already other appropriate examples; and**
- *in local Borough centres, particularly with a mixed-use ground floor*

The application site directly abuts the Southwestern railway line, sits adjacent to the Barkham Recreation Ground, is located within a major development location adjoining a major Borough centre with numerous appropriate examples of 4 storey development.

It is noted that since the inception of the Wokingham Borough Design Guide in 2012, numerous developments of similar height to that proposed (and exceeding this) have been approved in accordance with the Development Plan locally to the site, for example Premier Inn, Carnival Pool, Elms Field, Queens Gate and Peach Place which is ode to Wokingham Town Centre's location (and Major Development Location on the periphery) identified for sustainable growth.

Considering the above, the proposal is considered to accord with the guidance within the Wokingham Borough Design Guide which when combined with accordance with the Development Plan (as expressed within the Officer's Committee Report) justifies the proposed height.

APPENDIX 3 - Conditions / informatives

APPROVAL subject to the following conditions and informatives:

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

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

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

Existing Topographical Survey – Drg No. 101

Proposed Location Plan - Drg No. 190

Proposed Site Plan - Drg No. 200

Proposed Ground Floor Plan - Drg No. 220

Proposed 1st Floor Plan – Drg No. 221

Proposed 2nd Floor Plan – Drg No. 222

Proposed 3rd Floor Plan – Drg No. 223

Proposed Roof Plan – Drg No. 224

Proposed Section 01 – Drg No. 300

Proposed Section 02 – Drg No. 301

Proposed Section 03 – Drg No. 302

Proposed Section 04 & 05 – Drg No. 303

Proposed Section 06, 07 & 08 – Drg No. 304

Proposed Elevation 01 & 02 – Drg No. 310

Proposed Elevation 03 & 04 – Drg No. 311

Proposed Elevation 05 & 06 – Drg No. 312

Proposed Elevation 07 – Drg No. 313

Swept Paths – Drg No. Figure 4.1

Swept Paths – Drg No. SK11

Letter from YES Engineering dated 24.03.2023

Proposed Building Heights Plan – Drg No. 501

Accommodation Schedule prepared by Alistair Downie

Design Update – Revision A

Daylight and Sunlight Assessment – prepared by EB7

Energy and Sustainability Report – prepared by the PES

Transport Assessment (including Parking Management Plan)- prepared by YES Engineering Group Ltd

Demolition and Construction Management Plan- prepared by YES Engineering Group Ltd

Noise Report- prepared by KP Acoustics

Asbestos Management Survey Report- prepared by Artisan Environmental

Condition Survey Report- prepared by Thames Valley Surveying

Ecological Appraisal Report and Bat Survey- prepared by Phlorum

Flood Risk Assessment and Drainage Strategy- prepared by Ardent

Employment Evidence Report- prepared by Lichfields V3

Fire Statement- prepared by London Bridge Associates

Land Contamination Report- prepared by Brownfield Solutions Ltd

Received by the local planning authority on 12/12/2022, 14/12/2022, 24/04/2023, 03/11/2023 and 17/11/2023. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

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

3. External materials - Before the development hereby permitted is commenced above slab 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.

4. Obscure glazing – The most south-westerly window at first floor in the western elevation of block 3 hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The window shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

Reason: In the interests of protecting the amenities of No.28/28 Latimer Road. Relevant Policy CP1, CP3 and the Wokingham Borough Design Guide.

Trees and Landscape:

5. Details of boundary walls and fences - Before the development hereby permitted is commenced above slab level 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. Relevant policy: Core Strategy policies CP1, CP3 and CP6.

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

approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

7. Protection of trees – a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).
- b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

8. Landscape management - Prior to the commencement of the development above slab level, 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.

Ecology:

9. Bat License - No works affecting bat roosts shall commence until a licence for development works affecting bats has been obtained from the Statutory Nature Conservation Organisation (Natural England) and a copy (or an email from Natural England that the site has been registered under the bat mitigation class licence) has been submitted to the local planning authority. Thereafter mitigation measures approved in the licence shall be maintained in accordance with the approved details. Should conditions at the site for bats change and / or the applicant conclude that a licence for development works affecting bats is not required the applicant is to submit a report to the council detailing the reasons for this assessment and this report is to be approved in writing by the local planning authority prior to commencement of work.

Reason: To ensure that bats, a material consideration, are not adversely affected by the development.

10. Ecological Lighting - Prior to occupation, a "lighting design strategy for biodiversity" in line with the recommendations given in section 4.9 of the Bat Survey Report (Phlorum, ref: 11582 Rev0, September 2022) for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

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

Reason: To ensure that bats, a material consideration, are not adversely affected by the development.

Drainage:

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

1. BRE 365 test results demonstrating whether infiltration is achievable or not.
2. Use of SuDS following the SuDS hierarchy, preferably infiltration.
3. Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100-year flood event with a 40% allowance for climate change and runoff controlled at 2l/s as proposed.
4. As connection is proposed to an existing surface water sewer on Latimer Road (Appendix G), we need to understand why other methods of the SuDS hierarchy cannot

be implemented and see confirmation from the utilities supplier that their system has got capacity and the connection is acceptable.

5. Groundwater monitoring confirming seasonal high groundwater levels in the area.

6. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.

The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF (2019) Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Highways:

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

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

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

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

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

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

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

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

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

Relevant policy: Core Strategy policies CP3 & CP6.

16. Walking and Cycling - Prior to commencement of development, an audit to consider pedestrian and cycle infrastructure and connections from the development to Wokingham town centre, Wokingham Station and to the hospital shall be submitted for approval by the local planning authority. If any improvements are deemed as necessary, the measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

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.

17. Prior to commencement of development, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by the Local Planning Authority. This strategy shall include details relating to onsite electric vehicle charging infrastructure in accordance with Building Control Regulations Approved Document S and details of installation of charging points. 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.

18. Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL policies CC07 and TB20.

Environmental Health

19. Prior to the commencement of development the following components of a scheme to deal with the risks associated with contamination of that phase shall be submitted to and approved in writing by the local planning authority:

1. a preliminary risk assessment which has identified all previous uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site;
2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite;
3. the site investigation results and the detailed risk assessment (2) and based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The development of each phase shall be carried out in accordance with the approved details.

Reason: In the interests of future residential amenity and health. Relevant policy CP1 and CP3.

20. A verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation for each phase of the development shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a "long term monitoring and maintenance plan") for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: In the interests of future residential amenity and health. Relevant policy CP1 and CP3.

21. If, during development, contamination not previously identified is found to be present at the site then no further development within that phase, unless otherwise agreed in writing by the local planning authority, shall be carried out until the developer has submitted to

and received written approval from the local planning authority for an amendment to the remediation strategy detailing how this unsuspected contamination is to be dealt with.

Reason: In the interests of future residential amenity and health. Relevant policy CP1 and CP3.

22. Noise and Vibration - The development hereby approved is to be carried out in strict accordance with the hereby approved "Noise and Vibration Impact Assessment Report 25168.NVA.01 by KP Acoustics" submitted in support of this application.

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

23. Noise Insulation for Dwellings - The dwellings hereby approved shall be designed and/or insulated to provide attenuation against externally generated noise, the design should ensure that all noise implications are mitigated so that internal ambient noise levels for dwellings meet the BS8233/1999 sound insulation and noise reduction for buildings design range 'good' for living accommodation.

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

24. Plant/Machinery to be attenuated - All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed at any time a level of 5dB[A] below the existing background noise level [or 10dB[A] if there is a particular tonal quality] when measured at the nearest residential or noise sensitive property. Any recommended noise mitigation measures should be retained and maintained thereafter.

Reason - To ensure that no nuisance or disturbance is caused to the occupiers of properties. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

25. The development hereby approved is to be carried out in strict accordance with the hereby approved "The PES Energy & Sustainability Statement 22nd November 2022 V2" submitted in support of this application to deliver an 85.02% CO2 saving above baseline. Prior to first occupation of the hereby approved development, sustainability measures are to be implemented on site and shall remain operational for the lifetime of the development.

Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF, Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

26. No building shall be occupied until details of bin storage area and facilities for recycling have been submitted to and approved in writing by the local planning authority. The bin storage and recycling facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

Informatives

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

- addressing the evolving planning policy context;
- planning issues relating to design, character and materials
- addressing concerns relating to highway safety;
- extending the determination period of the application to allow for a multiple consultations concerning plan revisions

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.

2. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. 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, failure to do this will result in penalty surcharges being added. For more information see the Council's website - Community Infrastructure Levy advice page. Please submit all CIL forms and enquiries to developer.contributions@wokingham.gov.uk.

3. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.

4. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer Benjamin Hindle to discuss.

5. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.

6. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and

vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

7. Records indicate a public sewer beneath or in close proximity to the proposed development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via <https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cd98b945dcd5c426873f808dbdf834d2a%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C638349527249602466%7CUnknown%7CTWFpbGZsb3d8eyJWl%7CjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Bon2Y2H3x9wdStGoGyiNrR2rqrl%2F%2FnFGNqabJQz7eAl%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section

9. The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

10. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

11. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

12. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

13. Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

14. In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

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

16. The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway should be made aware to the future occupiers of the site. It must also be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains. The appropriate building materials should be used to reduce any potential noise disturbance from the railway.

17. Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

18. Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

19. Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

20. Notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted.

21. The applicant should note that the works hereby approved involve the removal and disposal of asbestos cement roofing. Should only be removed by a licensed contractor Asbestos waste is classified as 'special waste' and as such, can only be disposed of at a site licensed by the Environment Agency. Any contractor used must also be licensed to carry 'special waste'.

22. This permission is to read in conjunction with the S106 legal agreement dated X (to be amended upon completion of S106 agreement).

APPENDIX 4 - Town Council Comments

PLANNING REF : 223691
PROPERTY ADDRESS : Town Hall Market Place
: Wokingham
: RG40 1AS
SUBMITTED BY : The Wokingham Town Council P&T Committee
DATE SUBMITTED : 16/11/2023

COMMENTS:

The Committee feel that the previous objections have not been addressed, particularly regarding height and mass, so will be objecting to this application as before;

The Committee could understand a development in this location as the exiting site is a bit of an eyesore, however there is a concern at a loss of industry in the Town.

The amount of cycle storage provision, electric charging points and the use of solar panels within the development were welcomed.

The main concerns were regarding the size and mass of the development. Four storeys is out of proportion.

That no affordable housing is being offered and that the developer can bypass the level of required affordable housing. How is this justified?

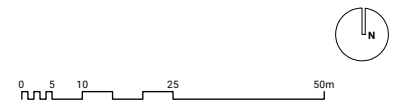
There seems to be the absence of rear access to the site that is required.

The amount of parking spaces is not adequate for the development, and this will overflow onto local roads which are already full. This will impact road safety. There also needs to be allocated parking spaces.

The committee therefore object to this application

CP3 - Principles for development - a) Mass

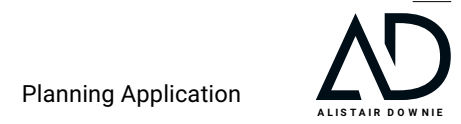
CP6 - Managing Travel Demand - e) adverse effects on transport network



1. Do not scale from this drawing. Use figured dimensions only.
2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

— Site Boundary

Rev.	Date	Description
-		



Planning Application

10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	090	-

TITLE
Existing Location Plan

DATE	SCALE
02.11.2023	1:1250 @ A3

Alistair Downie Ltd, Home ground, Glibe Farm, Great Risington, Chertenham, Glouce, GL54 2LH
T: +44 7973 154540 E: info@alidaownie.com W: www.alidaownie.com
All sizes in millimetres unless otherwise stated. Do not scale this drawing. © Alistair Downie studio, 2019.



1. Do not scale from this drawing. Use figured dimensions only.
 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

— Site Boundary
 Right of Way - 1992 Title Transfer

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	100	-

TITLE
 Existing Site Plan

DATE	SCALE
02.11.2023	1:500 @ A3 / 1:250 @ A1

Alistair Downie Ltd, Home ground, Glebe Farm, Great Risington, Cheltenham, Glouce, GL54 2LH
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— Site Boundary

81



Rev.	Date	Description
-		

Planning Application



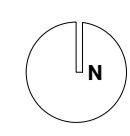
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	101	-

TITLE
Existing Topographical Survey

DATE	SCALE
02.11.2023	1:500 @ A3 / 1:250 @ A1

Alistair Downie Ltd, Home ground, Glebe Farm, Great Risington, Cheltenham, Glouce, GL54 2LH
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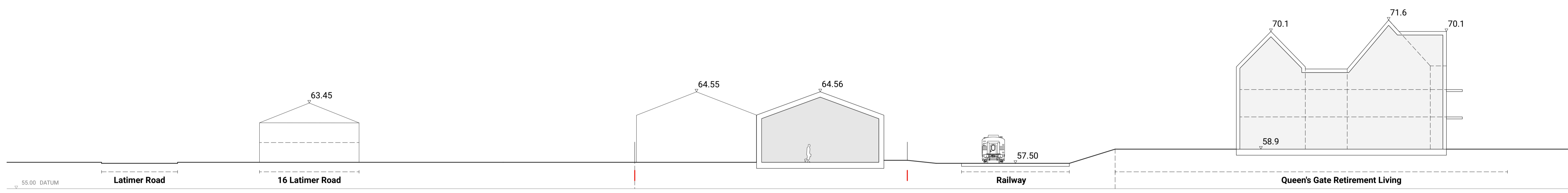
0 2 4 10 20m

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--- Site Boundary



82



(Levels are approximate - based on scaled drawings)

Existing Section 01

Rev.	Date	Description
-		

Planning Application



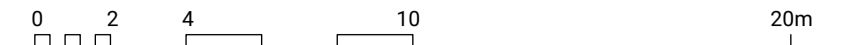
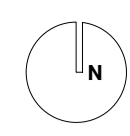
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	130	-

TITLE
Existing Section 01

DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Glouce, GL54 2LH
T: +44 7973 154540 E: studio@alstairdownie.com W: www.alstairdownie.com
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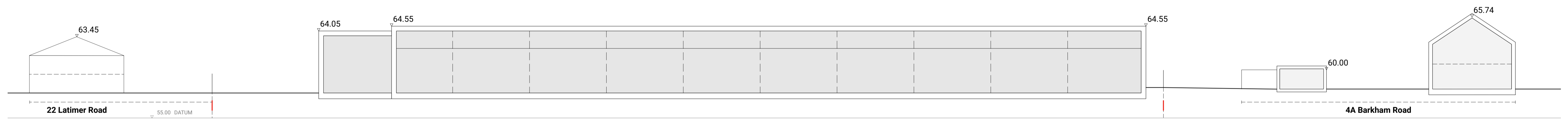


- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

--- Site Boundary



83



Existing Section 02

Rev.	Date	Description
-		

Planning Application



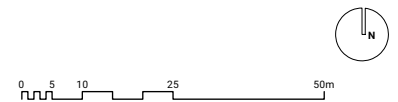
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	131	-

TITLE
Existing Section 02

DATE 02.11.2023 SCALE 1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

— Site Boundary

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	190	-

TITLE
Proposed Location Plan

DATE	SCALE
02.11.2023	1:1250 @ A3

Alastair Downie Ltd, Home ground, Globe Farm, Great Risington, Cheltenham, Glouce, GL54 2LH
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0 5 10 15 20 25m

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2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtaining of a survey drawing study.

- Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-	-	-

Planning Application



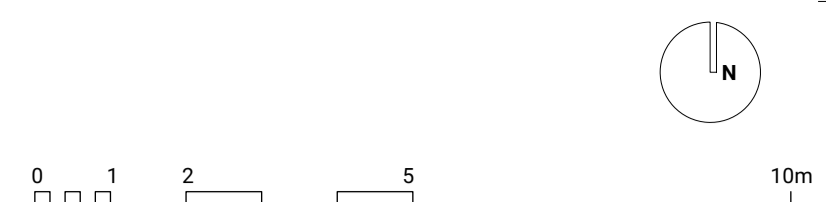
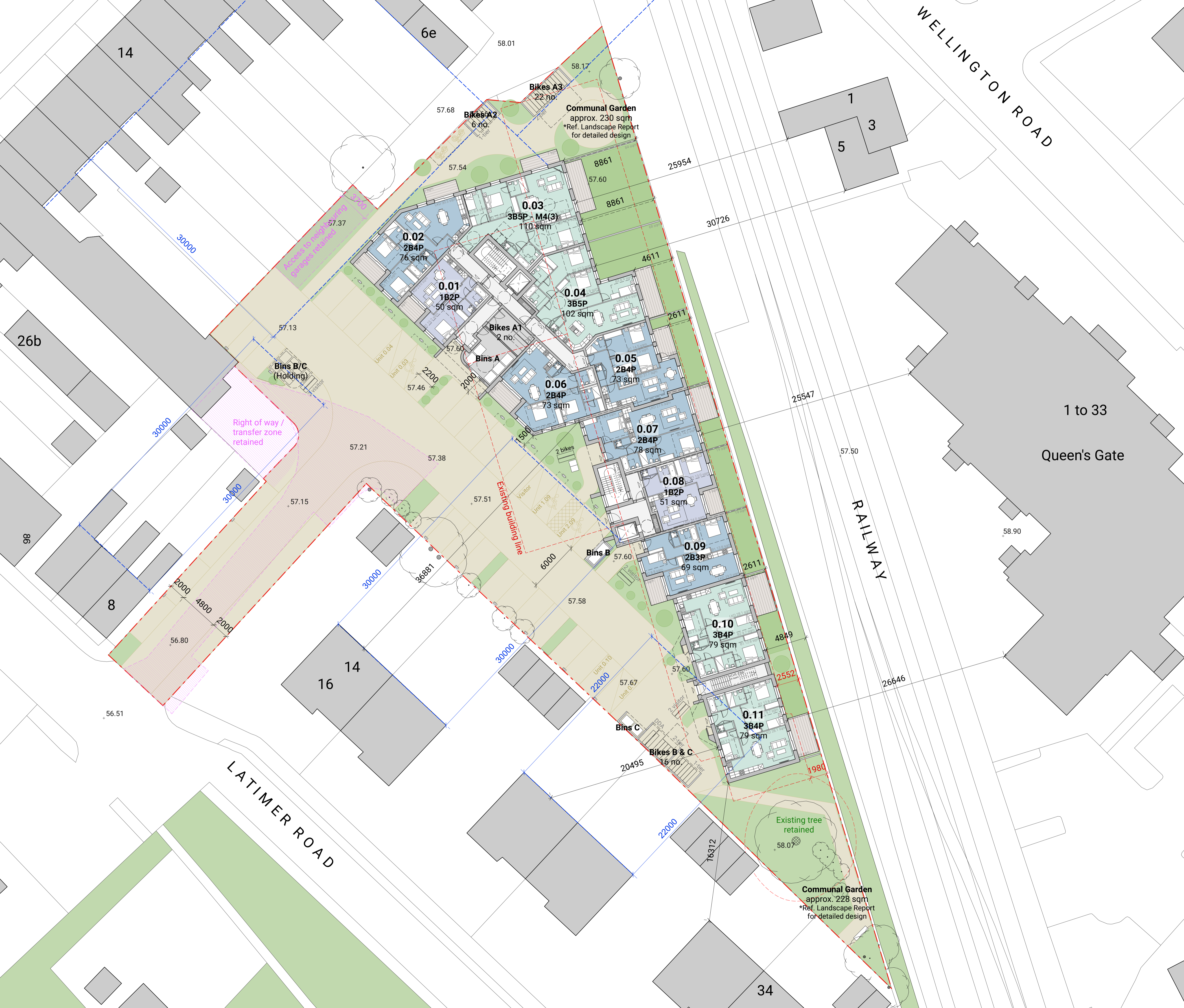
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	200	-

TITLE
Proposed Site Plan

DATE	SCALE
02.11.2023	1:500 @ A3 / 1:250 @ A1

Alistair Downie Ltd, Home ground, Globe Farm, Great Risington, Cheltenham, Glouce, GL54 2LH
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- Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



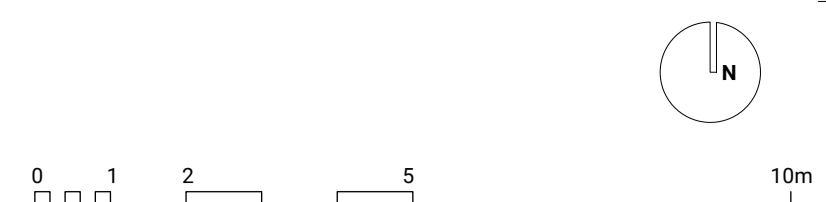
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	220	-

TITLE
 Proposed Ground Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Glcs, GL54 2LH
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 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	221	-

TITLE
 Proposed 1st Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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0 1 2 5 10m

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 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application

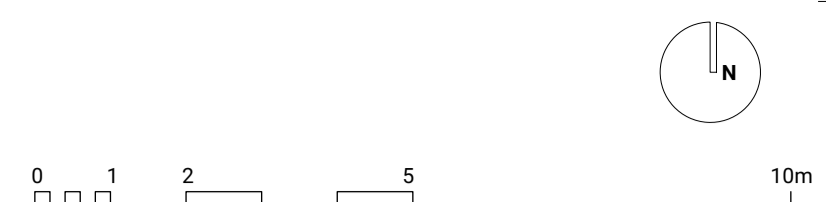
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	222	-

TITLE
 Proposed 2nd Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



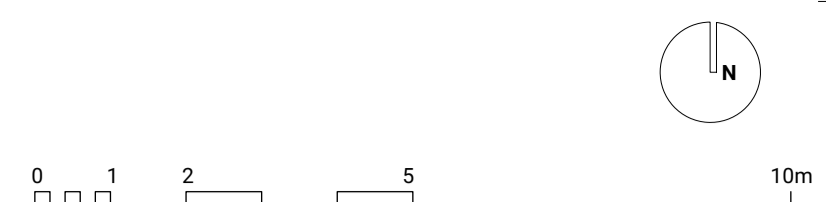
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	223	-

TITLE
 Proposed 3rd Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



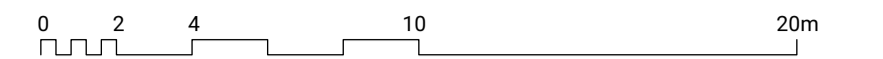
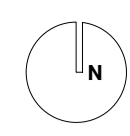
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	224	-

TITLE
 Proposed Roof Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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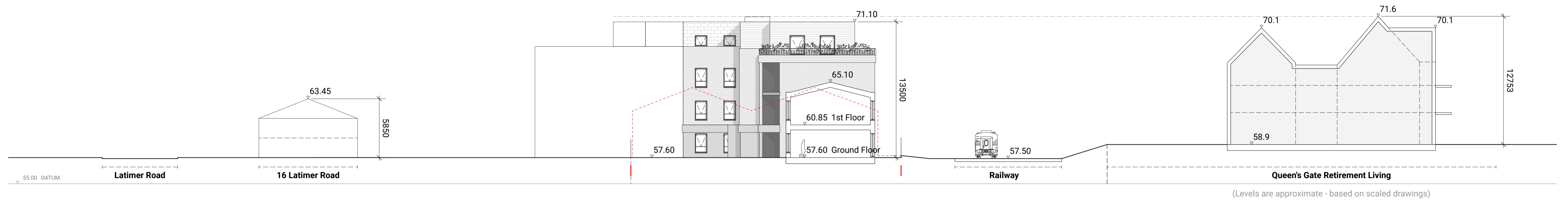


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--- Site Boundary



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Proposed Section 01

Rev.	Date	Description
-		

Planning Application



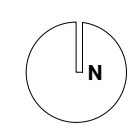
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	300	-

TITLE
Proposed Section 01

DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Glouce, GL54 2LH
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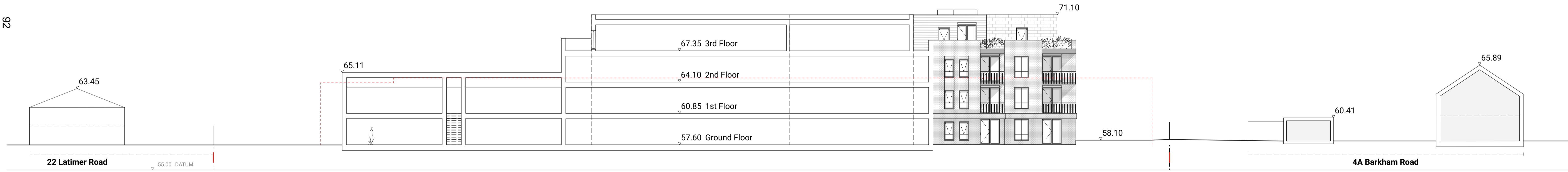
0 2 4 10 20m

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- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

--- Site Boundary



92



Proposed Section 02

Rev.	Date	Description
-		

Planning Application



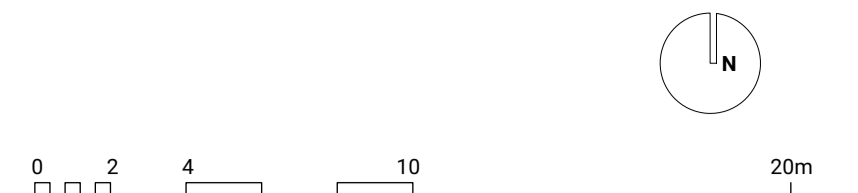
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	301	-

TITLE
Proposed Section 02

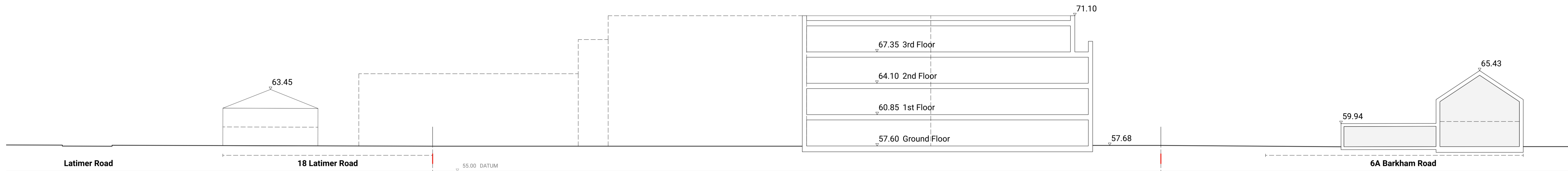
DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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--- Site Boundary



Proposed Section 03

Rev.	Date	Description
-		

Planning Application

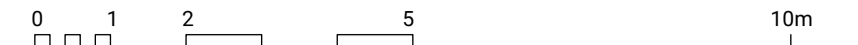
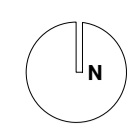


10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	302	-

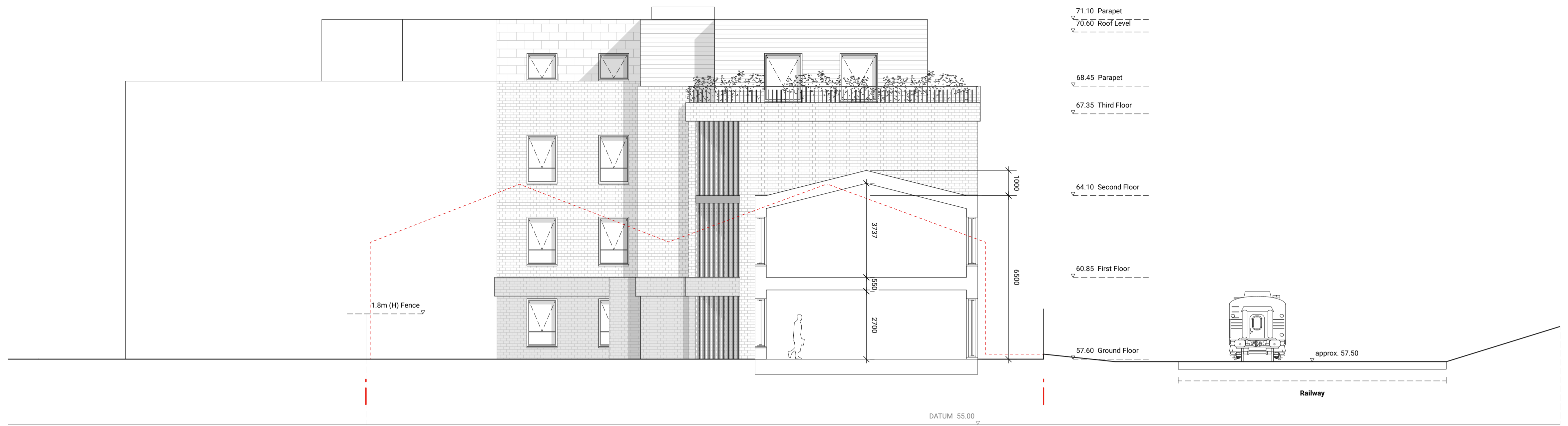
TITLE
Proposed Section 03

DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3



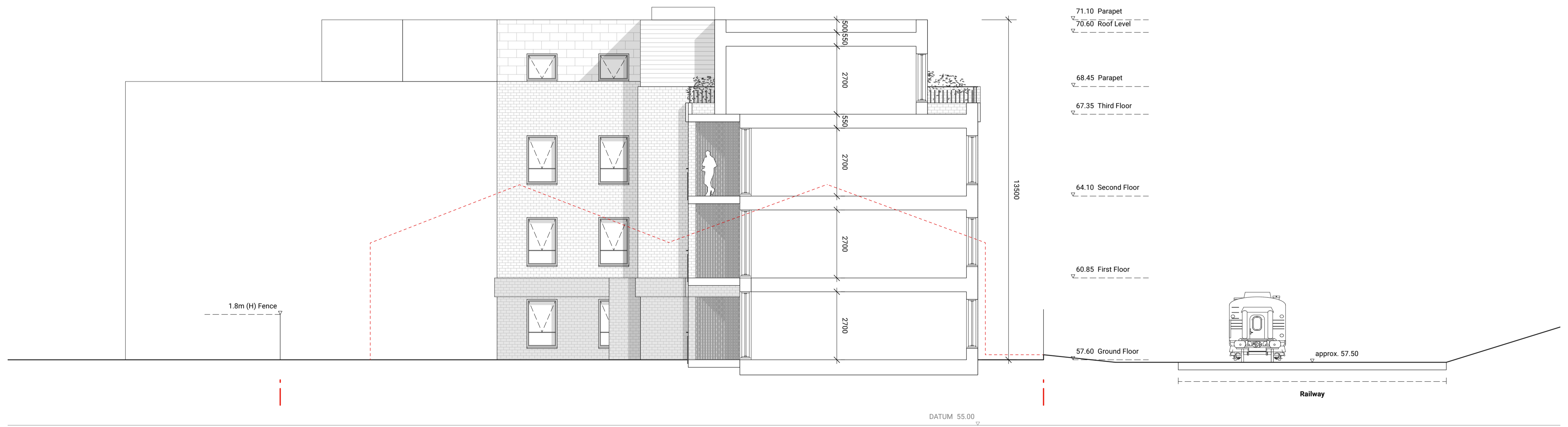
- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

--- Site Boundary



Proposed Section 04

94



Proposed Section 05

Rev.	Date	Description
-		

Planning Application



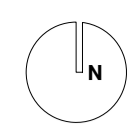
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	303	-

TITLE
Proposed Section 04 & 05

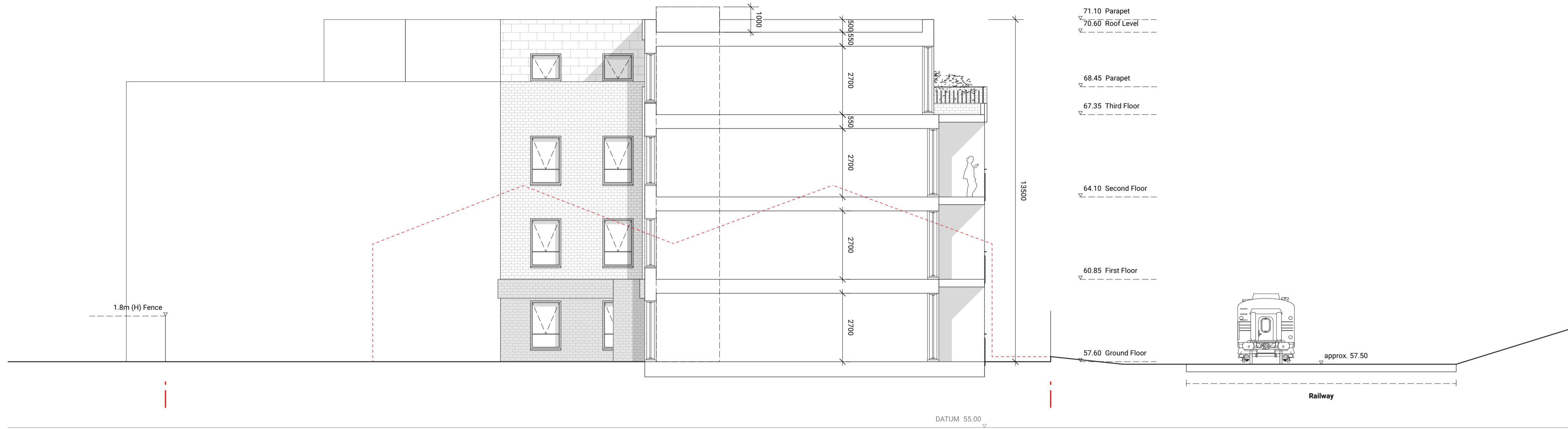
DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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0 1 2 5 10m

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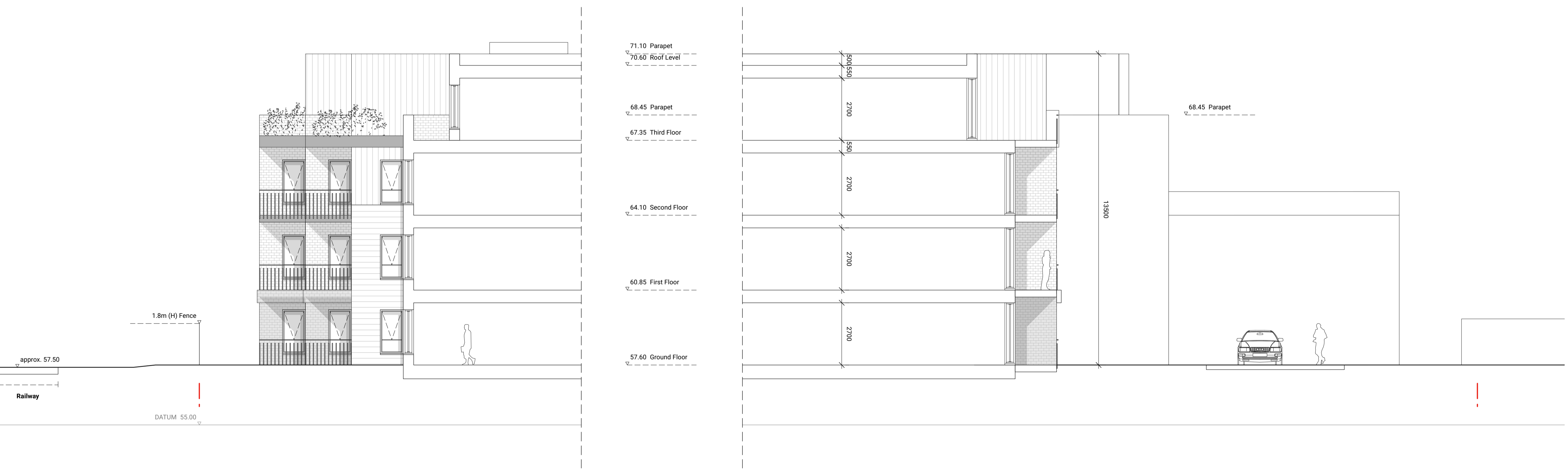


--- Site Boundary



96

Proposed Section 06



Proposed Section 07 & 08

Rev.	Date	Description
-		

Planning Application



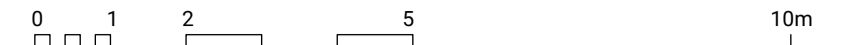
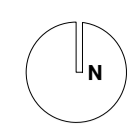
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	304	-

TITLE
Proposed Section 06, 07 & 08

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.



- 71.10 Parapet
- 70.60 Roof Level
- 68.65 Parapet
- 67.35 Third Floor
- 64.10 Second Floor
- 60.85 First Floor
- 57.60 Ground Floor

--- Site Boundary



Proposed Elevation 01

36



- Parapet 71.10
- Roof Level 70.60
- Third Floor 67.35
- Second Floor 64.10
- First Floor 60.85
- Ground Floor 57.60

- 68.65 Parapet
- 65.10 Roof Ridge Level

Communal Garden
Refer to Landscape Report for detailed design

Proposed Elevation 02

Rev.	Date	Description
-	-	-

Planning Application



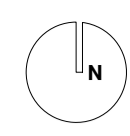
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	310	-

TITLE
Proposed Elevation 01 & 02

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
T: +44 7973 154540 E: studio@alisterdownie.com W: www.alisterdownie.com
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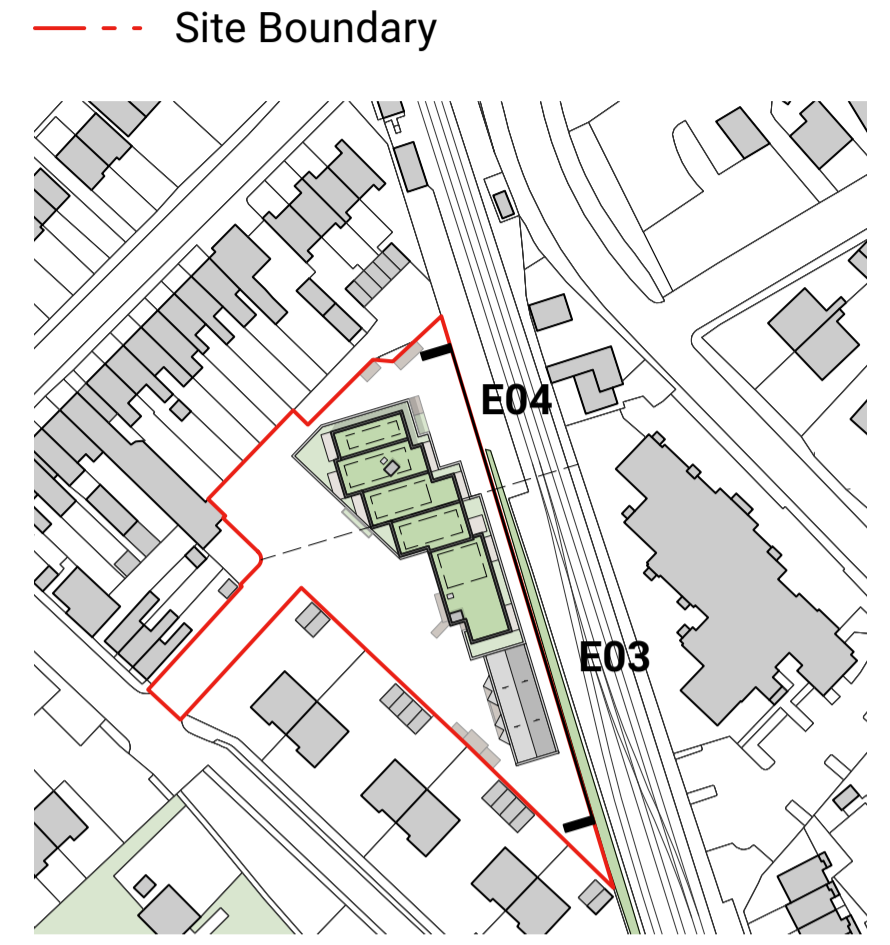


0 1 2 5 10m

- 1. Do not scale from this drawing. Use figured dimensions only.
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Proposed Elevation 03



97



Proposed Elevation 04

Rev.	Date	Description
-		

Planning Application



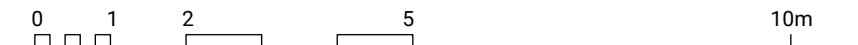
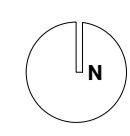
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	311	-

TITLE
Proposed Elevation 03 & 04

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.



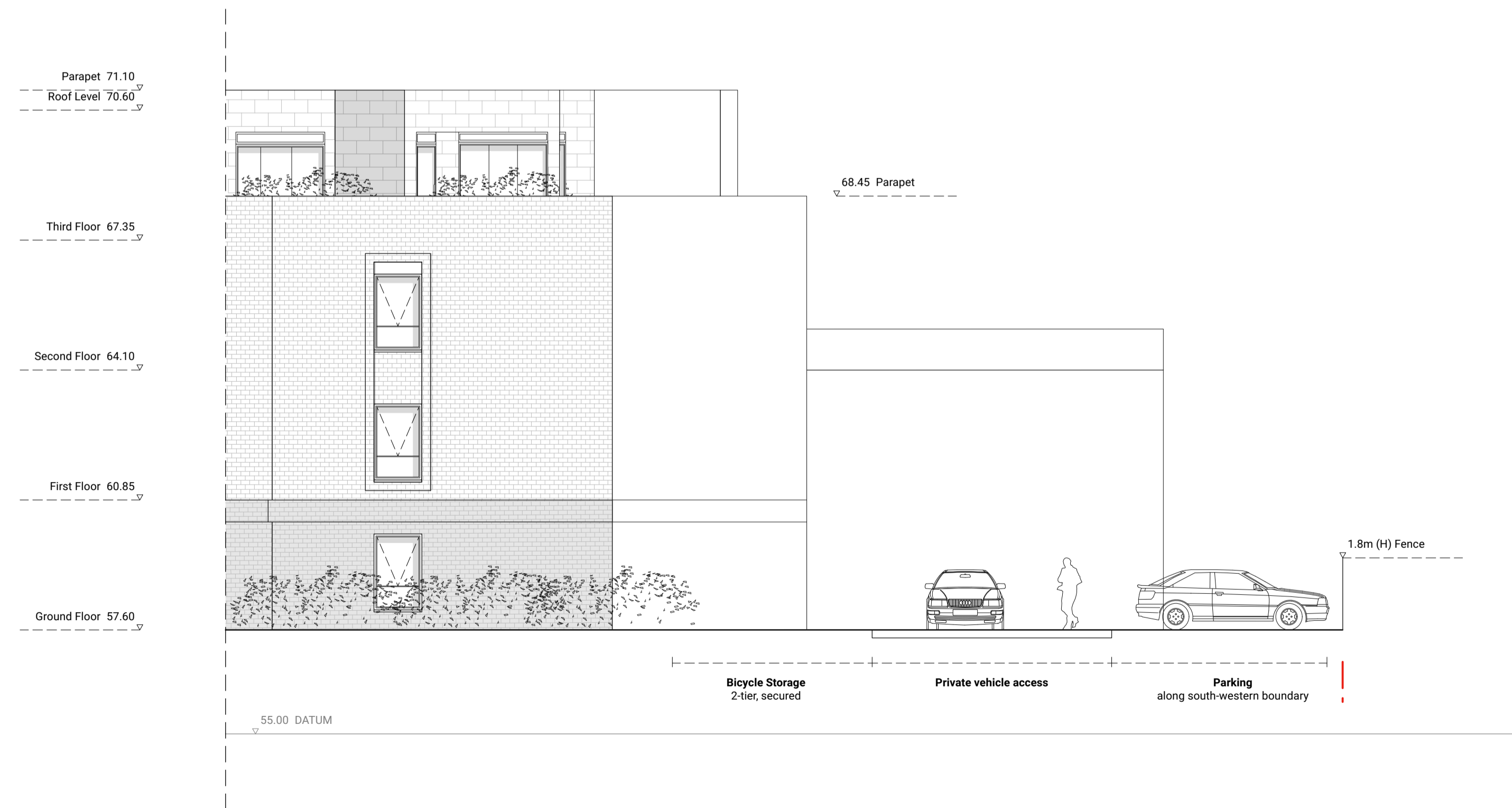
- 71.10 Parapet
- 70.60 Roof Level
- 68.45 Parapet
- 67.35 Third Floor
- 64.10 Second Floor
- 60.85 First Floor
- 57.60 Ground Floor

Proposed Elevation 05

--- Site Boundary



86



- Parapet 71.10
- Roof Level 70.60
- Third Floor 67.35
- Second Floor 64.10
- First Floor 60.85
- Ground Floor 57.60

Bicycle Storage
2-tier, secured

Private vehicle access

Parking
along south-western boundary

Proposed Elevation 06

Rev.	Date	Description
-		

Planning Application



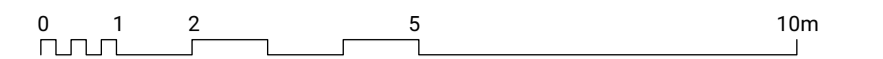
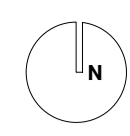
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	312	-

TITLE
Proposed Elevation 05 & 06

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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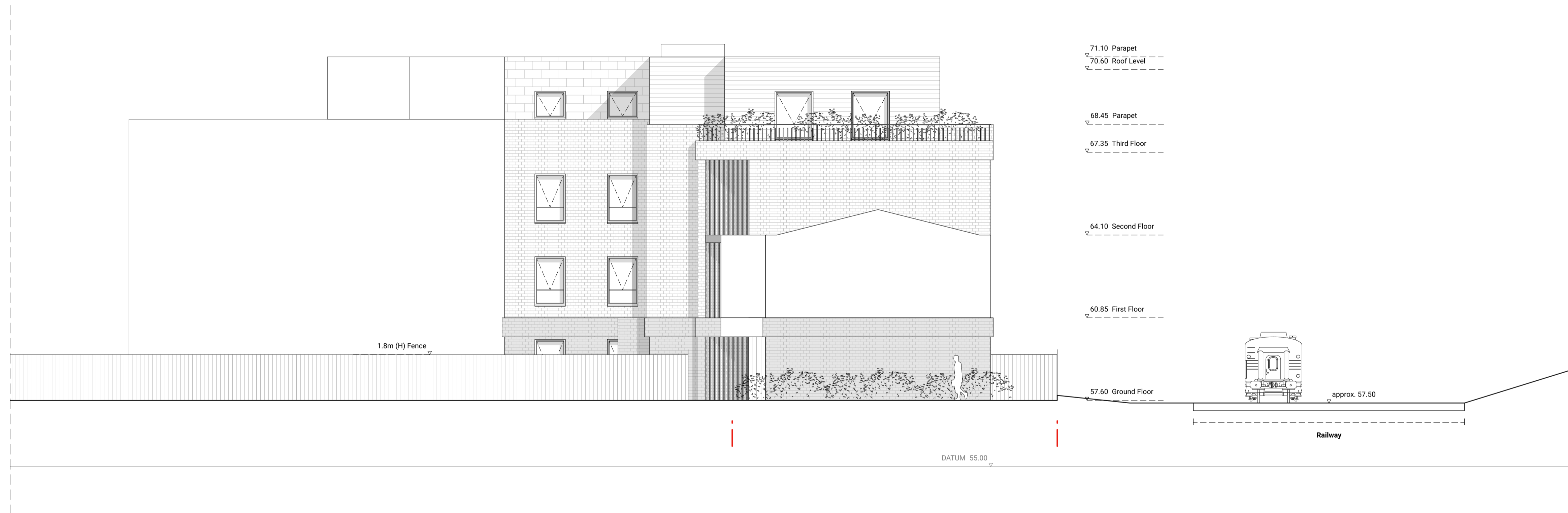


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- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

--- Site Boundary



69



Proposed Elevation 07

Rev.	Date	Description
-		

Planning Application



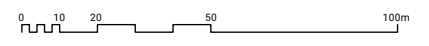
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	313	-

TITLE
Proposed Elevation 07

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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Site Boundary	
No. Storeys	Building Height
1+	3 - 5 m
2+	6 - 9 m
3+	9 - 12 m
4+	12 - 15 m
5+	> 15 m

100

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	500	-

TITLE
 Existing Building Heights Plan

DATE	SCALE
02.11.2023	1:2000 @ A3

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Site Boundary	
No. Storeys	Building Height
1+	3 - 5 m
2+	6 - 9 m
3+	9 - 12 m
4+	12 - 15 m
5+	> 15 m



101

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	501	-

TITLE
 Proposed Building Heights Plan

DATE	SCALE
02.11.2023	1:2000 @ A3

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Date:

10 November 2023

On behalf of:

Burlington

10-12 Latimer Road, Wokingham

Design Update | Rev. A

This design update has been prepared by the project team to highlight proposed design development to 10-12 Latimer Road, Wokingham in response to feedback from the local Planning Authority.

The design updates include:

- Refined detail and reduced appearance of the massing on the north elevation to enhance the view from the Station.
- Additional context analyses to ensure the proposed building heights are appropriate for the setting.
 - Building storeys plan
 - Site sections
 - Topographical plan



The width of the north elevation has been broken down into two brick elements, with a subservient, recessed panel between them to separate the massing visually.

The recessed panel has been set back approximately 300mm on the lower levels. This maintains internal areas at or above the NDSS, but reduces the overall massing on the north elevation.

The north elevation has been revised and reduced in appearance and massing

- The width of the north elevation has been broken down into two brick elements, with a subservient, recessed panel between them to separate the massing.
- The central recessed panel has been set back approximately 300mm on the lower levels. This maintains internal areas at or above the NDSS, but reduces the overall massing on the north elevation. (Note, the loss of internal area on the lower level flats is approximately 1 sqm).



Proposed north elevation



Previous proposal (September 2023)





Proposed north elevation and upper level materials

Slate cladding is proposed for the darker grey roof sections and the recessed north elevation.



Lighter stone cladding is proposed to cover alternating roof elements



Materiality

- The upper levels of the roof have been set back and will feature alternating light and dark stone cladding.
- The dark stone will be slate - in keeping with the surrounding neighbourhood context.
- A slightly lighter, neutral coloured stone cladding will offer contrast and further differentiate the appearance of the massing at the upper level.
- The darker slate cladding will be used within the set back, recessed section of the north elevation, to ensure it is subservient to the primary brick elevations.



July 2023 | View 7 - Proposed view by TVIA Consultants



September 2023 | View 7 - Architect's illustration - updated materials and massing



November 2023 | View 7 - Architect's illustration - updated materials and massing



The existing context features a dominance of red brick facade materials and grey roof slates on pitched roofs and upper storeys.

The width of the north elevation has been broken down into two brick elements, with a subservient, recessed panel between them to separate the massing visually.

November 2023 | View 7 - Architect's illustration - updated materials and massing (summertime foliage)



Camera make & model - Canon EOS 6D MkII
Lens make & focal length - Canon TS-E 24mm, f/3.5
Date & time of photograph - 06/03/2023 @ 09:42
Grid reference - 480654, 168555

Viewpoint height (AOD) - 60.3m
Distance from site - 40m
Projection - Planar
Enlargement factor - 100%

Visualisation Type - Type 4 (L1 TGN 06/19)
Horizontal Field of View - 73.7°
Height of camera AGL - 1.50m
Page size / Image size (mm) - 420 x 297 / 390 x 260

VIEWPOINT 1 - PROPOSED MASSING MODEL VIEW
JUNCTION OF WELLINGTON RD (A321) AND PARK RD
10-12 Latimer Road, Wokingham | TYPE 4 VISUALS

To be viewed at comfortable arm's length



July 2023 | View 1 - Proposed view by TVIA Consultants

November 2023 | View 1 - Architect's illustration - updated materials and massing

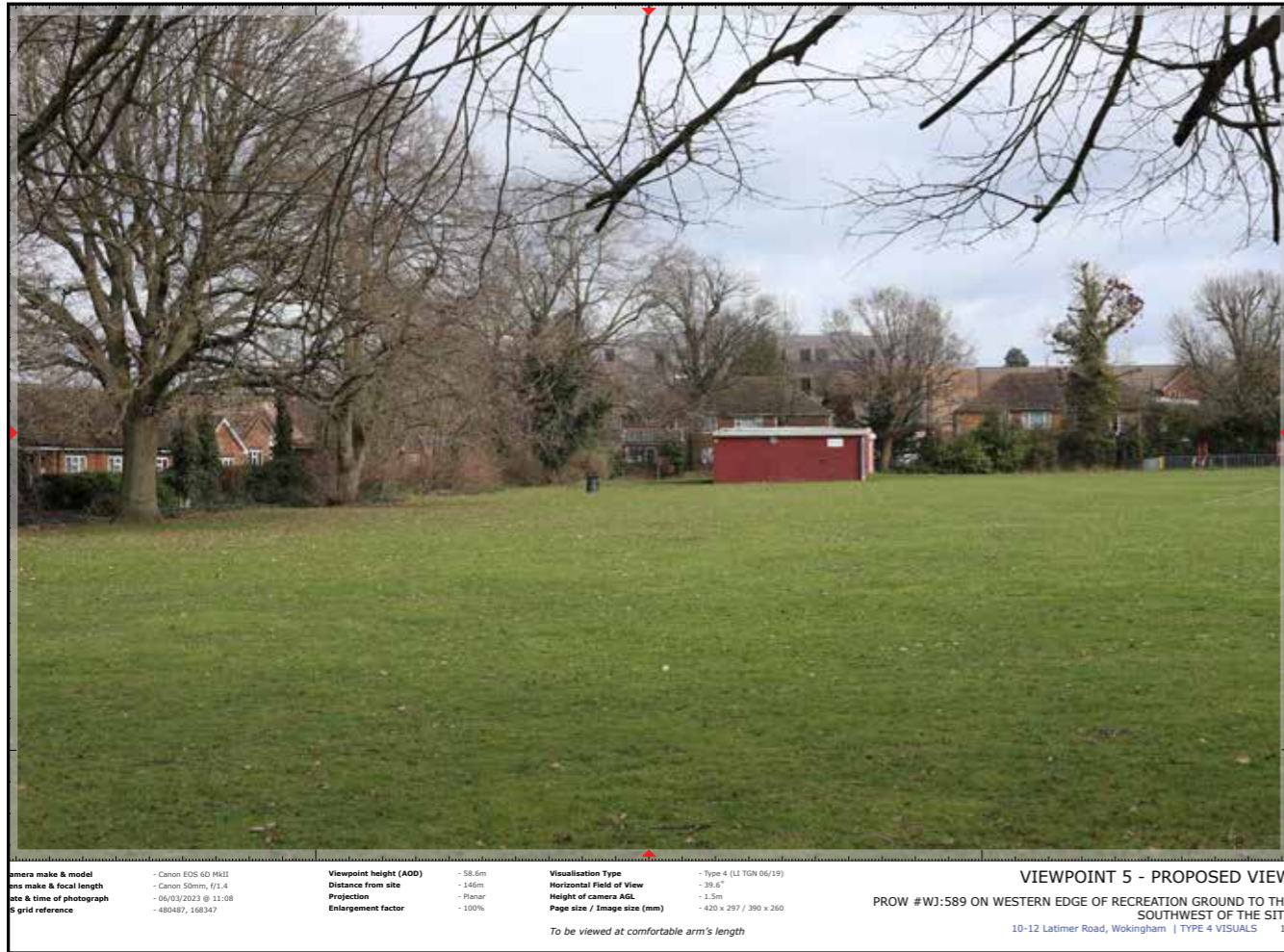
The existing context features a dominance of red brick facade materials and grey roof slates on pitched roofs and upper storeys.

The proposed roof storey features a mix of grey slate cladding and lighter stone cladding to differentiate the massing whilst echoing the local vernacular.



109

November 2023 | View 1 - Architect's illustration - updated materials and massing





111

November 2023 | View 5 - Architect's illustration - updated materials and massing



112

November 2023 | View 5 - Architect's illustration - updated materials and massing (summertime foliage)

LOCAL RESIDENTIAL FACADE MATERIALS AND CHARACTER STUDY

2+

Pitched roof - side-on view

4+

Pitched roof - gable end view

113

3+

Pitched roof - combo roof view

3

Flat roof

ROOF TYPES AND STOREY HEIGHTS

Red / brown tile

Red / orange brick

White brick (painted) - Flemish

Red brick - running bond

Red brick - Flemish

White horizontal cladding

Red brick - engineering

Red brick - mix

White / cream render / painted pebbledash

FACADE MATERIALS

Local form and building height

Building heights throughout the surrounding area of the site vary from one to five storeys, with the two-three storey dwellings forming the bulk of accommodation types.

Rooftops are frequently pitched - but with a mix of long end and gable ends facing the street. This can add a storey or more to the overall building height, even when the roof space is unoccupied.

Some buildings feature a mixture of building forms (gable ends facing and perpendicular to the street), while others are more homogeneous in appearance. Flat rooftops are also present.

Local materials

A thorough survey of the local residential typologies reveals a restrained materials palette across the area - with predominantly red brick tones, with white rendered, painted, and panelled accents, along with darker brown/red textured tiles. The ground floor is often differentiated from the upper levels.



LOCAL RESIDENTIAL FACADE MATERIALS, CHARACTER, AND BUILDING HEIGHTS STUDY



114

3+

Frederick Pl

3+

Alderman Willey Cl

3+

Banbury Cl

2+

Park Rd / Park Ave / Station Rd / Albert Rd

3+

1 Barkham Rd (consented)

4+

Elms Field masterplan

2+

Barkham Rd / Havelock Rd / St

3+

Wellington Rd / Outfield Crescent (The Pavilions)

2+

Barkham Rd

3+

Ormonde Rd

2+

Latimer Rd

4+

West Forest Gate (under construction)

3+












Carnival Phase II (under construction)





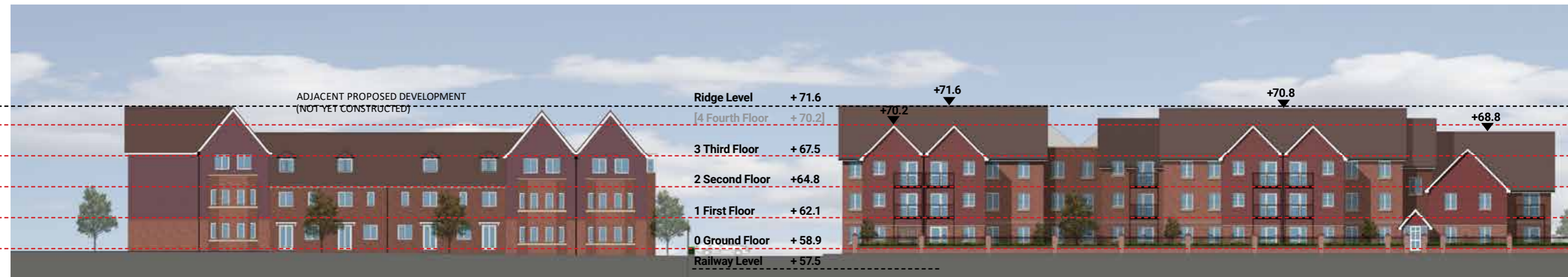
Surrounding area building heights

- The proposed development would have a maximum of 4 storeys, with a set-back flat rooftop storey (approx. 13.5m above ground level).
- The proposed parapet level, which establishes the dominant massing level is approximately 11m above ground level.
- This is in keeping with the neighbouring property across the railway which is 3 full storeys plus a full storey + height roof level (approximately 12.5m above ground level)
- Note the approved scheme at 1 Barkham Road is shown on the drawing. This is similarly 3 storeys + a full storey pitched roof.

	Site Boundary
	No. Storeys
	1+
	2+
	3+
	4+
	5+
	Building Height
	3 - 5 m
	6 - 9m
	9 - 12m
	12 - 15m
	> 15m



Queens Gate building heights study (Levels are assumed - based on scaled drawings and proposed GF level.)



WELLINGTON ROAD STREET SCENE

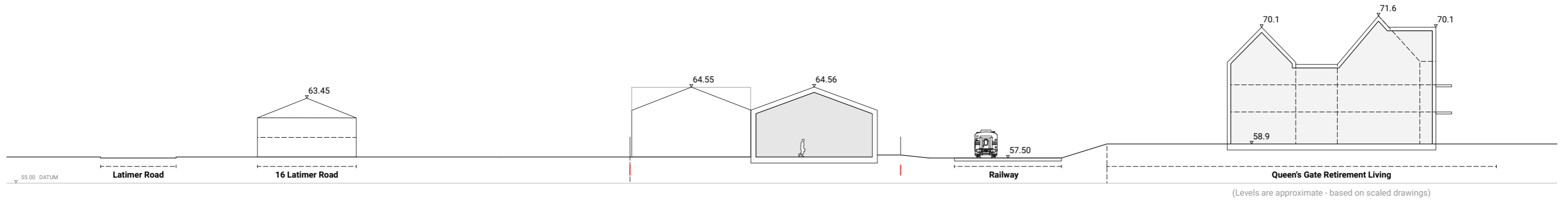
116



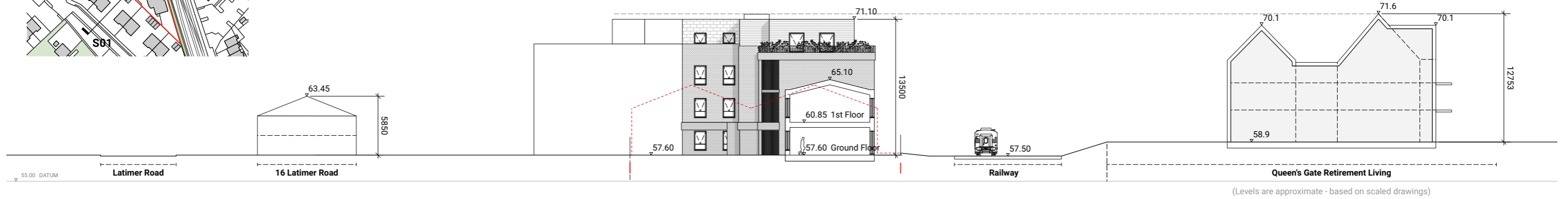
SOUTH EAST ELEVATION



Key plan showing Queens Gate opposite our site

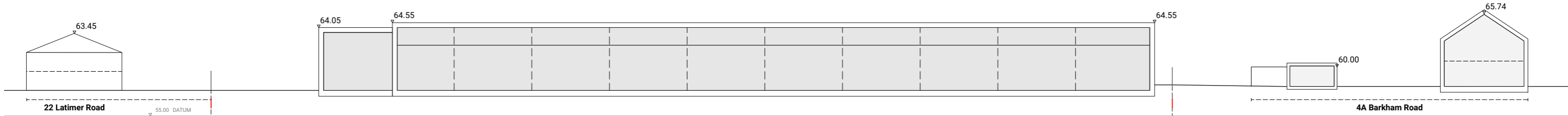


Site section 01 - Existing

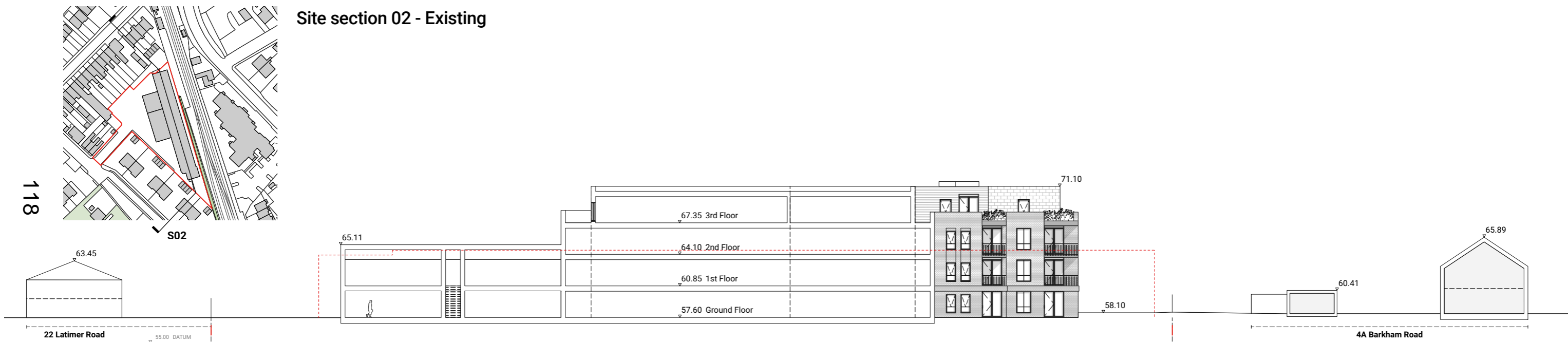


Site section 01 - Proposed





Site section 02 - Existing



Site section 02 - Proposed





0 1 2 5 10m

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- Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	224	-

TITLE
 Proposed Roof Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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Date:

10 November 2023

On behalf of:

Burlington

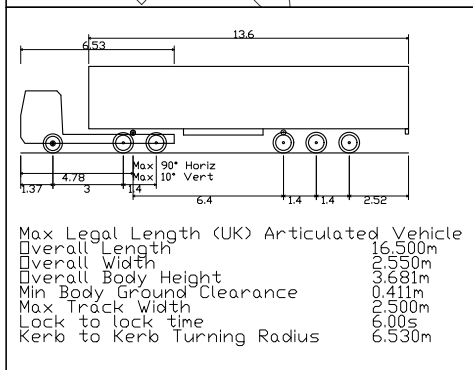
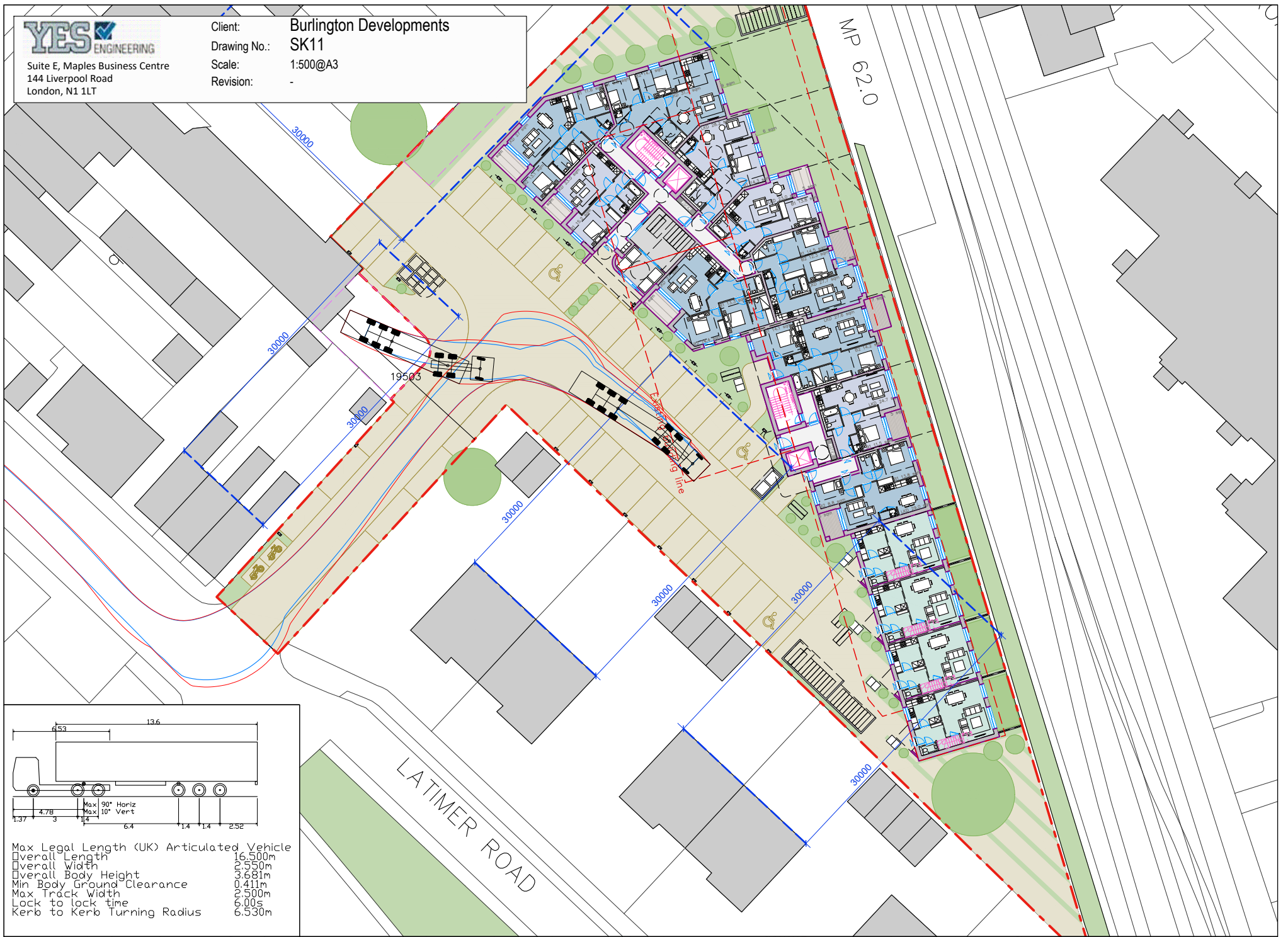
Alistair Downie

Soho Works
2 Television Centre
101 Wood Lane,
Shepherd's Bush
London W12 7FR

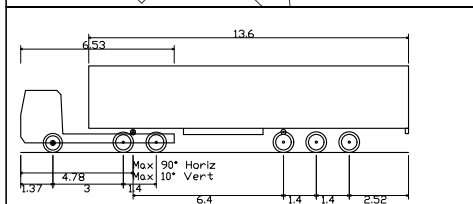
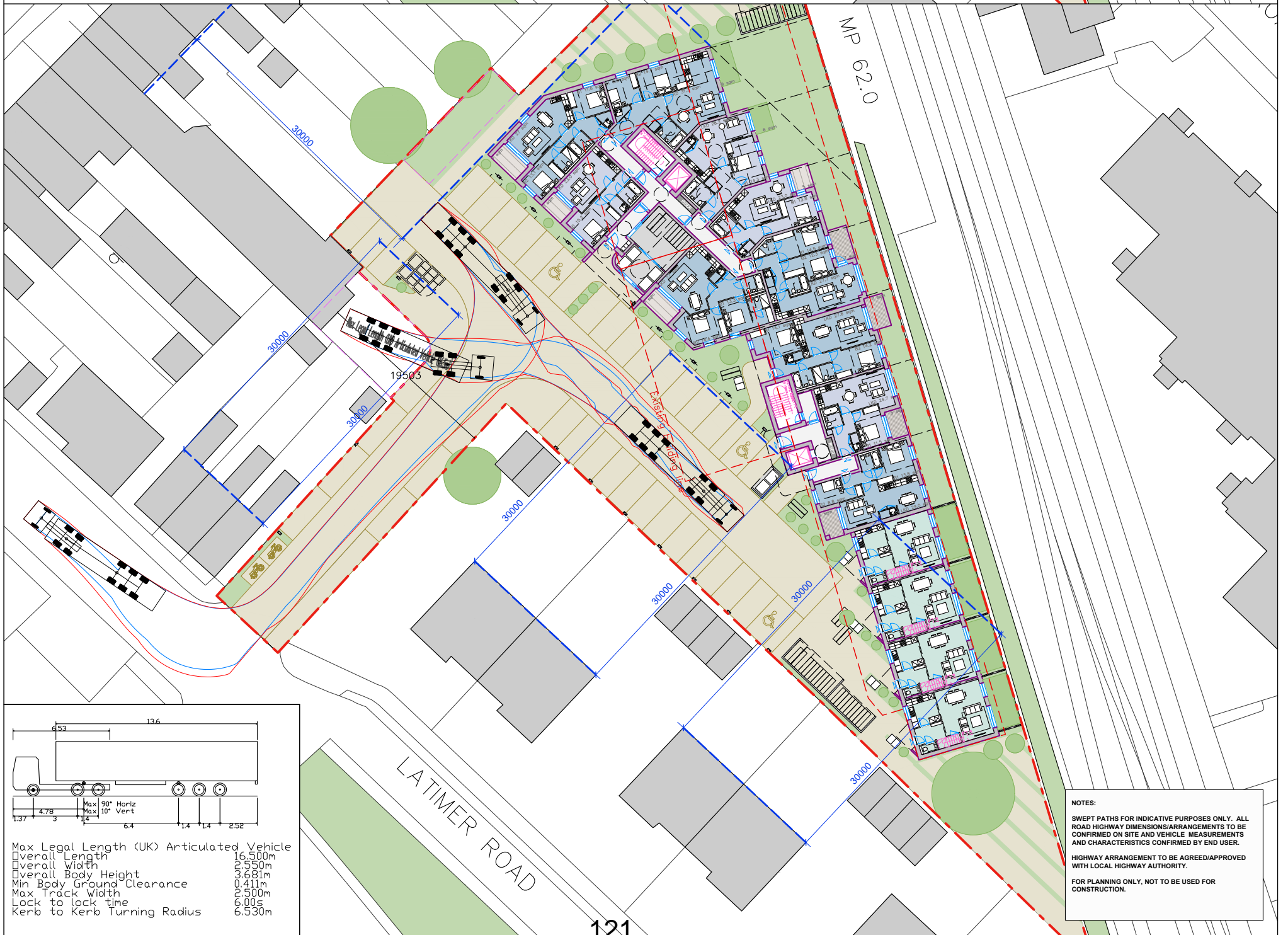
The Brewhouse
The Old Brewery
Priory Lane
Burford
OX18 4SG

+44 7973 154540
al@alistairdownie.com





Max Legal Length (UK) Articulated Vehicle
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



Max Legal Length (UK) Articulated Vehicle
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

NOTES:
 SWEEP PATHS FOR INDICATIVE PURPOSES ONLY. ALL ROAD HIGHWAY DIMENSIONS/ARRANGEMENTS TO BE CONFIRMED ON SITE AND VEHICLE MEASUREMENTS AND CHARACTERISTICS CONFIRMED BY END USER.
 HIGHWAY ARRANGEMENT TO BE AGREED/APPROVED WITH LOCAL HIGHWAY AUTHORITY.
 FOR PLANNING ONLY, NOT TO BE USED FOR CONSTRUCTION.

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Agenda Item 59.

Application Number	Expiry Date	Parish	Ward
180711	24/12/2021	Wokingham Town	Wescott;

Applicant	Miss Emma Runeson (Persimmon Homes)
Site Address	Amen Corner (South) Amen Corner Binfield Bracknell RG12 8SZ
Proposal	Hybrid planning application for a residential-led mixed-use development comprising outline planning application for commercial development (Use Classes A2 (financial and professional services), B1 (business), B8 (storage or distribution)) on 0.95ha (all matters reserved, except for access); and full planning application for 302 residential dwellings, public open space and spine road, estate roads, landscaping drainage, levels and car parking. The site spans the Wokingham Borough Council / Bracknell Forest Council administrative boundary: an area proposed as public open space to the far west of the application site falls within Wokingham Borough].
Type	Hybrid
Officer	Stefan Fludger
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 10 January 2024
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL subject to conditions and informatives and s106 agreement.

SUMMARY

This application relates to the provision of a mixed-use development to the west of the A329(M) principally located within Bracknell Forest administrative boundary. The only part of the development within Wokingham Borough is an area of public open space. The site consists of an area open scrubland with woodland, grassland and open space. It is currently informally accessed by foot. As the application site crosses the boundary between the two Boroughs, in line with legislation, the applicant has submitted an identical application to both Local Planning Authorities. Bracknell Forest Council resolved to approve their application in August 2023.

The assessment of the application relates to the impacts of the development which may affect Wokingham Borough and its residents, with Bracknell being the determining authority for other aspects. The provision of public open space within Wokingham is considered acceptable in principle and there would not be harmful impacts on neighbours within the Borough. Bracknell have found the appearance of the development to be acceptable and Officers at Wokingham do not consider that there would be harm to the landscape or the character of the area when viewed from the Borough. The Public Open Space would ensure the retention of a gap between settlements, in addition to opening up additional land for public amenity and improving public footpath that runs across the site. The impacts of the proposed development in terms of environmental and highway impacts to Wokingham Borough have also been assessed and have been found to be acceptable.

The proposal is acceptable, subject to conditions and a planning obligation requiring upgrading of surfacing on Wokingham footpath 37, long term maintenance to provide biodiversity net gain and retention for use by all in perpetuity.

RELEVANT PLANNING HISTORY

O/2012/2483 – Outline application with means of access to be determined for the development of approximately 30 hectares of land at Amen Corner (of which 4 ha are within WBC) to provide 550 dwellings; a neighbourhood centre of up to 2500sqm (comprising accommodation with use classes A1, A2, A3, A4, D1 or D2; construction of a new road between London Road and Cain Road; construction of new junctions with the existing local road network at London Road, North View, South View and Beehive Road to provide vehicular access to the site; the creation of new accesses to the Coppid Beech Hotel / Ski Centre from the site together with replacement car parking spaces and the reconfiguration of existing car parks; provision of associated public open space; children's play areas; Suitable Alternative Natural Greenspace (SANG); Sustainable Urban Drainage Systems (SuDs); internal roads, paths, car parking and landscaping – **Declined to Determine.**

222961 - Consultation from Bracknell Forest Council for the following proposal: Hybrid planning application for a residential-led mixed-use development comprising: outline planning application for commercial development (Use Classes A2 (financial and professional services)/B1 (business)/B8 (storage or distribution)) on 0.95ha (all matters reserved, except for access); and full planning application for 302 residential dwellings, public open space and spine road, estate roads, landscaping, public right of way diversion, drainage, levels and car parking. [Re-consultation on comprehensively revised plans. The site spans the Wokingham Borough Council / Bracknell Forest Council administrative boundary: an area proposed as public open space to the far west of the application site falls within Wokingham Borough]. – **Replied – 09/12/2022**

DEVELOPMENT INFORMATION	
Proposed units	0
Previous land use	N/A
Existing parking spaces	0
Proposed parking spaces	0
CONSTRAINTS	Public Right of Way (Footpath 37) WBC Owned Land Landfill gas consultation zone. Potentially contaminated land. Nitrate vulnerable ground water SPA 5km. SSRI Impact Zone. Allocated Public Open Space (Land West of Amen Corner Countryside Heathrow Wind Turbine Safeguarding.

CONSULTATION RESPONSES	
WBC Highways	No objection.
WBC Ecology	No objection, subject to conditions.

WBC Green Infrastructure	No objection.
WBC Environmental Health	No objection.
Berkshire Archaeology	No objection.
National Highways	No objection.
Sport England	No objection.
WBC Trees and Landscapes	No objection, subject to conditions.
Highways England	No objection.
Natural England	No objection.
WBC Drainage	No objection.
WBC PROW	No objection, subject to re-surfacing of footpath 37.

REPRESENTATIONS

Town/Parish Council: There is no cycle path from this development into Wokingham and there are inconsistencies in the reptile surveys. Therefore, they object to the scheme.
Officer Note: There is an existing cycle path along London Road, with provision to cross the roundabout and continue into Wokingham Town. The Council's Ecologist has no objection to the scheme or the reptile surveys, subject to the provision of a method statement secured by condition.

Local Members:
 No comments received.

Neighbours:
 Loddon Valley Ramblers note the possibility to upgrade Wokingham Footpath 37.

No other neighbour comments received.

PLANNING POLICY

National Planning Policy Framework
National Design Guide
National Planning Practice Guidance

Core Strategy (CS)

- 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 (Inc Countryside)

MDD Local Plan (MDD)

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
CC10 – Sustainable Drainage
TB23 – Biodiversity and Development

Other

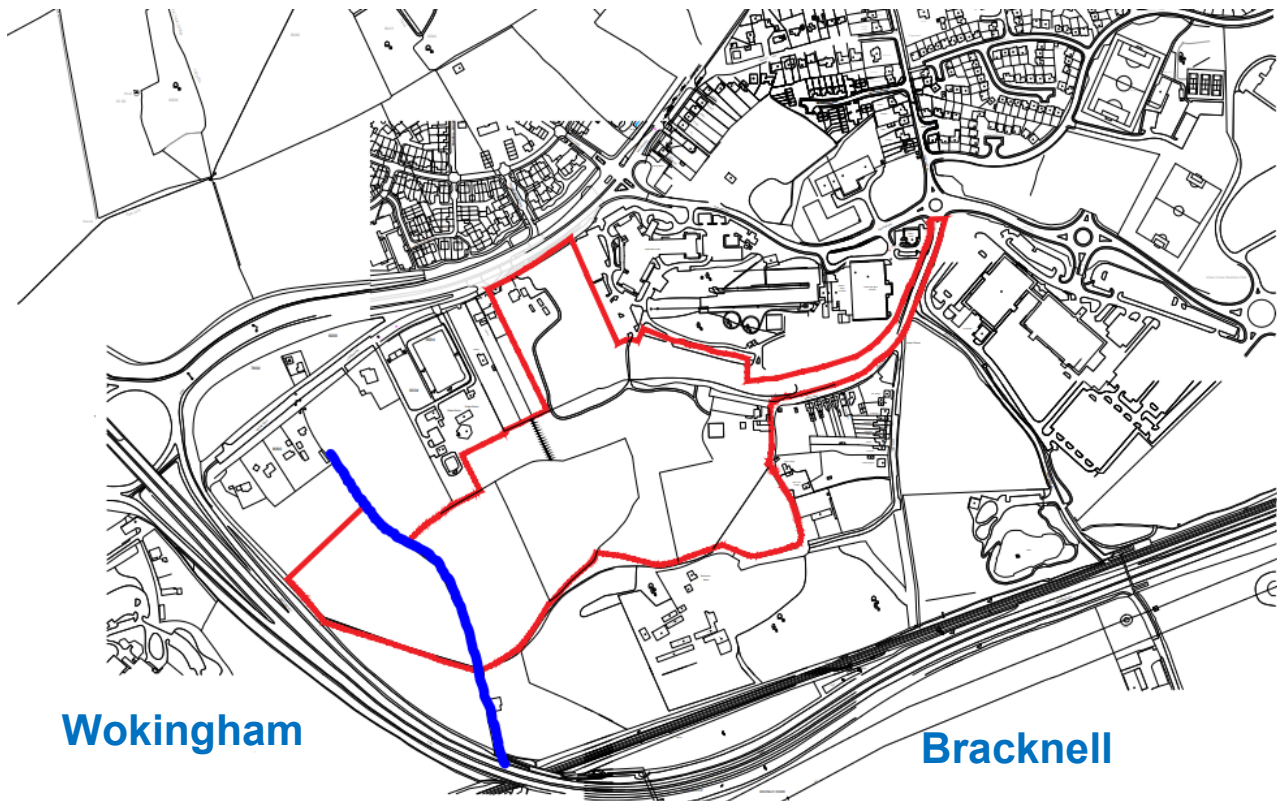
Borough Design Guide Supplementary Planning Document
CIL Guidance + 123 List

PLANNING ISSUES

1. This planning application is a cross boundary hybrid application relating to the provision of 302 residential dwellings, spine road, estate roads, landscaping, public right of way diversion, drainage, levels and car parking within Bracknell Forest Borough. Within Wokingham Borough, the development consists of the formalisation of an existing area of heath and woodland into Public Open Space. The amount of built form within Wokingham Borough is minimal, consisting of footpaths and drainage features.
2. The Open Space is directly associated with the adjacent development, however, would be open to use by anyone.
3. Where a development crosses the boundary between more than one Local Planning Authority, the applicant must submit a planning application to all planning authorities within which the application site falls. Each authority must then determine the application. Only part of the site falls within the jurisdiction of Wokingham Borough Council (WBC). The development appears an extension to Bracknell town and would not be read as part of any urban area within Wokingham Borough, being clearly separated from Wokingham town by the A329M. Given that the built form and associated infrastructure would mostly impact upon Bracknell, it is appropriate for Bracknell Forest Council (BFC) to assess these aspects. This also applies to the majority of other material considerations.
4. Given the above, Wokingham Borough Council will assess the material considerations where necessary, touching on those matters which would affect the Borough. It should be noted that BFC resolved to approve the application in August 2023.
5. In September 2020 Use Class E was introduced to cover Use Classes A1 (Shops), A2 (Financial and Professional), A3 (Restaurants and Cafes) as well as parts of D1 (nonresidential institutions) and D2 (Assembly and Leisure). However, as Statutory Instrument S1 2020/757 states, 'If prior to the commencement of the material period, a relevant planning application was submitted, or was deemed to be submitted, to the

local planning authority which referred to uses or use classes which applied in relation to England and were specified in the Schedule to the Use Classes Order on 31st August 2020, that application must be determined by reference to those uses or use classes'. This is the reason why the original description of development associated with the outline commercial area has not subsequently changed and this is in line with BFC's assessment.

6. The site location plan is shown below:



Location plan – Borough boundary shown in blue.

Principle of Development:

7. 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.
8. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories.

9. The proposal is in the Countryside and is therefore subject to Core Strategy Policy CP11. This policy states that proposals that contribute and/or promote recreation in, and enjoyment of, the Countryside are generally acceptable in principle subject to the impact on the rural character of the area and that that it does not lead to excessive encroachment or expansion of development away from original buildings. Paragraph 96 of the NPPF considers that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.
10. The use of the land as recreational space therefore would not conflict with CP11. There are no 'original buildings' as referred to in CP11, however, the provision of footpaths and other small-scale development (including a play area and footpaths) would result in additional built form and encroachment into the Countryside. However, it is not considered that the encroachment is excessive, as the provisions are reasonably required to serve the space. It is therefore considered that the scheme is acceptable in principle.
11. The principle of development on the Bracknell Forest side of the boundary is for BFC to determine in line with their policies. They have deemed it acceptable.

Character of the Area:

12. Section 15 of the NPPF indicates that Planning policies and decisions should contribute to and enhance the natural and local environment by:

...

- b) *Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*

...

13. Core Strategy Policies CP1 and CP3, require new development to maintain or enhance the high quality of the environment. TB21 of the MDD Local Plan indicates that proposals should respect the landscape character of the area, retain or enhance existing landscape features such as trees and woodland and provide for appropriate landscaping. Landscaping should consist of locally native species. Policy CC03 of the MDD Local Plan requires development proposals to demonstrate how they have considered and achieved the following criteria within scheme proposals:
 - a) Provide new or protect and enhance the Borough's Green Infrastructure networks, including the need to mitigate potential impacts of new development
 - b) Promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways
 - c) Promote the integration of the scheme with any adjoining public open space or countryside
 - d) Protect and retain existing trees, hedges and other landscape features

- e) Incorporate high quality, ideally, native planting and landscaping as an integral part of the scheme.
14. The policy also states that development proposals which would result in the loss, fragmentation or isolation of areas of green infrastructure will not be acceptable.
 15. The site is currently an area of informal grassland, scrubland and woodland on both sides of the Borough boundary, which runs up to the edge of Bracknell town to the north and up against the A329M to the south. The site does not currently benefit from public access.
 16. The site plan for the development is shown below:



Site plan – with borough boundary in blue.

17. The development outside Wokingham Borough would consist of low-rise housing and commercial buildings which would not be significantly visible from the Borough, being cut off by major roads and would read as part of Bracknell. The outer edges of the development will comprise lower density two storey dwellings which is consistent with the design approach for edge of settlement. It is considered that the design of the buildings is acceptable, as would be the impact on the landscape.

18. With regards the open space, development would consist of new footpaths and SuDS features. It is considered that the impact of the scheme on the character of the area would be acceptable, with this land remaining as an essential buffer between Wokingham and Bracknell. The public open space and retained vegetation in association with the proposed new planting will also define the settlement edge of Bracknell in this location.
19. There are a number of areas where there will be level changes in close proximity to trees retained within the site. This will need to be addressed through an Arboricultural Method Statement which is required by condition, but also levels drawings will need to show existing and proposed levels within the areas of open space, to ensure the ground levels are not being altered significantly in relation to the existing vegetation to be retained.
20. The landscape proposals will need to provide appropriate replacement tree planting within the public open space to mitigate the effects of these drainage features. Planting will be required on the sides of the infiltration basin as this is a significant feature which will need some landscape mitigation to be provided. Revised landscape drawings showing this additional planting will need to be submitted through conditions.
21. Subject to the provision of appropriate details as outlined above, the proposal would have an acceptable impact on the character of the area. The development will also provide public benefit by creating addition public open space for residents and improvements to an existing public right of way.

Neighbour Impacts

22. It is not considered that the public open space would give rise to any harmful neighbour impacts in terms of loss of light, overlooking, overbearing or noise issues. This is supported by the Council's Environmental Health Officer who has no objection to the scheme.
23. All built parts of the development would be a significant distance from any houses within Wokingham Borough and therefore there are no concerns in this regard.
24. The commercial uses would be some distance from any neighbours within Wokingham and the Council's Environmental Health Officer has no objection in this regard.

Access and Movement:

Highway Safety:

25. Core Strategy Policies CP1 and CP6 require new development to be in accessible locations, provide access by a range of modes with emphasis on sustainable travel, provide appropriate parking, and mitigate any road safety or other highway related problems.
26. There are no new roads or parking areas associated with the area of public open space. This would have pedestrian access from Wokingham Borough. This is acceptable.

27. The potential impacts on Wokingham Borough are to the strategic highway network. The proposal is for a significant number of houses and other uses which will attract vehicular movements. The nearest junction is at Coppid Beech, which has already been enlarged and modified to account for population growth including this development. Wokingham Borough Council have reviewed their own strategic modelling which suggests that this junction will operate within acceptable parameters, taking into account a larger development than is proposed. The Council's Highways Officer has confirmed that the development is unlikely to lead to any significant harmful impact on this junction or the wider network.

Ecology:

28. The applicant has submitted a biodiversity net gain calculator, which proposes habitat change within the open space to provide a gain within the Wokingham part of the scheme. A single intervention at the time of creation is not all that is required to achieve a biodiversity net gain within the public open space, however the Council's Ecologist has confirmed that a benefit over the next 30 years is likely to be achieved as a result of securing the land as public open space.
29. It is considered that there are likely to be badger setts on the site, however the Council's Ecologist is of the view that a license would be granted for the closure of at least one of the setts. It is considered that adequate protection and mitigation could be achieved within a Construction Environmental Management Plan (CEMP) and Landscape Environmental Management Plan (LEMP). This can be secured by condition.
30. Two species of reptile have been recorded as present on site during previous surveys. These are widespread species considered to be species of principal importance. An outline reptile mitigation strategy proposes to translocate reptiles from the area identified for residential into the public open space within Wokingham Borough. An upper limit on numbers is given for this on-site translocation, recognising that there is a carrying capacity risk, with reptiles caught after the limit is reached translocated to an alternative off-site location in Surrey. The Council's Ecologist is of the view that the proposed mitigation strategy would result in viable populations of these reptile remaining in Wokingham Borough. Provided that the public open space habitats are maintained with the objective of retaining a reptile population, the council's ecologist is of the view that there would be no net loss to local conservation status of these species of principal importance within the Borough. It is recommended that a condition is applied to secure a Landscape Environmental Management Plan.
31. The Parish Council have indicated that there are inconsistencies in the reptile surveys. It should be noted that the Council's Ecologist has taken the inconsistency into consideration and still concludes that there would not be harm to the protected species. The details are therefore acceptable in this regard subject to conditions.

Flooding and Drainage:

32. CC09 of the MDD local Plan relates to development and Flood Risk. CC10 relates to sustainable drainage. The policies require that there is no increase in flood risk elsewhere and that sustainable drainage systems are used.

33. The development within Wokingham Borough would not lead to an increase in flood risk elsewhere as the amount of built form would be very small, being mainly footpaths and the play area. However, an attenuation pond serving the wider site would be within Wokingham Borough. With such a large part of the drainage system lying in Wokingham Borough, it must be clear that the development will not lead to an increase in flood risk within the Borough – i.e the overall scheme will be sufficient to serve the development. The Council's Flood Risk and Drainage Officer has confirmed that they are content with the proposed drainage scheme and this is supported by Bracknell Forest Council. This is subject to conditions confirming the final details of the scheme prior to commencement.

Public Rights Of Way:

34. MDD Local Plan Policy CC03 relates to Public Rights of Way. This indicates that Development proposals should demonstrate how they have considered and achieved the following criteria within scheme proposals:

...

b) Promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways

c) Promote the integration of the scheme with any adjoining public open space or countryside

...

Development proposals which would result in the loss, fragmentation or isolation of areas of green infrastructure will not be acceptable (green infrastructure includes public rights of way).

...

Proposals should be consistent with the Borough's Public Rights of Way Improvement Plan.

35. Wokingham Footpath 37 runs across the south of the area of open space as shown below:



Site plan with Wokingham footpath 37 shown in yellow,

- 36. A connection has been made between the new footpaths within the open space and footpath 37, which will prevent footpath 37 from falling down the footpath hierarchy. The applicant has agreed to upgrade the surface this footpath in a similar way to the rest of the footpaths within the open space for the same reason and this is secured by planning obligation.
- 37. It should also be noted that the development will provide additional public open space to residents which is currently private land. This is likely to be managed by Bracknell Forest given its location.

Retail Impact

- 38. It is proposed that the development will provide some small scale retail and commercial floorspace. The location and amount is intended to serve the local population associated with the development and as such it is considered that the proposals would not result in significant impacts to businesses within Wokingham town or other local shops such as at Montague Park development.

Habitats Regulations Assessment:

- 39. As this application on the side of Wokingham Borough does not result in a net gain in dwellings, it does not require an appropriate assessment regarding recreational pressure on the Thames Basin Heaths. This will be for Bracknell BFC to determine in line with their policies.

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.

It is recommended that that the committee resolve to APPROVE the development subject to:

A. A s106 agreement;

- To upgrade the surface of footpath 37 to a suitable surface of similar quality to the other footpaths within the open space (in line with approved plans).
- To ensure the public open space to be open to all in perpetuity.

Should the S106 legal 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. The following conditions and informatives:

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

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

2. Approved Details – This permission is in respect of the submitted application plans and drawings referenced as follows:

Site Layout Sheet 1 – 18.077.100 80

Wider Site Layout – 18.077.100W 80

Surface Water Drainage Strategy Sheet1 of 2 – 7903/1002 REV P18

Surface Water Drainage Strategy sheet 2 of 2 – 7903/1003 REV P14

Existing Ditch Location Plan and Overland Flow – 7903/1011 REV P3

Soakaway Test Results and Location Plan – 7903/1012 REV B

Proposed Drainage Catchments – 7903/1013 REV P7

Overland Flow Paths – 7903/1014 REV P8

Proposed SuDS Details – 7903/1018 REV P3

Site Location Plan - 18.077.1000

received by the local planning authority on 13th September 2023. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

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

3. Levels - No development shall take place within the area of open space 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, and the approved scheme shall be fully implemented prior to any construction works within the open space.

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

4. Landscaping - Prior to the commencement of the public open space within Wokingham Borough boundary details of both hard and soft landscape proposals of these areas shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

5. Protection of trees -
 - a) No development or other operation shall commence within the public open space within Wokingham Borough boundary until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme

for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) within the public open space within Wokingham borough boundary 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

6. CEMP - No development (including demolition and site clearance) within in the public open space in Wokingham Borough boundary shall take place, until a Construction (and Demolition) Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be in accordance with British Standard 42020:2013 D4.1
The CEMP shall include as a minimum;
 - (i) Routing of construction and demolition traffic (including directional signage and appropriate traffic management measures);
 - (ii) Details of the parking of vehicles of site operatives and visitors;
 - (iii) Areas for loading and unloading of plant and materials;
 - (iv) Areas for the storage of plant and materials used in constructing the development;
 - (v) Location of any temporary portacabins and welfare buildings for site operatives;
 - (vi) Details of any security hoarding;
 - (vii) Details of any external lighting of the site;
 - (viii) Measures to control the emission of dust, dirt, noise and odour during demolition and construction;
 - (ix) The control of rats and other vermin;
 - (x) Measures to control surface water run-off during demolition and construction;
 - (xi) The proposed method of piling for foundations (if any)
 - (xii) Construction and demolition working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site;

- (xiii) Details of wheel-washing facilities during both demolition and construction phases;
- (xiv) Areas for the turning of construction and demolition vehicles such that the largest anticipated vehicle can turn and leave the site in a forward gear. The approved Construction Environmental Management Plan shall be adhered to throughout the demolition and construction period and
- (xv) a reptile mitigation strategy in line with the outline submitted with this application, in accordance with BS42020.

The development shall be carried out in accordance with the approved CEMP.

Reason: In the interests of highway safety and to mitigate and control environmental effects during the demolition and construction phases.

7. Drainage –

- a) Construction of the drainage system within Wokingham Borough shall not commence until a Surface Water Drainage System has been submitted to and agreed in writing with the Local Planning Authority. It shall be demonstrated that the drainage system can accommodate water flowing from the development and that there will be no increase in surface water runoff above Greenfield rates. It shall also demonstrate that there will be no additional risk of flooding within Wokingham Borough as a result of the development and include a management and maintenance plan to demonstrate how it would be maintained over the lifetime of the development.
- b) The parts of the drainage system within Wokingham Borough shall be constructed in accordance with the submitted details. The drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the site is properly drained and does not increase the risk of flooding In accordance with policy CS1 of the Core Strategy.

- 8. No development shall take place until details of the construction of the raised berm to the attenuation basin / pond required as part of the drainage works and located within Wokingham Borough's boundaries has been submitted to the Local Planning Authority for approval.

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

- 9. LEMP - A landscape and ecological management plan (LEMP) in relation to the construction of the public open space within Wokingham Borough boundary, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of each individual Phase. The LEMP shall be in accordance with British Standard 42020:2013 D4.5. The content of the LEMP shall include the following:
 - a) Description and evaluation of features to be managed
 - b) Ecological trends and constraints on site that might influence management

- c) Aims and objectives of management – to include maintenance of the site for translocated protected species.
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organization responsible for implementation of the plan
- h) On-going monitoring and remedial measures The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management bodies responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The development shall be implemented in accordance with the approved details for the relevant phase.

Reason: In the interests of nature conservation.

APPENDIX 2 - Parish Council Comments

PLANNING REF : 180711
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 object on the following:

There is no cycle way into Wokingham from this development so no sustainable transport.

CP6 Managing Travel Demand a) sustainable forms of transport

PLANNING REF : 180711
PROPERTY ADDRESS : Town Hall Market Place
: Wokingham
: RG40 1AS
SUBMITTED BY : The Wokingham Town Council P&T Committee
DATE SUBMITTED : 15/12/2022

COMMENTS:

The Committee have concern regarding the Reptile Mitigation Report

In the report 2.4 Reptile Size Population Assessment the data reference from Frog Life states that >10 sightings is exceptional population and >5 is good population.

Out of the 7 surveys taken between July 2020 and August 2020 there were 2 surveys which showed exceptional population and 1 that showed good population yet the conclusion of the survey was Low population. This is not consistent with the data.

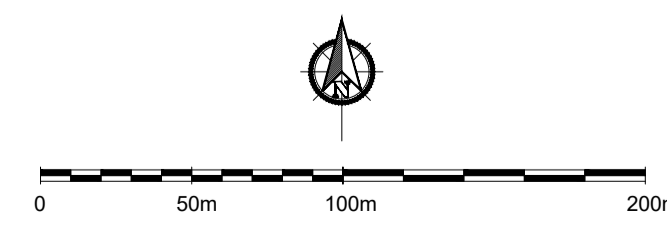
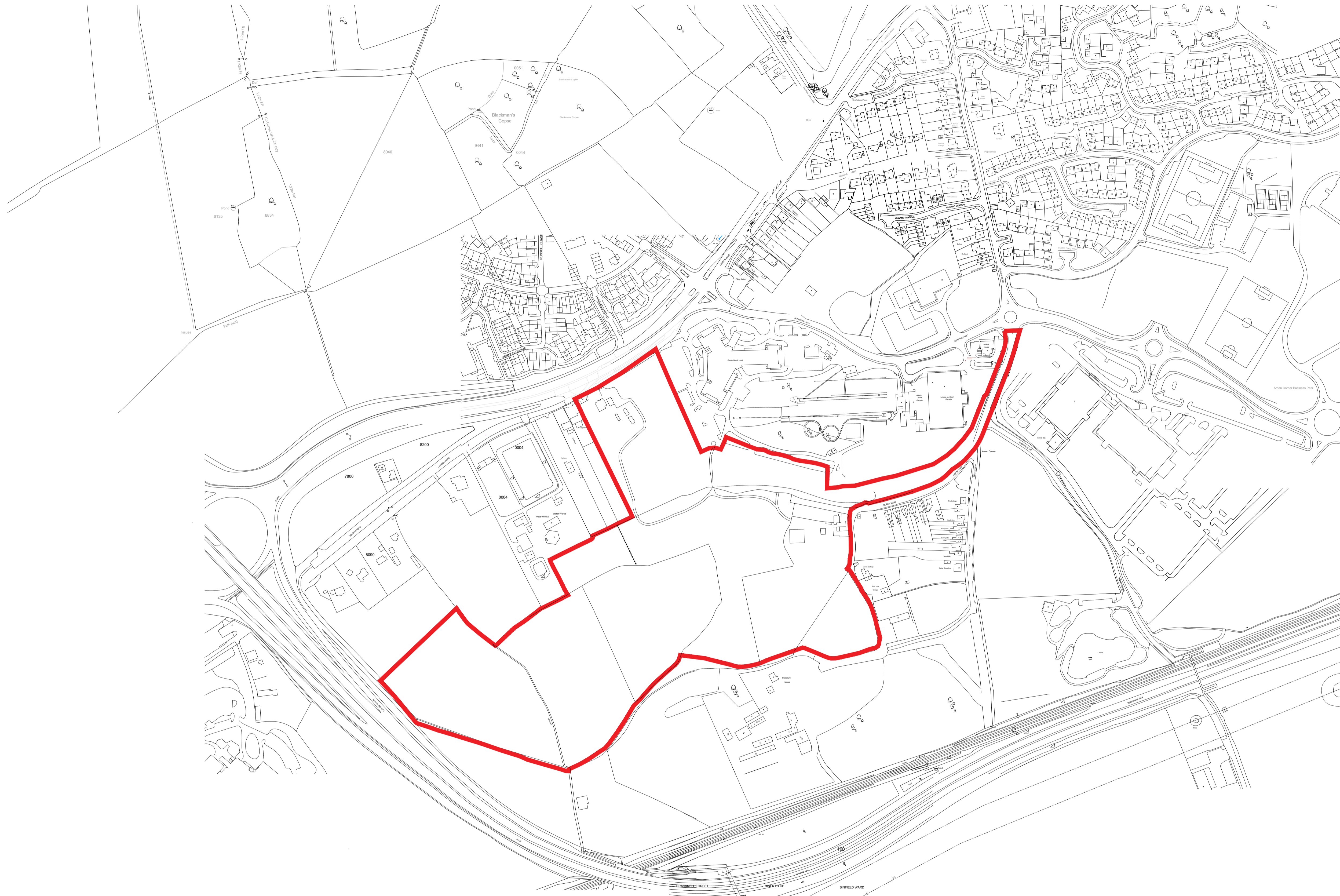
Also, there are concerns regarding the bat population present on site that will be disturbed.

The Committee therefore object to this application

CP7 Biodiversity

- B) harm habitats
- C) compromise biodiversity.

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REV	DATE	DESCRIPTION
PROJECT		
Amen Corner		
TITLE		
Site Location Plan		
DRAWING NUMBER		REVISION
18.077.1000		-
DATE		SCALE @ A1 SIZE
May 2021		1:2500@A1

PERSIMMON 

Persimmon Homes (North London)
 Vanwall Business Park - 2 Vanwall Road - Maidenhead - SL6 4UB
 Tel: 01628 502800
 Web: www.persimmonhomes.com

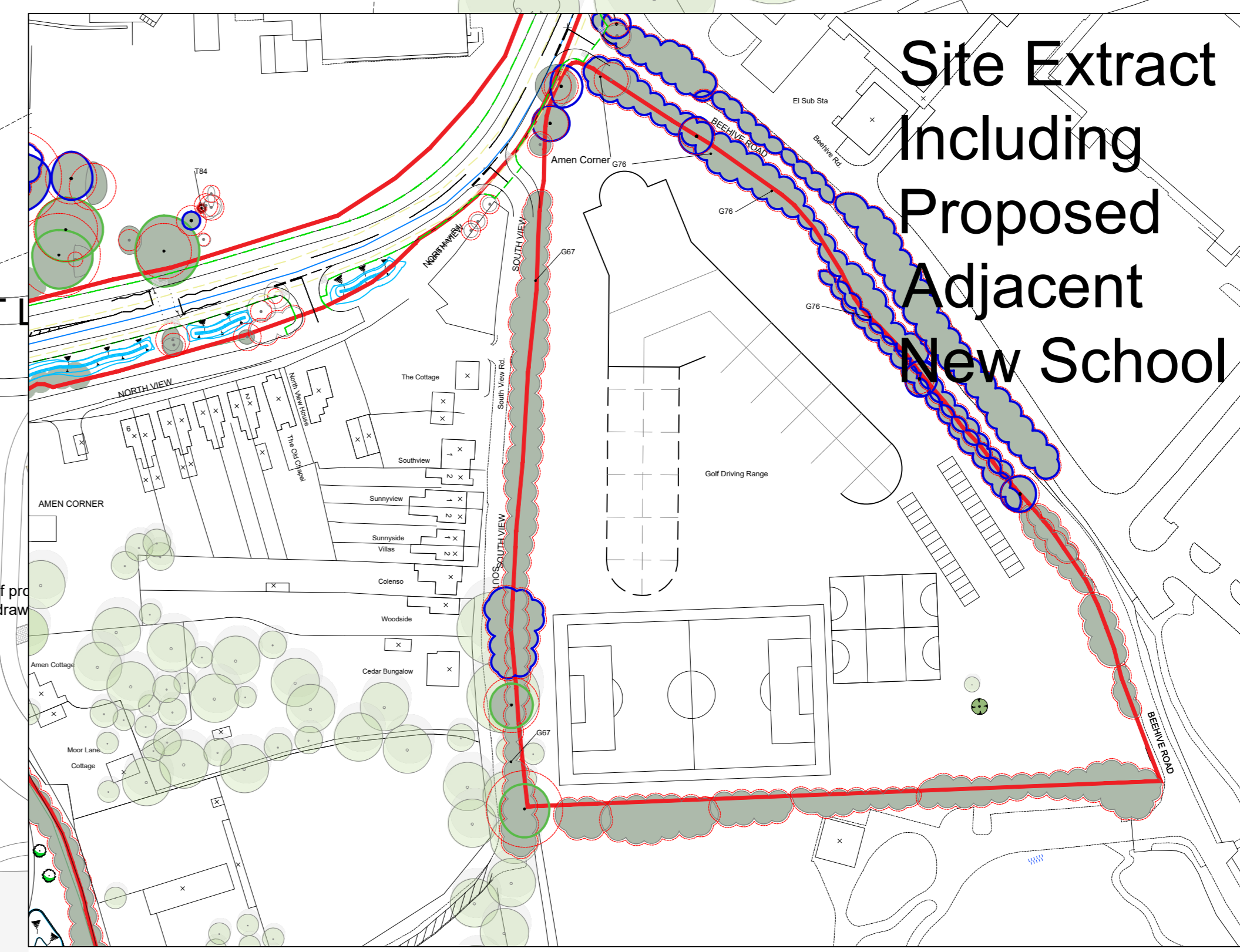
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Private Housing	Storey Height	Sq. ft	Square Footage		
Block A	1b Flat	1	450		
	1b Flat	1	560		
	2b Flat	1	2392		
Block F	2b Flat	1	729		
	1b Flat	1	560		
	2b Flat	1	1620		
	1b Flat	1	450		
Block G	2b Flat	1	729		
	1b Flat	1	558		
Block H	2b Flat	1	729		
	1b Flat	1	598		
	1b Flat	1	450		
Block I	2b Flat	1	598		
	1b Flat	1	598		
Block J	1b Flat	1	450		
	2b Flat	1	598		
	1b Flat	1	1680		
Block K	1b Flat	1	450		
	2b Flat	1	622		
Houses					
2B House	2	548	Morden	7	3836
2B House	2	699	Trillick	9	6291
2B3P Bed FOG	1.5	713	FOG	3	2217
2B House & office	2.5	739	Moseley	3	7810
2B House	2	761	Barton	10	761
2B House & office	2	874	Barton Cr	8	6992
3B House	2.5	851	Ashworth	8	7693
2B House & office	2	969	Widemere	8	20349
3B House	2.5	987	Derwent	21	3948
2B House	2	999	Carlton	4	989
2B House & office	2	999	Lockwood Cr	2	28971
2B House	2.5	1074	Lockwood	13	13662
2B House & office	2.5	1111	St. Crispin	8	8889
3B House	2.5	1333	Clandon	4	5332
2B House & office	2.5	1154	St. Crispin	10	11540
2B House & office	2.5	1187	SL Townhouse	2	2374
3B House & office	2.5	1220	Fenwick	6	7320
3B House & office	2.5	1220	Earlwood	2	2443
3B House & office	2	1222	Earlwood Cr	5	6110
			Compton	2	148261
Grand Total		226			189923

Shared Ownership	Storey Height	Sq. ft	Units	Square Footage
Block B	1b2p Flat	NDSS	1	538
	2b4p Flat	NDSS	1	753
Block D	1b2p Flat	NDSS	1	538
	2b4p Flat	NDSS	6	753
	2b4p House	NDSS	2	850
Affordable Rent				
Block L	1b2p Flat	NDSS	538	
	2b4p Flat	NDSS	1	905
	2b4p Flat	NDSS	1	905
	2b4p Flat	NDSS	1	763
	2b4p House	NDSS	2	850
	2b4p House	NDSS	2	850
	2b4p House	NDSS	2	850
	3b5p House	NDSS	2	1098
	3b5p House	NDSS	3	1324
Social Rent				
Block E	1b2p Flat	NDSS	1	639
	1b2p Flat	NDSS	1	639
	1b2p Flat	NDSS	1	587
	2b4p Flat	NDSS	1	753
	2b4p FOG	NDSS	1.5	850
	2b4p House	NDSS	2	850
	2b4p House	NDSS	2	850
	3b5p House	NDSS	2	1098
	3b5p House	NDSS	2	1098
	4b7p House	NDSS	2	1496
Commercial & Residential				
	Storey Height	Sq. ft		Square Footage
	3	26910		8880
	3	26910		26910

- NO PLOTS 33-35**
- * Shared Ownership
 - * Affordable Rent
 - * Social Rent
 - PS Garages with PS Marker - Parking Space Compliant Garages



REV	DATE	DESCRIPTION
PROJECT	Amen Corner	
TITLE	Site Layout Sheet 1 of 2 Bracknell	
DRAWING NUMBER	18.077.100	REVISION 80
DATE	April 2018	SCALE @ A0 SIZE 1:500@A0

PERSIMMON
Persimmon Homes North London
Vernal Business Park - 2 Vernal Road - Maidenhead - SL6 4JH
Tel: 01628 502000
Web: www.persimmonhomes.com

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Private Housing	Storey Height	Sq. ft	Units	Square Footage
Block A	1b Flat	1	450	1800
	1b Flat	1	560	4480
	2b Flat	1	575	2300
Block F	2b Flat	1	729	1458
	1b Flat	1	560	3360
	2b Flat	1	825	1650
	1b Flat	1	450	1800
Block G	2b Flat	1	729	2916
	1b Flat	1	598	3588
Block H	2b Flat	1	729	2916
	1b Flat	1	450	2700
Block I	2b Flat	1	598	3588
	1b Flat	1	450	1800
Block J	2b Flat	1	560	1680
	1b Flat	1	450	1800
Block K	2b Flat	1	622	1244
	1b Flat	1	450	1800
	2b Flat	1	622	1244
Grand Total			74	42662

Houses	Storey Height	Sq. ft	Units	Square Footage	
2b House	2	548	Morden	7	3826
2b House	2	699	Trafalgar	9	6291
2b House	2	713	FOG	1	713
2b House	2	739	Moseley	3	2217
2b House	2	781	Barton	10	7810
2b House	2	761	Barton Cnr	1	761
2b House	2	874	Ashworth	8	6992
2b House	2	951	Windsore	8	7608
2b House	2	969	Denwent	21	20349
2b House	2	967	Canston	4	3868
2b House	2	999	Lockwood	1	999
2b House	2	999	Lockwood Cnr	29	28971
2b House	2	1074	St Cragshead	13	13962
2b House	2	1111	St Cragside	8	8888
2b House	2	1333	Clendon	4	5332
2b House	2	1154	St Townhouse	10	11540
2b House	2	1187	Foscoote	2	2374
2b House	2	1220	Earlwood	6	7320
2b House	2	1220	Earlwood Cnr	2	2440
2b House	2	1222	Coniston	5	6110
			152	148281	
Grand Total			226	190923	

Shared Ownership	Storey Height	Sq. ft	Units	Square Footage			
Block B	1b2p Flat	NDSS	1	538	2	1076	
	2b2p Flat	NDSS	1	753	6	4518	
Block D	1b2p Flat	NDSS	1	538	3	1614	
	2b2p Flat	NDSS	6	753	6	4518	
	2b4p House	NDSS	2	850	2B4P-2	17	14200
						6	18826

Affordable Rent	Storey Height	Sq. ft	Units	Square Footage			
Block L	1b2p Flat	NDSS	1	538	8	4304	
	2b4p Flat	NDSS	1	905	1	905	
	2b4p Flat	NDSS	1	905	13	11865	
	2b4p Flat	NDSS	1	763	2	1526	
					19	3400	
	2b4p House	NDSS	2	850	2B4P-1	4	3400
	2b4p House	NDSS	2	850	2B4P-3	4	3400
	2b4p House	NDSS	2	850	2B4P-5	1	850
	3b5p House	NDSS	2	1098	3B5P-2	2	2196
	3b5p House	NDSS	2	1098	3B5P-1	1	1098
	3b5p House	NDSS	2	1253	3B5P W/C	1	1253
	4b7p House	NDSS	2	1496	4B7P W/C	1	1496
					13	18193	

Social Rent	Storey Height	Sq. ft	Units	Square Footage			
Block E	1b2p Flat	NDSS	1	639	1	639	
	1b2p Flat	NDSS	1	639	2	1278	
	1b2p Flat	NDSS	1	587	2	1174	
	2b4p Flat	NDSS	1	753	3	2259	
					8	2550	
	2b4p FOG	NDSS	1.5	850	FOG	3	2550
	2b4p House	NDSS	2	850	2B4P-1	1	3400
	2b4p House	NDSS	2	850	2B4P-5	1	850
	3b5p House	NDSS	2	1098	3B5P-2	2	2196
	3b5p House	NDSS	2	1098	3B5P-1	1	1098
	3b5p House	NDSS	2	1253	3B5P W/C	1	1253
	4b7p House	NDSS	2	1496	4B7P W/C	1	1496
					13	18193	

TOTAL PLOTS	Storey Height	Sq. ft	Units	Square Footage
			362	253977

Retail & Residential	Storey Height	Sq. ft	Square Footage
	3	8880	8880

Commercial Space	Storey Height	Sq. ft	Square Footage
	3	26910	26910

NO PLOTS 33-35

- ✳ Shared Ownership
- ✳ Affordable Rent
- ✳ Social Rent
- PS Garages with PS Marker - Parking Space Compliant Garages



REV.	DATE	DESCRIPTION

PROJECT: Amen Corner

TITLE: Wider Site Layout Bracknell

DRAWING NUMBER: 18.077.100W	REVISION: 80
DATE: April 2018	SCALE @ A0 SIZE: 1:1000@A0

PERSIMMON
Persimmon Homes North London
Vanwall Business Park - 2 Vanwall Road - Maidenhead - SL6 4JH
Tel: 01628 502800
Web: www.persimmonhomes.com

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Agenda Item 60.

Application Number	Expiry Date	Parish	Ward
230422	12.01.2024	Swallowfield	Swallowfield

Applicant	Boyer Crowthorne House Nine Mile Ride, Wokingham RG40 3GZ
Site Address	Land West of Trowes Lane and North of Charlton Lane, Swallowfield
Proposal	Full planning application for the proposed erection of 81 dwellings (including 40% affordable homes), open space, SuDS, landscaping, biodiversity enhancements, new vehicular access off Trowes Lane, pedestrian & cycle links, and associated infrastructure.
Type	Full
Officer	Mark Croucher
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 10 January 2024
REPORT PREPARED BY	Assistant Director – Place and Growth

RECOMMENDATION	<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</p> <p>A. Completion of a legal agreement relating to the following head of terms:</p> <ol style="list-style-type: none"> 1. On site Affordable housing delivery of at least 40% of the number of dwellings delivered. 2. Employment Skills Plan 3. Highway adoption details for on-site roads and management details of open spaces. 4. Off-site highway works 5. MyJourney contribution at £540 per dwelling (prior to occupation) 7. Off-site Sports and Recreation Contributions in accordance with TB08 8. SPA Mitigation via SANG <p>B. Conditions and informatives as set out in Appendix 1 (subject to any additions and updates agreed with the Assistant Director – Place and Growth between the date of the resolution and the issue of the decision).</p> <p>OR</p> <p>C. Refuse full planning permission if the legal agreement is not completed within three months of the date of this resolution unless officers (on behalf of the Assistant Director – Place and Growth) agree to a later date for completion of the legal agreement.</p>
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SUMMARY

The application is for full permission for the erection of 81 dwellings including 33 affordable homes. The proposed access will be via Trowes Lane and the road will be reconfigured so that it leads into the application site.

The site is outside of, but adjacent to the settlement limits of Swallowfield, which is classified as a Limited Development Location with a limited range of day-to-day facilities within the village. The outside of settlement location is contrary to policy CP11 and the spatial strategy in the development plan, which steers housing development to within settlement limits.

It is recognised that the proposed development will cause a degree of harm to the immediate landscape, but due regard is had to the fact the site is relatively well contained by landscape features that includes a woodland to the south. The proposal will also result in the loss of Best and Most versatile agricultural Land.

The development makes a meaningful contribution to the boroughs housing land supply and provides 33 on-site affordable homes. There will be ecological benefits to the scheme and at least 10% biodiversity net gain being achieved across the site. The design and layout will result in a satisfactory residential development with incorporated open space and play facilities. These factors weigh substantially in favour of the scheme.

The Council is currently unable to demonstrate a five-year supply of deliverable housing sites and Subsequently, Core Strategy policies CP9 and CP11, as well as MDD Local Plan Policy CC02 identified above, which are most important for determining applications for new housing, are considered out-of-date in accordance with Paragraph 11 of the NPPF. Paragraph 11 of the Framework states that where the development plan is out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or there are specific policies in the Framework which indicate that development should be restricted. In this regard the tilted balance is engaged, albeit tempered due to past over-delivery.

Overall, in applying the test required by Paragraph 11d of the NPPF and the tempered tilted balance, and when taking all matters into consideration, the adverse impacts of the proposed development would not significantly and demonstrably outweigh those identified benefits when assessed against the policies in the Framework when taken as a whole. The application is therefore recommended for approval subject to the conditions and legal agreement set out in this report.

RELEVANT PLANNING HISTORY

None.

DEVELOPMENT INFORMATION

Proposed units	81
Proposed density - dwellings/hectare	14 – 20 dph.
Number of affordable units proposed	33

Previous land use	Agriculture
Existing parking spaces	N/A
Proposed parking spaces	236
CONSTRAINTS	Countryside Great Crested Newt Consultation Zone Archaeological Sites Affordable Housing Thresholds Bat Roost Habitat Suitability Minerals Site Consultation Area Replacement Mineral Local Plan Landscape Character Assessment Area Local Plan Update Submitted Sites Thames Basin Heaths SPA Mitigation Zones Archaeological Sites Consultation Zone

CONSULTATION RESPONSES	
WBC Planning Policy	No objection
WBC Drainage	No objection subject to conditions
WBC Landscape and Trees	Objection
WBC Highways	No objection subject to conditions
Berkshire Archaeology	No objection subject to condition
WBC Environmental Health	No objection subject to conditions
WBC Emergency Planner	Outside DEPZ
WBC Employment Skills Plan	ESP required
WBC Affordable Housing	No objection subject to AH
WBC Ecology	Further information required from Natural England regarding SANG mitigation
Environment Agency	The development does not fall within a category where the EA should be consulted
Thames Water	Sufficient capacity.
Berkshire Fire and Rescue	No observations regarding building separation and fire service access.

REPRESENTATIONS

Town/Parish Council:

Swallowfield Parish Council

Strongly objects to the Croudace Homes planning application (WBC ref 230422) and asks that it be refused on the grounds that:

1. It represents an inappropriate site for development and a fundamental misunderstanding of the village by the applicant.
2. It runs contrary to several key WBC Core Policies and Climate Emergency Plans.
3. It fails to recognise the absence of critical infrastructure.
4. It will result in a huge increase in vehicle movements within the village and linked commuter routes.
5. It will have a massive negative impact on residents of the whole parish.
6. It is strongly opposed by the vast majority of Swallowfield residents as demonstrated by the objections lodged to date. In the following paragraphs, where appropriate, the relevant

numbers from the current application for 81 homes (230422) and an earlier application by Cove Homes for 20 homes (162498) (approved on appeal but not yet constructed) have been conflated. Collectively the two sites represent 101 homes and >200 additional motor vehicles. It is appropriate to consider their combined impact on the local infrastructure.

A full copy of the Parish Council Response is appended to the agenda.

Local Members:

Cllr S Munro

I am placing my strong objections to this application.

Inappropriate Development

1. Swallowfield is classified as a limited development location. Yet this site, together with the Cove Homes development, would represent a 40% increase in properties in Swallowfield and urbanise our rural village, ignoring its countryside location.
2. The proposed 'island pedestrian crossings', increased street lighting and bus shelters would adversely impact not only the Conservation section of The Street but the character of an entire rural village.
3. The housing density of the Croudace proposal far exceeds that of the rest of the village and the guidance, based on 63 houses in the HELAA report.
4. The plan and size of the plots, with a cramped layout and small gardens, do not transition into the countryside location or reflect the existing development within Swallowfield,
5. The estate represents an isolated development with minimal links to Swallowfield Village and local roads serving only as a conduit to the outside world.

Infrastructure & Sustainability

1. Our Swallowfield Medical Practice is already hugely overstretched serving Swallowfield, Riseley, Farley Hill and parts of Spencers Wood. These developments will result in > 300 new patients, compromising medical services for all residents.
2. The catchment schools for Swallowfield are already vastly oversubscribed, and not accessible by foot or by cycle along a safe route. There are no primary or secondary schools (with the exception of an already overloaded Lambs Lane Primary School) within the 3-4 Km specified in WBC's Core Strategy. The issue is that all children from these new estates will have to be transported to and from school by car.
3. The local bus route provides a basic service, inadequate for the majority of journeys to work or school, and has an uncertain future. It does not meet WBC Core Strategy guidelines for 'good public transport' thereby necessitating further car journeys.
4. The new developments would bring minimal employment or economic benefit to the village. In contrast to an SDL, this is over exploitation of a rural area with no sustainable infrastructure.

Traffic & Transport

1. An estimated increase of 400+ vehicle movements per day in Trowes Lane feeding in to connected local routes with associated noise, pollution and safety for other road users, including cyclists and pedestrians
2. Modifications to Trowes Lane near the junction with Foxborough, would give priority to traffic entering or leaving the estate and will inconvenience traffic entering the village from the south

3. Trowes Lane itself is narrow at points and proposed modifications to the pavement and adjacent trees will not resolve the problem.
4. An inadequate public transport (bus) service, with a highly uncertain future, will not alleviate private car journeys to work, schools, shopping, etc. resulting in higher than average road traffic and contrary to WBC's core strategy
5. Higher traffic volumes will lead to increased vehicle congestion and danger to pedestrians. The Street, and especially pavements in the conservation area, are very narrow and can't be widened. The applicant claims that the site has been allocated as part of the Local Plan update. This is simply not the case and is untrue. The Local Plan Update is still work in progress and no feedback has been given to the sites, which were promoted for consideration. I hope that the Committee will not support this Application.

Neighbours: 354 representations received objecting to the development, which are summarised below:

- Increase in traffic.
- Negative impact on highway safety.
- The area is unable to cope with additional traffic.
- Detrimental impact on character and appearance of the village.
- Overdevelopment.
- The application has no merit.
- Urbanisation.
- Loss of countryside.
- Insufficient public transport.
- Unsustainable location.
- GP practice unable to cope with more patients.
- Green spaces should be preserved.
- The realignment of the road should be built to adoptable standards.
- The surrounding infrastructure is unable to cope.
- The roads are too narrow, including countryside single track lanes.
- Insufficient facilities and services within the village.
- Wrong development in the wrong location.
- Inappropriate density of development.
- Roads are not suitable for construction traffic.
- The local roads flood.
- The increase in traffic will impact horse riders and cyclists.
- Impact on wildlife.
- Pavements are not wide enough.
- Increase in flooding.
- Disproportionate increase of homes within the village.
- Public transport in the area is poor.
- The development is out of keeping with Swallowfield and the surrounding area.
- Increase in pollution.
- Swallowfield is a limited development location and quantum proposed exceeds that identified in the Development Plan.
- The density exceeds that outlined in the HELAA report.
- Contrary to the development plan.
- Surface water flooding occurs in the area and on the site.
- There are sites with better infrastructure.
- Increase in noise pollution.

- Increase in air pollution.
- The local medical practice is already oversubscribed.
- Insufficient school places.
- Water infrastructure struggles with existing capacity.
- Existing sewage system is inadequate.
- Negative impact on the local economy.
- Parking along local roads impedes vehicle movements.
- No economic benefits.
- Exacerbate existing congestion.
- Infilling of areas between villages.
- It will set a precedent for future development.
- Impact on the Conservation Area of the village centre.
- The pedestrian infrastructure proposed would impact the character and setting of the village.
- The plots are cramped and too small.
- Insufficient broadband infrastructure.
- Loss of hedgerows.
- Increase in light pollution.
- The local medical practice is overstretched
- Insufficient school places in the area.
- Outside of settlement boundaries.
- Trowes Land and Charlton Lane are not wide enough for cars to pass.
- Impact on the setting of the village.
- Impact on habitats including newts.
- The roads are inadequate to cope with construction traffic.
- No indication of future proofing.
- No details of solar for every home.
- Disproportionate addition to the village.
- Loss of a quiet country lane.
- No nearby schools.
- The existing bus service is poor.
- Increase demand for electricity.

PLANNING POLICY

National Planning Policy Framework
National Design Guide
National Planning Practice Guidance

Core Strategy (CS)

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

CP11 – Proposals Outside Development Limits
CP17 – Housing Delivery

MDD Local Plan (MDD)

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
CC10 – Sustainable Drainage
TB04 – Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield
TB05 – Housing Mix
TB07 – Internal Space Standards
TB08 – Open Space, Sport and Recreational Facilities Standards
TB21 – Landscape Character
TB23 – Biodiversity and Development
TB24 – Designated Heritage Assets
TB25 – Archaeology

Joint minerals and waste plan

M2 - Safeguarding sand and gravel resources

Other

Borough Design Guide Supplementary Planning Document
CIL Guidance + 123 List
Affordable Housing Supplementary Planning Document
Sustainable Design and Construction Supplementary Planning Document
Swallowfield Village Design Statement

Principle of Development:

1. The starting point for decision making is the development plan. Section 70[2] of the TCPA 1990 & 38[6] of the PCPA 2004 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The plan-led approach established in law is reinforced through the NPPF including paragraph 47:

'Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.'

2. Paragraph 15 and 20 of the NPPF state the development plan must include strategic policies to address each local planning authority's priorities and an overall strategy for the pattern, scale and quality of development.
3. The Development Plan includes the Core Strategy (adopted in January 2010) and the Managing Development Delivery Local Plan (adopted in February 2014) (MDD Local Plan). The Core Strategy and MDD Local Plan sets out the vision for the borough and the policies to achieve those objectives. The core spatial strategy established by the Core Strategy was informed by engagement with the community.
4. The NPPF has an underlying presumption in favour of sustainable development which is carried through to the Development Plan. Policy CC01 of the MDD Local Plan 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.

Development Plan - Core Strategy and MDD Local Plan

5. A priority of the Development Plan is to steer new housing to the most sustainable locations within settlement boundaries and limit development within the countryside. This is, among other things, in order to promote sustainability, maintain the quality of the environment, protect the separate identity of settlements and provide certainty regarding how the borough will be developed. It is also well-explained in the Borough Design Guide at pages 6 -7.
6. The spatial vision explains that in order to deliver the necessary development within the Borough the Council has identified a number of high-quality Strategic Development Locations (SDLs) where the majority of the minimum 13,230 new houses to be delivered in the Core Strategy local plan period will be located. This approach seeks to locate schemes where they can provide easy access to existing facilities and services or where infrastructure improvements can be delivered. In addition, the spatial vision seeks to concentrate development in those towns and villages that either have a significant range of infrastructure including facilities and services now - or will have them as a result of the development proposed through the CS. Development is stated to be less likely in locations where these facilities and services will not be available.

7. Policy CP9 of the Core Strategy and CC02 of the MDD Local Plan states that proposals will be permitted within development limits where the scale of the application reflects the facilities and services within the settlement. The settlements are split into three categories depending on the sustainability of those locations; Major, Modest and Limited development locations. Policy broadly steers Major developments to sustainable Major settlements with the best services, facilities and infrastructure. The definition of development limits recognises the consistent approach in planning to identify appropriate and sustainable areas for development.
8. Swallowfield is defined in Policy CP9 as a Limited Development Location. Para 2.87 of the MDD Local Plan states *'these settlements have a limited range of facilities, and do not have access to good quality public transport services' [...]* *'due to the limited range of facilities, it is not considered that significant development is appropriate in these locations, although smaller proposals which help support the communities and provide for an identifiable local need may be acceptable.'* Policy CP17 then states that development within such locations should not generally exceed 25 dwellings, within an allowance of 100 dwellings over all sites within limited development locations during the plan period.
9. The proposed development of up to 81 dwellings would be appreciably in excess of the scale of development identified as being suitable within the village. A previous appeal to the north of the site was permitted for 20 dwellings. Therefore, as a result of development plan allocations, a total of 101 units have been permitted in this Limited Development Location, which exceeds the identified general scale of development for individual sites within such small settlements.
10. Whilst it is recognised that the application site adjoins part of the settlement of Swallowfield, the main area for the proposed housing is outside development limits and within the open countryside. Therefore, an assessment against Policy CP11 of the Core Strategy is also required. This refers to development within the countryside and states *'in order to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted'*, other than the exceptions listed. The proposed development would not fall within any of the exceptions set out in policy CP11 and would conflict with this development plan policy.
11. In summary, the location of this development is not in accordance with the Development Plan, taken as a whole. This is because by seeking to develop this countryside location, outside the Swallowfield defined development limits, for up to a 81-unit housing scheme would be at odds with the spatial vision for the Borough, set out at Section 3 of the Core Strategy, and would conflict with a number of adopted policies such as CS Policies CP9 and CP11, as well as MDD Local Plan Policy CC02.
12. Whilst the conflict with the spatial strategy in the development plan should be noted, this must be considered in the context of the housing land supply shortfall and as such policies CP9, CP11 and CP17 are out of date in accordance with para 11 of the NPPF. This issue is revisited in this section and again in the planning balance.

Neighbourhood Plan

13. There is no Neighbourhood Plan for Swallowfield. The area has however been determined as appropriate to be designated as a neighbourhood area on February 14th 2023.

Emerging Local Plan Update

14. The Local Plan Update (LPU), the plan which will supersede the Core Strategy and MDD Local Plan, is at the consultative stage of preparation. To date, the Council has consulted on two draft strategies for the LPU: the Draft Plan (2020) and the Revised Growth Strategy (2021).
15. It should be noted that the site is included as an specific allocation with the revised growth strategy consultation under policy H2 for the erection of 70 dwellings. The allocation is informed through the Housing and Economic Land Availability Assessment (HELLA). The HELAA states that the site would achieve a satisfactory relationship to the existing settlement pattern.
16. Given the LPU is at a consultative stage, the draft strategy and related draft policies have limited weight in determining planning applications at this time. It must also be recognised that the assessment of land in the HELAA is high level with the purpose of informing options within the plan-making process. It is not comparable to a planning application, however, it is nonetheless useful in providing an understanding as to how the site is viewed in context of plan-making and its anticipated role and contribution to meeting the boroughs identified housing needs over the future plan period.

National Planning Policy Framework

17. The NPPF is a material consideration in the decision-making process. The NPPF outlines the Government's planning policy on a national level and highlights sustainable development as the centre of the decision-making process incorporating economic, social and environmental objectives. These three objectives seek to balance growth and local community needs against the protection of the natural, built and historic environment. It does not however change the status of the development plan as the starting point in the decision-making.

Housing land supply

18. To achieve sustainable development, the NPPF (Dec 2023) requires LPAs to identify a five-year supply of specific deliverable sites to meet housing needs. However, against this requirement, the Council is currently only able to demonstrate 3.95 years' worth of deliverable sites, rather than a five-year supply required. Subsequently, Core Strategy Policies CP9 and CP11, as well as MDD Local Plan Policy CC02 identified above, which are most important for determining applications for new housing, are considered out-of-date in accordance with Paragraph 11 of the NPPF.
19. Paragraph 11 states that where policies which are most important for determining the application are out-of-date, permission should be granted unless:
- the application of policies in the Framework that protect assets of particular importance provides a clear reason for refusing the development; or

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

20. Firstly, in considering i), it must be recognised that the proposed site is not located within any protected areas or assets of particular importance (as outlined above and within footnote 7 and paragraph 181 of the NPPF). Officers must therefore consider the application under ii) and determine whether there are any adverse impacts generated by the development that would significantly and demonstrably outweigh the benefits. This is referred to as the ‘tilted balance’, as harm and benefits are not weighed equally, but tilted against any adverse impacts.

21. In acknowledging the requirements of paragraph 11(d) ii) and the tilted balance being engaged, it is necessary to consider the underlying reasons for the shortfall in deliverable housing sites in order to understand whether there are any circumstances which affect the degree to which the tilted balance is engaged. Firstly, the identified shortfall is acknowledged to not be a result of under-delivery of housing but is in fact due to a significant over delivery in recent years, reducing the bank of land with extant planning permissions.

22. In this context, the weight to be attached to the benefits of additional housing under paragraph 11 of the NPPF should be moderated. This has been reflected in the approach taken in recent appeal decisions.

23. The Inspector for the appeal decision at Land East of Lodge Road, Hurst for 200 houses (Application ref: 220458, Appeal ref APP/X0360/W/22/3309202) and was determined using the most recent housing land supply statement of 3.95 years. The Inspector noted:

‘In view of these points, and even though the Council is currently unable to demonstrate a deliverable 5-year HLS, falling short by some 863 dwellings, I do not consider it reasonable to ignore the bigger picture, which is that there is a very strong likelihood that the Council will achieve a significant oversupply of dwelling completions over the whole CS period. To my mind this does not signify a Council that is failing in terms of housing provision, but rather one which is performing well and managing to boost the supply of housing over that which it planned for.’

[...]

‘Turning to consider the CS’s spatial vision, I see nothing in the evidence placed before me to indicate that the Council’s chosen method of distributing new housing throughout the Borough has prevented it from achieving satisfactory housing delivery to date.’

24. Taking the Inspector’s conclusions from these appeal decisions into consideration, it would indicate that whilst the tilted balance is engaged, this tilt is tempered due to past over delivery for those reasons outline above. It is however relevant that the Lodge Road Inspector gave substantial weight to the provision of open market and affordable housing.

25. Having established the tilted balance is 'tempered', Paragraph 11d(ii) requires the proposal to be considered against the policies of the NPPF taken as a whole.

Best and Most Versatile Agricultural Land:

26. Policy CP1 states that planning permission will be granted for development proposals that avoid areas of Best and Most Versatile (BMV) agricultural land. BMV agricultural land is grades 1, 2 and 3a of the Agricultural Land Classification.

27. A Land Classification and Soil Resources Assessment has been submitted showing the land to be grade 2 (very good) and grade 3a (good) agricultural land quality. Approximately 2/3 of the site is grade 2 with the remaining 1/3 being grade 3a.

28. The assessment submitted states that the site is situated slightly away from the main farming operation and has only grown very average crops for many years. It is a small, isolated field that is not well suited to modern farming operations and the size of machinery used on the remainder of the farm and cannot be farmed in association with adjacent land. The Estates Manager has stated that the loss of the field to the main farming operation will be completely inconsequential as the site has struggled to contribute in any meaningful way to the overall commercial viability of the farm business.

29. Notwithstanding the above, council aerial records show the land as being consistently used as arable farmland and the land is good and very good quality, as per the information submitted. Whilst reference has been made to field being more isolated from the main holding, it has clearly been practical to farm the land and contributes to the existing farming operation.

30. The proposed development therefore conflicts with policy CP1 of the Core Strategy and Section 15 of the NPPF in that there would be to the loss of BMV land. This should be weighed in the overall planning balance.

Minerals:

31. The site is shown as having sand and gravel deposits and is partially located within a Minerals Safeguarding Area. Policy M2 of the 2023 of the Joint Minerals & Waste Plan states that non-minerals development in the Minerals Safeguarding Area may be permitted if it can be demonstrated through the preparation of a Mineral Resources Assessment, that the option of prior extraction has been fully considered as part of an application, and:

a. Prior extraction, where practical and environmentally feasible, is maximised, taking into account site constraints and phasing of development;
or

b. It can be demonstrated that the mineral resources will not be permanently sterilised; or

c. It would be inappropriate to extract mineral resources in that location, with regard to other policies in the wider Local Plans.

32. The applicant has submitted a letter from Wardrop Minerals Management Limited which raises a several reasons why the site is not appropriate for minerals extraction.

'This thickness of mineral is too low to be of interest to a mineral operator even if present in a much larger site. It is common practice to apply an allowance of 0.15 metres for excavation losses which here would give a recoverable mean thickness of a calculated 1.57 metres. The quarrying industry will generally take 1.5 metres thickness as the minimum that can be practically recovered by excavation machinery. In real terms the industry are more interested in deposits of 3 metres or more on practical and economic grounds.'

[...]

'In my opinion, the site offers only a minimal quantity of mineral and I would argue that the deposit does not meet the threshold for protection against sterilisation set out in the Minerals and Waste Local Plan.'

[...]

'In addition here the relatively thin overburden means that conventional 1 metre foundation excavations will bottom out on or close to the sand and gravel surface. This means that the deposit offers good, draining, footing material for housing and the material performs an effective aggregate function by being left in place.'

33. The information submitted considers that extraction would be unviable from the site and there is no other evidence to warrant a different conclusion being reached.

Design and Impact on character and appearance:

34. This section will address the design impacts and how it relates to the built environment of the existing settlement. The impact on the landscape and countryside is addressed in the next section of the report.
35. In terms of the overall size of the development, this would be the largest single addition to the village. The largest developments in the village occurred towards the end of the 20th century and early 21st century. The Pippins (approved in 2014) to the north of the village delivered 38 dwellings, although this was a redevelopment of a brownfield site. Whilst Foxborough and The Curly's comprise of a series of separate permissions, these developments were built around the same period from 1990 to 1999 and consequently have the feeling of a larger singular development of similar size and scale to the current application. Therefore, whilst the size of the development is somewhat out of scale with the small historic growth of the village throughout most of the 20th century, there is a degree of consistency with larger developments that have occurred in the last 35 years within Swallowfield.
36. The development would in effect extend the southern envelope of the village. The modern development referred to above did themselves extend beyond the furthest points of the village that existed at the time permission was granted. Notwithstanding this, the development will abut residential development along the northern boundary and the development would be partially experienced in the context of the existing village. Whilst The landscape impact of the erecting a new residential development in this location is set out further in the following section, it is

identified that the site is relatively well contained by existing landscape features. The HELAA assessment also supports this conclusion that the development would achieve a satisfactory relationship with the village.

37. The proposed density of the built area is approximately 20 dph (dwellings per hectare) and when taking the small area of woodland to the south into consideration, the density would be approximately 14 dph. The density of the approved development for 20 dwellings immediately to the north is 15dph. Foxborough to the east has a density of 16 dph and the Towels Lane 14 dph. Overall, the density of development is considered compatible with the grain of development in locality. Therefore, whilst the draft allocation in the LPU referred to 70 dwellings, it is considered that the 81 units proposed is acceptable for the context of the site.
38. The new footpath extending into the site would be 2 metres wide but is close to the existing side boundary 1 Foxborough. Whilst this relationship would be tight, there would be some space for landscaping, albeit very limited. The footpath would be adjacent to this side boundary for 20m but overall, there would be significant vegetation and landscaping within the public realm at this point.
39. The development would have properties fronting into Trowels Lane but set well back to maintain the existing trees, hedgerow, scrub and verges along the road. This is an appropriate solution for the context of the area.
40. The site layout comprises of perimeter blocks with the front elevations generally fronting onto public area and private rear gardens backing onto other gardens and dwellings. This is the preferred design solution when setting out new residential development and is supported in this instance.
41. There would be a central green open space and this provides a good focal point to the development. The main play area is located in the southwestern corner of the site and whilst this is somewhat away from the main part of the site, it benefits from necessary surveillance and effectively concentrates the majority of built form towards the village.
42. The style of the properties comprises of features to match design elements within the village and identified in the Swallowfield Village Design Statement. The main materials proposed are brick, with two types suggested within the development - red/orange brick to match some of the buildings on Trowes Lane and The Street, and a red multi brick also found in the village and buildings in the rural area. Secondary materials proposed are white render, which is a common material found throughout Swallowfield and in particular on Trowes Lane to the cottages to the north. Also proposed is tile hanging as found throughout the village. Roof colours will match the proposed brick type - slate colour tiles where the red/orange brick is used, and a clay colour tile where the red multi brick is used. Other elements would also be incorporated that will result in attractive design features such as windows with glazing bars, tile hanging diaper brick patterns, soldier arch detailing above the windows, open eaves and decorative gable treatments with finials.
43. Parking would be located on plot for most of the houses. Whilst there are 2 backland forecourts for the maisonettes and other properties, these are small in scale and not prevalent throughout the remainder of the layout.

44. In summary, the design and layout of the scheme is acceptable and will result in satisfactory public realm to the future residents.

Impact on Landscape:

Policy & Guidance

45. Policy CC02 of the MDD Local Plan reinforces the development limits of each settlement area stating that *'planning permission for proposals on the edge of settlements will only be granted where they can demonstrate that the development, including boundary treatments, is within development limits'*. Policy CC03 states that development should promote the integration of the scheme with any adjoining public space or countryside and proposals that result in the loss, fragmentation or isolation of areas of green infrastructure will not be acceptable.

46. Policy TB21 of the MDD Local Plan states that proposals must demonstrate how they have addressed the requirements of the Council's Landscape Character Assessment (LCA), including the landscape quality; landscape strategy; landscape sensitivity and key issues and proposals shall retain or enhance the condition, character and features that contribute to the landscape.

47. The site is located in Wokingham Borough Landscape Character Assessment (WBLCA) I2 – 'Riseley Farmed Clay Lowland'. The visual landscape attributes of the area include;

- Rural character of an agricultural landscape
- Lightly settled character
- Roadside verges of wild flowers and with water filled ditches
- Views across open arable landscapes
- Remote character

48. Key issues affecting the character area include; loss of trees, woodland and hedgerows, soil erosion associated with agriculture and field expansion, the lack of recruitment of young trees and introduction of non-native shelterbelts. There is pressure for the expansion of settlements due to the demand for housing resulting in impact on the surrounding countryside as well as the loss of traditional dwellings and dilution of vernacular character and distinctive architectural style.

49. Key issues identified within the LCA include:

- The pressure of expansion within existing settlements such as Swallowfield leads to loss of individual settlement identity and potential amalgamation of settlements.
- Increases in traffic movements as a result of settlement expansion disturbs the tranquillity of the landscape.
- Increased development can result in widening of country lanes, lighting and engineering operations that are irreversible.

50. The Landscape Strategy for I2 'Riseley Open Clay Lowlands' is to conserve and enhance the existing remote rural character of the agricultural landscape. It further states there are opportunities to improve the condition, intactness and presentation

of the farmed landscape without affecting the sense of openness which is central to the character of the landscape.

Assessment

51. The proposed development of the site will harm the character and appearance of the of the countryside by reason of the loss of the open fields and replacing this with a major housing development.
52. The submitted Landscape and Visual Impact Assessment identifies the proposal will result in harm to the landscape. It describes the harmful visual impacts ranging from Negligible to Substantial Adverse. Visual impacts would be from Trowes Lane, residential dwellings to the north and to a lesser extent, views from Charlton Lane. It is stated these harmful impacts would reduce after 15 years. The LVIA concluded these impacts well contained in views from the surrounding area, with the majority of views filtered by existing vegetation, even when in closer proximity to the Site. Middle-distance views are limited to a short stretch of Basingstoke Road, where there is a framed view towards the interior of the site, and some locations to the east.
53. The Council's Tree and Landscape Officer objects to the development. They broadly agree with the conclusion in the LVIA with respect to where the harm would arise.
54. The development would harm the character and appearance of the area and this weighs against the proposal.

Neighbouring Amenity:

55. The nearest residential dwellings are to the north and north-east of the site. Whilst not yet building out, there will also be residential dwellings to the north permitted by the proposal ref: 162498 and 202845.
56. The dwellings along the northern boundary have been designed so that the rear gardens back onto other properties rear gardens. The proposed gardens would be 16.5 metres long at this location and this appreciably in excess of 11 metre depth set out in the Borough Design Guide SPD. A minimum back-to-back distance of 22m with the dwelling to the north will be achieved, as per the recommendations in the Borough Design Guide.
57. A dwelling in the north-east corner of the site has been oriented to that the side elevation will face the existing house to the north (Lynwilg) and this would result in an acceptable relationship. The submitted soft landscape plans show the boundary with this dwelling being reinforced with planting to minimise the exposure of this private rear garden and provide screening.
58. Overall, the proposed dwellings would be located a sufficient distance away from neighbouring properties as not to result in overbearing, loss of light and overlooking impacts.

Amenity of future occupiers:

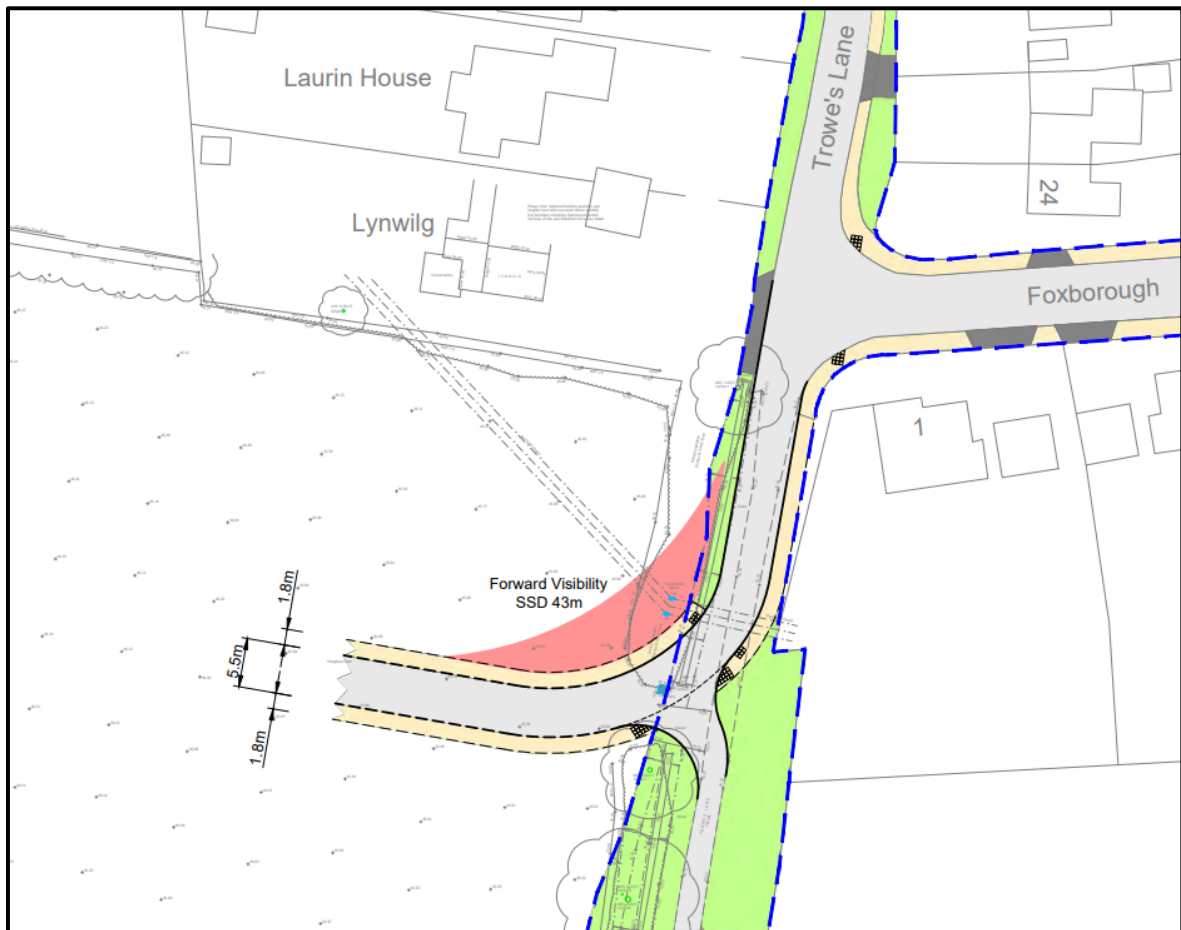
59. Amened plans have been submitted ensuring that all the proposed gardens are a minimum of 11 metres deep and usable, as per the recommendations in the borough design guide. This ensures residents will have private and usable gardens with natural sunlight. All dwellings will have internal floor areas to meet the national space standards.
60. The proposed flats/maisonettes will have some shared outdoor amenity space, albeit limited. This is however commensurate to the size of the units and the type of accommodation intended for these units. The development also includes onsite open spaces and play areas near these units.

Environmental Health:

61. The use of the site for residential development is compatible with the surrounding residential area to the north and other dwellings boarding the site. The main play area is located away from the existing dwellings to the north and would be within the southwest corner. The dwelling Charlton House will be approximately 37m from the nearest piece of play equipment and there is significant intervening vegetation along the western boundary that will be re-enforced through additional planting in the soft landscaping plans. Whilst this relationship is considered to be compatible, Condition 20 is recommended to ensure noise attenuation measures are incorporated into the design and management of the play area and the site overall. The Environmental Health Officer raises no object to noise impacts.
62. For the Agricultural Land Classification, soil samples were taken from the site and this did not show any contamination that would warrant mitigation measures. The site has been used as arable farmland and therefore this conclusion is consistent with the existing land use. The Environmental Health Team has raised no objection to contamination but has recommended condition 19 should any unexpected land contamination be found during construction.

Highway Access and Parking Provision:

63. The vehicle access to the site will be via Trowes Lane. The southern section of the road is single track width and the road will be reconfigured so that a new two lane carriageway will sweep into the application site from the north. There will be a new junction leading to the singletrack part of the road, as set out on the plan below. The reconfiguration of the road will encourage drivers to travel northwards from the site.



64. The proposed new access and road layout incorporates suitable visibility splays and swept path tracking for larger vehicles. It is proposed that the 30-mph speed limit would be extended into the site and the change to 30mph moved further south. This would need to be delivered through a Traffic Regulation Order at the expense of the applicant. A Road Safety Audit Stage 1 and designer's comments have been incorporated into the design of the access road.
65. The Transport Assessment identifies that Trowes Lane to the south of the site is lightly trafficked with less than 10 cars two-way per hour, and 80 vehicles 2-way per day. The northern section of Trowes Lane has 43 two-way movements during the AM Peak, 31 vehicles two-way during the PM peak and 352 vehicles two-way movements throughout the day.
66. The Council's Highway Engineer has advised that traffic movements along Trowes Lane would be within the capacity of the road, subject to the reconfiguration set out above, and would equate to less than 1 additional vehicle movement per minute during the morning and peak hours. There would be an additional 47 two-way movements into and out of the site during the AM peak hour and 41 two-way movements in the PM peak hour. The development has been run through the Borough Strategic Model showing an acceptable impact on the highway network.
67. It is proposed that there would be 178 allocated spaces, 29 garages, 16 visitor spaces and 13 unallocated spaces. This would result in a parking ratio of 2.2 and 2.5 with garages which exceeds the council's parking standards and in this instance is acceptable to the council's Highway Engineer. All spaces will be of an acceptable

size of 5m x 2.5m and parallel spaces being 6m x 2.5m and all garages will have internal dimensions of 7m x 3m.

68. Plots with garages have internal dimensions of 7m x 3m which is sufficient for cycle storage. Those plots without garages, cycle storage will need to be in rear gardens with direct access. For the proposed maisonettes, cycle parking would be provided in communal cycle storage areas. The communal cycle storage is of the correct dimensions and are in accessible locations which is welcome. The details of this will be secured through planning condition 10.

69. The council's Highway Engineer is satisfied with the development and raises no objection subject to conditions 4 – 10.

Sustainable Location:

Policy

70. Policy CP9 of the Core Strategy states *'the scale of development proposals in the borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility.'*

71. Policy CP6 states of the Core Strategy states:

'Planning permission will be granted for schemes that:

a) Provide for sustainable forms of transport to allow choice;

b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;'

72. The supporting text to Policy CP6 states:

'Paragraph 2.16 recognises that the borough has one of the highest car ownership rates of any English local authority. To reduce the likelihood that these vehicles will be used and to encourage modal shift, it is important to ensure all proposals achieve sustainable development'

'To help achieve sustainable development, proposals likely to generate significant demands for travel movements should be located in areas with best access to existing good services. This means that people can have the widest range of choice in selecting transport modes and help reduce the use of the private car. The availability of good existing public transport services has been considered in drafting the strategy for the Borough.'

Walking

73. The Borough Design Guide SPD states *'if places are to be sustainable then the aim should be to create: Walkable neighbourhoods, with a range of facilities within 10 minutes walking distance of residential areas, which encourage people to travel on foot or by bicycle.'* Walkable neighbourhoods are defined in Manual for Streets (MfS) as those typically characterised by having a range of facilities within 10

minutes walking distance from residential areas. Manual for Streets clarifies that 10 minutes walking distance is roughly 800 metres. The Urban Design Compendium further advises:

'People should be able to walk in 2-3 minutes (250 metres) to the post box or telephone box: the newsagent's should be within 5 minutes (400 metres). There should be local shops, the bus stop, the health centre and perhaps a primary school within a walking distance of (say) 10 minutes (800 metres).'

74. The National Design Guide¹ (Oct 2019) defines walkable as local services being no more than a 10 minute walk (800m radius).

75. The Chartered Institution of Highways and Transportation (CIHT) document 'providing for journeys on foot' advises that 400 metres is a desirable walking distance outside of city centres; 800 metres is stated as acceptable and 1,200 metres is the preferred maximum. The document clarifies that the suggested walking distances are for pedestrians without mobility impairment. These distances are also cited in the Wokingham Highway guidance Living Streets.

76. Swallowfield is classed as a Limited Development Location, which is summarised in the development plan as those settlements containing '*a basic range of services and facilities and are physically and socially cohesive*' and is at the bottom of the settlement hierarchy. The site would adjoin the existing development limits of the village.

77. There are several facilities that would fall within acceptable walking distances including a shop, public house, medical centre, pre-school, parish hall and several recreational facilities:

- Convince store with post office facilities 520m
- The Crown Public House 550m
- Swallowfield Medical Practice 590m
- Swallowfield Pre-school 750m
- Swallowfield Parish Hall 750m
- Swallowfield Park Sports Pitch(es) 800m
- Swallowfield Park Play Area 800m
- Swallowfield Meadow Nature Reserve 465m

78. The new footpath into the site would be 2m wide. The above facilities would be accessed by walking northwards and there two main routes a pedestrian could take; along Trowes Lane or via Foxborough and Curlys Way. Trowes Lane only has a footpath on one side of the road and this does not meet the minimum width of 2 metres as set out in manual for streets. Foxborough has footpaths on either side of the road approximately but the connecting footpath to Curlys way is narrower. Curlys Way only has footpaths on one side of the road.

79. Further afield, The Street has footpaths on both side of the road which varying in width and having a number of pinch points less than the minimum 2 metre width. There are no footpaths south along Trowes Lane but this is not essential as there are no nearby facilities and service in that direction.

80. The Transport Assessment identifies areas within the village where improved pedestrian infrastructure such as dropped kerbs, tactile paving and can be incorporated. Whilst this is a benefit it does not mitigate the issues raised above regarding existing walking infrastructure.
81. The nearest Primary School called Lambs Lane Primary School, which is outside of the village envelope would be over 2km from the centre of site. The majority of the walk to the school would be along the B3349 which only has narrow footpath (less than 2m) on one-side of the road, is unlit and has large areas without passive surveillance. It is unlikely that this would be a desirable walk for parents with children of primary school age.
82. The nearest secondary schools would either be Bohunt School in Arborfield or Oakbank School in Three Mile Cross. Both would be a considerable journey over 4km predominantly along country roads and lanes. It is not realistic that public or parents would walk to these secondary school.
83. Overall, the village has several walkable facilities and services which would serve day-to-day needs and offers a reasonable level of facilities for the limited size of Swallowfield. Whilst walking infrastructure is not optimal, it is generally in line with what would be expected of a village of this size. There are realistic options for pedestrians when choosing a walking route to the nearby services in the village, whilst travel by private vehicle would continue to be required for school journeys and shopping trips over and above top up shopping as is the case for existing residents.

Buses

84. The supporting text to policy CP6 of the Core Strategy sets out the requirement of a good bus service:
- a) At least a thirty minute service frequency during peak times (7:00 to 9:00 and 16:00 to 19:00 Monday to Saturday); and*
b) At least an hourly service frequency during off-peak hours (9:00 to 16:00 and 19:00 to 22:00 Monday to Saturday and between 7:00 and 22:00 on Sundays).
85. The Bus Service along The Street is the 600 which serves Reading and Shinfield to the north and Risley to the south. It does not meet the criteria set out above and cannot be considered as a 'good service'. There is no 30-minute frequency during peak there are no services on Sundays. There are no direct buses to Wokingham.
86. CIHT guidance 'Buses In Urban Developments recommends a bus stop catchment of 300 metres for less frequent routes. The nearest bus stops would be approximately 500-600m from the centre of the site along The Street. There is a bus shelter for easterly and northern routes but no shelter or seating for southerly/western routes.

Cycling

87. There are no cycle lanes in vicinity. Basingstoke Road is a busy B Road and would not be an attractive route to all cyclists. Cycling infrastructure in the area is limited and the development would unlikely encourage an uptake in modal journeys by bicycle.
88. The CHIT document Planning for Cycling estimates the modal share of cycle trips to equate to around 2% of all journeys. Cycling also has a seasonal bias and is only an opportunity for those that are physically capable. Even if good cycle infrastructure was in the vicinity, it would not compensate for the less than desirable walking opportunities and limited public transport options.

Appeal decision

89. A previously approved appeal decision for 20 dwellings was allowed on land immediately to the north of the site. The inspector stated in the Decision Letter that:

'I acknowledge that, as is likely to be the case in relation to existing residents of Swallowfield, many of the trips associated with future occupants of the appeal site are likely to be completed by car given the rural situation of the site. Nonetheless, Swallowfield is a location where, having regard to the levels of facilities and services at or in the location together with their accessibility, CS Policy CP9 supports the development of sites not exceeding 25 dwellings. The scale of development proposed would be below this level.'

Summary

90. Overall, it must be recognised that the quantum of development is in excess of the identified scale appropriate for the existing village and level of development set out for Limited Development Locations in the Development Plan. However, some day-to-day facilities and service within proximity of the site. While pedestrian infrastructure is not optimal and below standards in some locations in the village, it would offer some realistic options to some residents.
91. The above conclusion is consistent with the HELAA assessment that states '*the site is considered to perform poorly in respect of highways and accessibility issues.*' Notwithstanding this, there were other factors that resulted in the site being part of the draft allocation.
92. The use of the Langley Mead SANG is required to avoid a detrimental impact on the Thames Basin Heath SPA – This is consideration is set out in further detail in the Thames Basin Heaths Special Protection Area. Residents will likely access this via private car from the site.
93. Overall, the sustainability of the site of the site does weigh against the scheme in the overall planning balance.

Flooding and Drainage:

94. The site is within Flood Zone 1 where the risk of flooding from rivers is low. There are areas at risk from surface water flooding in the south-east corner of the site and the woodland to the south. Trowles Lane and Charlton Lane that border the site are

liable to surface waterflooding. Land drainage ditches are located adjacent to the eastern boundary of the site and Trowes Lane and the southern boundary of the site.

95. A Flood Risk Assessment & SuDS Strategy has been submitted setting out the surface water drainage strategy and this includes a climate change allowance for peak rainfall intensity.
96. Runoff from roof areas and shared/private areas will drain to permeable pavements which will filter and treat runoff falling on its surface. Roof water will connect into the permeable pavement sub-base via rainwater diffuser units. The permeable pavement areas will then discharge either to a piped network and/or outfall directly to one of the three attenuation basins (central, north and/or south) in the site.
97. Adoptable highway runoff will drain to a piped network which will outfall to a northern attenuation basin and roof areas and runoff from the far eastern units/footpath will drain via a piped network to the southern attenuation basin. Flows from the central attenuation basin will be conveyed via a piped network to the northern attenuation basin. The flow from each attenuation will be restricted via flow control devices.
98. In accordance with British Standard requirements, the finished floor level should be a minimum of 43.49m AOD (i.e. 300mm above the modelled 1 in 100 (1.0%) annual probability plus allowance for climate change flood level). The majority of the site is at least 1.6m above this flood level, and therefore finished floor levels are set at a minimum of 150mm above external ground level to mitigate against the residual risk of surface water ingress during an extreme rainfall event.
99. The Council's Drainage Engineer has considered the application and raised no objection to recommended conditions 15 - 17.

Sewerage and water infrastructure

100. Thames Water have confirmed that *'we're pleased to confirm that there will be sufficient sewerage capacity in the adjacent foul water sewer network to serve your development.'* Thames Water sewer records for the area shows that there is no built surface water drainage infrastructure at the site. A 175mm diameter foul sewer is present within the northern part of the site that runs in a north-easterly direction to where it joins a larger 225mm diameter foul sewer beneath Trowes Lane. The relevant water authority / Statutory Undertaker is satisfied that the development can be adequately connected to mains water and sewers.

Impact on Trees:

101. The site is an open field with trees and hedge boundaries around the periphery. Other than small group of trees and vegetation being removed for the proposed access, all other trees will remain on site. numerous additional trees will be planted within the public realm of the site.
102. There is a plantation woodland to the south of the site which is being retained. Whilst public access is being proposed into the area, no formal footpaths or hard

surfacing is proposed that would affect the roots of these trees. Bringing this area into management would have benefited the overall condition of woodland.

Affordable Housing:

103. It is proposed that 40% of the dwellings on site will be affordable housing and this equates to 33 units and complies with the requirements set out in policy CP5 of the Core Strategy. The dwellings will be located along the north and eastern sections of the site and comprise of:
- 1 bedroom maisonettes/flats = 7
 - 2 bedroom maisonettes/flats = 7
 - 2 bedroom houses = 9
 - 3 bed houses = 6
 - 4 bed houses = 4
104. The units will also comprise of a mix between first homes, shared ownership and social rented. The council's Affordable Housing are satisfied with the on-site provision of affordable units. This will be secured via an accompanying legal agreement that transfers to the Council's Local Housing Company (Wokingham Housing Limited) or one of the Council's preferred Registered Provider (RP) partners for a price that will enable the RP or Local Housing Company to deliver the affordable housing without the need for public subsidy.

Employment Skills Plan:

105. Policy TB12 of the MDD Local Plan states that for Proposals for major development should be accompanied by an Employment and Skills (ESP) plan to show how the proposal accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
106. ESPs are worked out using the Construction Industry Training Board (CITB) benchmarks which are based on the value of construction. The value of the construction for planning application 230422 - Land West of Trowes Lane and North of Charlton Lane, Swallowfield has been calculated as £9,066,576. This is calculated by multiplying the interior floor space of 8845.44m² by £1025, which is the cost of construction per square metre as set out by Building Cost Information Service of RICS.
107. The ESP contribution for this application has therefore been calculated in the table below and will be secured by a section 106 agreement:

230422 - Land West of Trowes Lane and North of Charlton Lane, Swallowfield	
Project value	£9,066,576
Community Skills Support E.g. work experience or CSCS training courses	7

Apprenticeship starts	4
Jobs created	3

Ecology:

Bats

108. The Ecological Impact Assessment (EclA) indicates that at least eight species of bat are using the site. This includes two species that are considered vulnerable on the IUCN list for England. The activity on site recorded does appear to be indicative of ad hoc commuting and foraging use by the rarer species of bat with the two more common species of Pipistrelle bat being more locally reliant on habitats on site and in the immediate vicinity.
109. The council's Ecologist raises no objection to the impact on bats stating:

'Considering that the arable field, which is a significant proportion of the site, is likely to be of limited value for foraging I interpret this number of species as indicative of the wider landscape being important for bats.'

[...]

'The proposed layout would result in a small amount of hedgerow loss but I consider the soft landscaping scheme to likely mitigate the fragmentation risk of this loss. The remaining habitat of higher value to bats will be retained.'

110. Condition 21 is recommended to ensure a lighting strategy is delivered and implemented to minimise excessive lighting in more ecological sensitive areas.

Badgers

111. The ecological surveys indicate that the site is currently not used by badgers and that the proposed development does not need to apply any specific avoidance or mitigation measures for this species. The council's Ecologist agrees with this conclusion and has advised that a condition ensuring a Construction Environmental Management Plan (CEMP) is recommended (condition 5).

Reptiles

112. The council's Ecologist considers that sufficient reptile surveys have been undertaken and this indicates that one species (Grass Snake) has been recorded using the site. They have advised that the risk of killing or injuring Grass Snakes during construction can be adequately mitigated through the application of reasonable avoidance measures through the recommended CEMP condition.

Great Crested Newts

113. Paragraph 4.56 of the EclA states that it is likely that Great Crested Newts will occur within on-site terrestrial habitat. Paragraph 5.37 of the EclA recommends that the project should be covered by a derogation licence from Natural England.

114. The council's Ecologist has advised that sufficient survey effort has been undertaken. These identify a small population of Great Crested Newt as using a pond close to the site boundary. It has also picked up another pond within 250m of the site boundary which has confirmed presence of the species by eDNA (population size unknown). They conclude by stating *'I recommend that the licensing and integration of mitigation measures during construction is an element that is covered within the CEMP condition already proposed'*

Other

115. The council's Ecologist has also advised that sufficient survey work has been undertaken with regard to water voles and Dormice and that the development would not detrimentally impact these species.

Ecological Permeability

116. Paragraph 4.41 of the EclA considers it likely that Hedgehogs are present locally and that there could be use of the site by this Species of Principal Importance. MDD Policy TB23 seeks new development to provide ecological permeability. Hedgehogs are a target species for permeability measures and this would include regular gaps in fences lines and boundaries. Condition 25 is recommended to secure ecological permeability measures are implemented.

Biodiversity Net Gain and species enhancements

117. The development will largely be concentrating to the existing open fields. Whilst there would be some hedgerow loss, this would be to a limited extent for the site access. The woodland to the south and trees and vegetation around the periphery of the site would be maintained. The development includes open space to the west which has sufficient space to locate ecological enhancements. That would result in a Biodiversity Net Gain. The EIA states that the proposed development would be expected to result in an on-site net gain of 25.66% in habitat units.
118. Species specific enhancements have been proposed in the EclA and include bat boxes, bird boxes, log piles, an invertebrate nesting tower, and a hibernaculum.
119. It is proposed that the public green spaces will be managed by a management company. It is possible that the post-development scenario could be managed for a period of 30 years post construction by a management company, and this could deliver a biodiversity net gain. The Planning Statement includes ongoing landscape maintenance and the council's ecologist recommends that this route is pursued in order to secure the biodiversity net gain for a minimum period of 30 years via a Landscape Infrastructure Management Plan (condition 12).

Summary on ecology

120. The council's Ecologist has advised that the development can deliver a biodiversity Net Gain and that important species can be protected and mitigated, subjected to the recommended conditions 5, 23, 24 and 25.

Thames Basin Heaths Special Protection Area:

121. The application site is within 5km of the Thames Basin Heaths Special Protection Area. The impact to the Thames Basin Heath Special Protection Area must be mitigated by the provision of the Suitable Alternative Natural Greenspace (SANG).
122. Wokingham Borough Council's own strategic SANG could not be used to provide SANG capacity for this project because it is beyond the catchment zone for this SANG. The developer proposes to purchase capacity at a SANG owned by the University of Reading, instead.
123. The development has confirmed that the Langley Mead SANG and subsequent extension can be used as suitable mitigation for the Impact on the SANG. Natural England originally set out in 2017 that the Langle Mead Extension would provide suitable SANG that can act as adequate mitigation for the impact on the SPA. This is proposed to be secured by the Heads of Terms in the section S106 agreement.

Sustainable Design:

124. An Energy & Sustainability Statement has been submitted and this details a combination of 'fabric first' and renewable and low-carbon energy technologies. The fabric first measure measures include energy-efficient building fabric and insulation, high-efficiency double glazed windows throughout, measures for achieving good air-tightness, high-efficiency heating systems, Mechanical Ventilation Heat Recovery System and Low-energy lighting throughout the building. Renewable and low-carbon energy technologies will include Individual Air Source Heat Pump technology and photovoltaic panels array across the site.
125. Paragraph 164 of the NPPF states that in determining planning applications, local planning authorities should give significant weight to the need to support energy efficiency and low carbon heating improvements through installation of heat pumps and solar panels. As such it is recognised the development meets the requirements set out in policy CC04, contributes to the Council climate change goals and fulfils the national sustainability objectives. This affords weight in the overall balance.

Archaeology:

126. There are potential archaeological implications with this proposed development as demonstrated by Berkshire Archaeology's Historic Environment Record. The site has been classified as part of an Area of High Archaeological Potential (AHAP) by Wokingham Borough Council. Aerial Photographic records have identified possible archaeological crop marks within the application area, whilst there are several findspots of Prehistoric, Roman and Medieval in the vicinity of the site. During the evaluation of the site in May 2022, archaeological features including middle/late Iron Age and Romano British pits and pottery were discovered in the northern area of the site, Medieval evidence in the southwest, along with a linear feature which may relate to Post Medieval period running centrally north, were found showing that there is potential for further archaeology on the site.
127. Berkshire Archaeology have considered the application and raise no objection subject to condition 22.

Heritage Assets:

128. The Swallowfield Conservation Area is located at the northeastern end of The Street. The site is over 300m away and significantly detached from this area. There are intervening houses, roads and other physical features that separate the site from this Conservation Area. There are no on the ground views where the development would be perceived within the context of this part of The Street and the development would maintain the character and appearance of this Heritage Asset. In addition, the development does integrate some architectural feature that are characteristic of the Swallowfield.

Community Infrastructure Levy (CIL):

129. When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

130. The council's Regulation 123 List outlined CIL contributions towards Health centres/GP surgeries and education. The current Infrastructure Funding Statement shows allocations towards health provisions and education. CIL can be used to increase the capacity of existing infrastructure in accordance with third-party comments regarding the capacity of local services, including education.

The Public Sector Equality Duty (Equality Act 2010):

131. 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 persons with protected characteristics as 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 as a result of the development.

Planning Balance:

132. The Council cannot demonstrate a 5-year housing supply and therefore the development must be assessed in line with Paragraph 11d(ii) and against the policies in the NPPF taken as a whole. The three overarching objectives contained within paragraph 8 of the Framework seek to balance growth and local community needs against protection of the natural, built and historic environment. The benefits and disbenefits are therefore considered against these three broad topic areas below.

133. Whilst the policies which are most important for determining the application are out of date by virtue of the absence of a 5-year housing land supply, that does not mean the policies carry no weight. The weight attached to the development plan policies is a matter for the decision maker(s). The conflict with the spatial strategy of the plan still weighs against the application and the Inspector for the Lodge Road Appeal gave the conflict with the spatial vision in the development plan significant weight.

'For reasons set out earlier in this decision, I consider that the appeal proposal would be in clear conflict with this spatial vision and the aforementioned policies, which I have already concluded should carry significant weight in this appeal, notwithstanding the absence of a deliverable 5-Year HLS. This weighs very heavily against the appeal proposal.'

Economic

134. As with all housing development of this scale in this location, the proposal would result in notable economic benefits. This is broadly set to arise from the short-term economic contribution of the construction of up to 81 homes via construction industry jobs. In the longer term, future residents of up to 81 dwellings will contribute to the viability and vitality of businesses in the village and nearby towns. CIL payments and New Homes Bonus would also be an economic benefit of the proposal. Although none of these are unique to this scheme, the size of the development means these benefits are not insignificant and the development is therefore considered to perform a positive economic role.

Social

135. The provision of 81 new dwellings, including 33 affordable homes would positively assist in furthering the social objective of sustainable development. The provision of an adequate range of dwelling sizes and policy compliant on-site affordable housing provision will ensure this site does as much as it can to meet the identified general and affordable housing need over the local plan period. Planning Inspectors have given the benefit of affordable housing varying weight. Broadly speaking, the greater number of homes and affordable units provided within a development tends to attract greater weight from government Inspectors. This particular development is therefore considered to perform a positive social role.

Environmental

136. There would be a degree of harm to the character and appearance of the countryside as the proposal would result in the loss of undeveloped open fields. The scale of the development is not entirely commensurate with the local facilities and services within the village but would be opportunities to utilise sustainable travel options to several facilities and this tempers the weight attached to the limited sustainability of the area for this size of development. There would be a temporary environment impact from the construction phase of the development associated with quarrying, processing and transportation of materials along with the general construction on site and emissions from travelling to and from the site.
137. Ecological benefits will be secured alongside biodiversity net gain across the site and in accordance with updated national policy, the proposed heat pumps and solar panels in addition to the fact the new dwellings would inherently meet an enhanced level of sustainability through compliance with mandatory energy efficiency and sustainability standards.

Conclusion:

138. The most important policies for determining the application are out of date by virtue of the absence of a 5-year housing land supply. Paragraph 11 of the Framework

therefore states that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or there are specific policies in the Framework which indicate that development should be restricted. In this regard the tilted balance is engaged, all-be-it tempered due to past over-delivery.

139. As outlined above, the proposal would provide several benefits that weigh in favour of the application. The provision of new housing and affordable homes is a weighty material benefit in favour of the scheme. Whilst past over-delivery is relevant, it is also pertinent that the current housing land supply shortfall will likely remain until the new LPU is adopted, enabling new planned developments to come forward. Notwithstanding this, the Lodge Road Inspector was clear regarding past over-delivery and that the spatial vision of the plan was performing well and managing to boost the supply of housing over that which it planned for (Paragraph 32). In addition, the Inspector notes in paragraph 137 that relevant policies accord strongly with the Framework, especially in promoting and securing a sustainable pattern of development.
140. As noted, there are material factors that weigh negatively in the planning balance including the landscaping impact, sustainability of the location, partial loss of BMV land and conflict with the spatial vision of the development plan. However, there are also notable benefits that accord with the governments objective to significantly boosting the supply of homes in and areas where there is a housing land supply shortfall.
141. In considering all matters raised, the adverse impacts of the proposed development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework when taken as a whole. The application is therefore recommended for approval subject to the conditions and legal agreement set out in this report.

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.

APPENDIX 1 - Conditions / informatives or Reasons for refusal

APPROVAL subject to the following conditions and informatives:

Time Limit

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

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

Approved Details

2. This permission is in respect of the submitted application plans and drawings numbered below received by the local planning authority:

Site Location Plan 3145-A-1001
Site Layout 3145-A-1005-PR-H
Site Layout Coloured 3145-C-1005-PL-H
Parking Plan 3145-A-1700-PL- E
Street Scenes 3145-A-1010-D
Street Scenes 3145-A-1011-E
Refuse Strategy Plan 3145-A-1701-PL-D
Boundary Treatments Plan 3145-A-1702-PL-D
Materials Plan 3145-A-1703-PL-D
Tenure Plan 3145-A-1704-PL-D
Fire Strategy Plan 3145-A-1705-PL-D
Garden Sizes Plan 3145-A-1706-PL-D
POS Typologies Plan 3145-A-1707-PL-J
Landscape Masterplan CSA/5643/118 D
LEAP Landscape Proposals CSA/5643/119 B
LAP Play Area Proposals CSA/5643/120 A
Hard Landscape Proposals (Sheet 1) CSA/5643/111 F
Hard Landscape Proposals (Sheet 2) CSA/5643/112 F
Hard Landscape Proposals (Sheet 3) CSA/5643/113 F
Soft Landscape Proposals (Sheet 1) CSA/5643/114 F
Soft Landscape Proposals (Sheet 2) CSA/5643/115 F
Soft Landscape Proposals (Sheet 3) CSA/5643/116 F
Soft Landscape Proposals (Sheet 4) CSA/5643/117 F

Elevations:

3005 Rev B; 3010 Rev C; 3011 Rev A; 3015 Rev B; 3020 Rev B; 3021 Rev B; 3022 Rev B; 3023 Rev C; 3025 Rev C; 3035 Rev B; 3036 Rev B; 3040 Rev B; 3045 Rev B; 3046 Rev B; 3050 Rev B; 3051 Rev B; 3056 Rev B; 3058 Rev A; 3059 Rev C; 3060 Rev B; 3061 Rev B; 3065 Rev C; 3070 Rev B; 3075 Rev B; 3080 Rev B; 3085 Rev C; 3086 Rev B; 3100 Rev B; 3150 Rev A and 3151 Rev A.

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

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

External materials

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

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

Relevant policy: Core Strategy policies CP1 and CP3

Access

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

Reason: In the interests of highway safety and convenience. Relevant policy:

Core Strategy policies CP3 & CP6.

Highway Construction Details

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

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

Construction Method Statement and Ecological Management Plan

5. No development shall take place, until a Construction Method Statement, including a CEMP (Construction Ecological Management Plan), has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for but not be limited to the following:
 - (a) construction of suitable works access;
 - (b) the parking of vehicles of site operatives and visitors;
 - (c) loading and unloading of plant and materials;
 - (d) storage of plant and materials used in constructing the development;
 - (e) the erection and maintenance of security hoarding including decorative

- displays and facilities for public viewing, where appropriate;
- (f) wheel washing facilities;
- (g) measures to control the emission of dust and dirt during construction;
- (h) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (i) hours of construction;
- (j) hours of delivery; and
- (k) mitigation and avoidance measures for ecology and biodiversity.

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

Parking spaces

6. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space for that property has been provided in accordance with the approved plans, including 3145/A/1700/PL Rev E. All communal vehicle parking spaces should be provided prior to the occupation of the 81st dwelling. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure satisfactory parking is delivered and maintained.

Parking Management Plan

7. Prior to the first occupation of any dwelling, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and the monitoring and the delivery of additional electric vehicle charging spaces when required.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDLDP policies CC07 and TB20.

Electric Vehicle Charging

8. Prior to the commencement of development, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by the Local Planning Authority. This strategy shall include details relating to onsite electric vehicle charging infrastructure in accordance with Building Control Regulations Approved Document S and details of installation of charging points. 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.

Garage retention

9. 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), the garage accommodation on the site identified on the approved plans 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.

Cycle Parking

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

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Landscaping details

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

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

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

Landscape management plan

12. Prior to the first occupation of the development hereby approved, 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

Tree Protection

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

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

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

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

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

Tree Retention

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

of similar size and species unless the local planning authority gives written consent to any variation.

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

Drainage maintenance

15. No development shall be put in to use/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. Plan should fully detail the access that is required to reach surface water management component for maintenance purposes. It should also include a plan for safe and sustainable removal and disposal of waste periodically arising from drainage system, detailing the materials to be used and standard of work required including method statement. 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.

Drainage exceedance flow

16. 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/occupied.

Reason: To ensure that the site can be adequately drained. 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.

Drainage overflow

17. The layout of the development site and the drainage system should be designed so that natural low lying areas and overland conveyance pathways are used to manage surface runoff, where appropriate, where they do not pose an unacceptable risk to the new developments or downstream areas/ elsewhere. Where run-off from off-site sources is drained together with the site run-off, the contributing catchment should be modelled as part of drainage system in order to take full account of additional flows.

Reason: To ensure that the site can be adequately drained. It is important that these details are agreed prior to the commencement of development

Hours of operation

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

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

Unexpected Land Contamination

19. If land contamination (including any UXB) is found at any time during site clearance, groundwork, and construction the discovery shall be reported as soon as possible to the local planning authority. A full contamination risk assessment shall be carried out and if found to be necessary, a 'remediation method statement' shall be submitted to the local planning authority for written approval.

Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3.

Noise

20. Prior to occupation of the development hereby approved, a full noise impact assessment should be carried out by an appropriately qualified consultant, this should be submitted to the local authority for approval. This can inform the design to achieve best practice and will need to address noise impact in terms of.

- Existing noise sources and how they may affect any future development of the site, this is to take into consideration the character of the site and the nearby roads and the impact on the amenity of the new properties and on the amenity of nearby properties, both internal and external spaces.
- Nearby sensitive receptors during the construction phase, to include vehicle movement and plant and machinery being used, as well as construction noise and any mitigation measures.

This report is to identify a clear scheme of recommended works, or such other steps as may be necessary to minimize the effects of noise associated with the proposed development, both on nearby noise sensitive receptors and on future occupants of the development.

Reason: to ensure a satisfactory noise impact on nearby residents.

Lighting

21. Prior to the occupation of the first dwelling, details of external lighting shall be submitted to and approved in writing by the local planning authority before the development is occupied. 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. No further external lighting shall be installed without the written approval of the local planning authority

Reason: to ensure a satisfactory and safe public realm, avoid detrimental impacts on existing and future residents and to ensure impacts on bats and protected species are satisfactorily minimised.

Archaeology

22. A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI.

B) The Development shall take place in accordance with the WSI approved under condition (A). The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Iron Age and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy. To ensure that archaeological assets noted on the Berkshire Archaeology HER and recorded during evaluation are mitigated, a targeted Scheme of Works, which is likely to include an excavation of further areas of the site, should be undertaken therefore it is suggested that the applicant's consultant contacts us to finalise the scope of these further works.

Landscape Ecological Management Plan

23. Prior to the commencement of the development a Landscape Environmental Management Plan (LEMP), including long term design objectives, management responsibilities, timescales, and maintenance schedules for all landscape areas, other than privately owned domestic gardens, which delivers and demonstrates a habitat and hedgerow biodiversity net gain shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved LEMP.

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

Biodiversity Net Gain

24. Prior to the commencement of development, details of how the development will achieve a biodiversity net gain of at least 20% (as set out in the submitted Ecological Impact Assessment ref: CSA/5643/05 August 2023) for habitats shall be submitted to and approved in writing by the Local Planning Authority. The details thereby agreed shall be fully implemented in accordance with an agreed timetable.

Reason: to ensure the development results in a biodiversity net gain and contributes to the objectives of conserving and enhancing the natural environment.

Ecological permeability

25. Prior to the occupation of the development hereby approved, detailed drawings of any walls, fences or other means of enclosure within or around the site shall be submitted to and approved in writing by the local planning authority. The design of any wall, fence or other means of enclosure must be ecologically permeable to small mammals and wildlife. Development shall be carried out in accordance with the approved details and so-retained thereafter.

Reason: to ensure satisfactory boundary treatment and privacy and ensure the development is ecologically permeable.

Sustainability/renewables

26. Prior to the occupation of any dwelling, details of the solar panels and air source heat pumps recommended by the Energy & Sustainability Statement rev 3 ref: BO.S.RG7 shall be submitted to and approved in writing by the local planning authority. No building shall be occupied until the sustainability measures associated with that property are installed in full working order in accordance with the details set out in Energy & Sustainability Statement rev 3 ref: BO.S.RG7. So far as practical, the sustainability measures shall be maintained in full working order unless they are replaced by more efficient and sustainable technology.

Reason: to mitigate and adapt to climate change and ensure the building are energy efficient.

Permitted development rights

27. Notwithstanding the provisions of Classes B and C of Part 1 of the Second Schedule the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no buildings, enlargement or alterations permitted shall be carried out without the express permission in writing of the local planning authority.

Reason: To protect the privacy and amenity of neighbouring dwellings from overlooking from upper floor windows

28. Notwithstanding the provisions of Class A of Part 2 of the Second Schedule 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), no walls, fences gates, other means of enclosure or additional hard surfacing shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road.

Reason: to maintain the character and appearance of the development.

Bin storage details

29. No building shall be occupied until the bin storage area/facilities have been installed and made available in accordance with drawing 3145 A 1701 PL C. The bin storage area and facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials unless a satisfactory alternative bin storage area is provided.

Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

Informatives

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

2. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

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

4. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

5. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. 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, failure to do this will result in penalty surcharges being added. For more information see the Council's website – Community Infrastructure Levy advice page. Please submit all CIL forms and enquiries to developer.contributions@wokingham.gov.uk.



Parish Office, Swallowfield Street, Swallowfield
Reading, Berks
RG7 1QX

Tel: 0118 988 5929 Email: clerk@swallowfieldpc.gov.uk

Planning Department
Wokingham Borough Council

20th March 2023

Dear Sir/Madam

Ref: Planning Application 230422 - 81 homes on Land West of Trowes Lane and North of Charlton Lane Swallowfield

Swallowfield Parish Council **STRONGLY OBJECTS** to the Croudace Homes planning application (WBC ref 230422) and asks that it be refused on the grounds that:

1. It represents an inappropriate site for development and a fundamental misunderstanding of the village by the applicant.
2. It runs contrary to several key WBC Core Policies and Climate Emergency Plans.
3. It fails to recognise the absence of critical infrastructure.
4. It will result in a huge increase in vehicle movements within the village and linked commuter routes.
5. It will have a massive negative impact on residents of the whole parish.
6. It is strongly opposed by the vast majority of Swallowfield residents as demonstrated by the objections lodged to date.

In the following paragraphs, where appropriate, the relevant numbers from the current application for 81 homes (230422) and an earlier application by Cove Homes for 20 homes (162498) (approved on appeal but not yet constructed) have been conflated. Collectively the two sites represent 101 homes and >200 additional motor vehicles. It is appropriate to consider their combined impact on the local infrastructure.

Inappropriate Development

1. Whilst the Parish Council recognises the need for additional housing in the Borough, Swallowfield village has already had more than its share of new housing within the settlement envelope. Furthermore, this site is outside the development limits as identified in the Managing Development Delivery Local Plan (MDDLDP) policy CC02 - Development Limits. The site is therefore on land designated as open countryside and the proposed development would be contrary to Core Strategy policy CP11 - Proposals outside Development Limits (including countryside).
2. The applicant suggests that the site (5SW019) has been proposed in the Local Plan Update (LPU). This is incorrect. Whilst it was one of many sites that were the subject of a consultation, the outcome of that consultation is as yet unknown. Thus, it remains just one of many sites still being assessed and most certainly is not allocated for inclusion in the Local Plan. Indeed, a draft update of the Local Plan has yet to emerge.



3. The proposed housing density would far exceed that of the rest of the settlement including the adjoining developments in Foxborough. WBC's Housing and Economic Land Availability Assessment (HELAA) report suggested a maximum of 63 properties for site 5SW019, not the 81 proposed. But that does not mean that the site is suitable for development in other respects and indeed it is not.
4. The Core Strategy policy CP9 - Scale and Location of Development proposals - designate Swallowfield as a 'limited development location', which is the lowest tier of identified settlements. Para 2.87 of the Core Strategy states "Overall, due to the limited range of facilities, it is not considered that significant development is appropriate in these locations" and policy CP9 states that development should be confined to within the settlement boundary. The proposed development is clearly outside the settlement boundary whilst, as indicated in more detail below, the applicant has materially overstated the available infrastructure.
5. Construction of the currently proposed 81 homes and the previously consented (but not yet constructed) 20 homes on a separate site, which is also accessed via Trowes Lane (a narrow country lane), will result in a circa 40% increase in the number of properties in the settlement as a whole and a substantially higher percentage of the total number of residents (which was less than 670 on the 2021 census). This would have a very significant adverse impact and constitutes inappropriate development.
6. The assessment tabled in the Core Strategy Appendix 3 (April 2008) recognised that Swallowfield had "very limited facilities". The situation in March 2023 remains unchanged.
7. Approval of this application would set an undesirable precedent for further exploitation of the countryside and would turn Swallowfield from a rural village, with its own unique character, into a materially larger urbanised settlement.
8. The proposed development represents a largely self-contained 'balloon' development with one vehicular access onto a narrow country lane and little connection (or motivation to connect) to the rest of the village other than as a conduit for travel elsewhere.
9. The proposed new homes will result in an estimated 300-400 new residents and 200+ motor vehicles, with potentially more in later years as recently observed in Foxborough. This will place an unacceptable strain on the limited resources of the village (see details below) and the local road infrastructure.
10. The proposed housing density for the site is some 50% higher than that in the settlement as a whole and especially in the adjacent development (Foxborough) off Trowes Lane. This would not recognise the need for a soft, gentle transition to countryside on the outskirts of the settlement as required by the MDDL policy CC02 - Development Limits.
11. While this agricultural land is designated classification 3A or 4, site 5SW019 has, until the recent demise of Valley Produce, been a productive site for herbs and cereal crops over many years. At a time when the nation needs more, not less, domestic food production, removing its agricultural status is wrong.

12. In considering applications for the adjoining site (5SW007), the planners commented:

“The proposed development would be contrary to policies CP9 & CP11 of the adopted development plan” thereby impacting the separate identity of Swallowfield and causing harm to the quality of the environment.

Approval of the current application would amplify the significance of this statement by a factor of 5 and result in an irrevocable change to the character of this community. Accordingly, these policies should be accorded greater weight.

13. The proposed development falls substantially short of meeting the criteria for sustainable development set out in Core Strategy policy CP1. Travel by private car will be essential for access to most facilities and services and run counter to the council’s Climate Emergency Plans. Please see further details below.
14. The site provides an important resource for local wildlife with scope for enhancement. Multiple species, not just those highlighted in the developer’s Ecology Statement, use the site for hunting and foraging on a regular basis or to transit between areas of refuge adjacent to the site. The proposed development would permanently remove this wildlife “oasis” and corridor on the outskirts of the village. Please see further details below.

Lack of Critical Infrastructure

1. **Transport** - the local bus route does not meet WBC Core Strategy guidelines for ‘good public transport’. The existing basic ‘600’ route offers a limited north/south service between Reading and Riseley. There is no onward service to Fleet and no prospect of this being revived. The service is limited with no service on Sundays. It is unlikely to satisfy the bulk of travel to work, school or leisure facilities. There are no east/west services in existence, or in prospect, that could provide travel to schools that include Swallowfield in their catchment area, or to Wokingham town. The service has an insecure future which cannot be funded at current levels beyond August 2023 and further cut-backs are inevitable. Suggested, but time limited, funding support from the developer will make little difference in the longer term (as has been demonstrated by the bus services at the Shinfield Meadows development).
2. **Healthcare** - Swallowfield Medical Practice is already oversubscribed because of earlier increases in housing within its catchment area which includes the South of M4 SDL. The nearest dentist is in Shinfield, some 8km away and, due to massive local development in Shinfield, is unlikely to have any availability.
3. **Schools** - there is no local primary school and no secondary school within 3-4 km of the development with the exception of Lambs Lane Primary School and Swallowfield is outside its catchment area. The school is already fully subscribed from its local catchment area around Spencers Wood. The nearest available primary and secondary schools for Swallowfield residents are in Arborfield Green or Three Mile Cross/Shinfield Meadows, all of which would require a car journey significantly in excess of the target distance of 4km. Contrary to WBC Core Policy, there are no safe cycle or pedestrian routes from Swallowfield available, or possible, to any of these schools.

4. **Groceries** - the local shop is small, has limited stock and no prospect of expansion within the settlement. The nearest supermarkets are at least 5km away requiring a round trip car journey of 10km.
5. **Flooding and Waste Water** – the applicant’s Flood Risk Assessment (FRA) is flawed in a number of key respects. The sewerage pumping station in Swallowfield is already at breaking point and overflows and flooding in heavy rain are a common occurrence in much of the settlement due to surface water surcharging of the foul water system. WBC’s assessment recognises that over half the site has the potential for groundwater flooding, with a generally low, but up to HIGH, risk. The FRA fails to take into account of the potential for off-site flooding along the roads surrounding the site. For details, please see the report from the Swallowfield Flood Resilience Group which, for completeness, has been reproduced in Appendix B of this document.
6. **Electricity** - based on the pattern of new estates nearby, there will be an increasing demand for EV charging points and on network capacity to serve them. Reports of ‘brown outs’ due to excessive demand have been widely reported in Shinfield.
7. **Roads & Pavements** - most of the roads in and around the settlement are narrow, especially Trowes Lane (the only exit from the proposed development) and in particular the Conservation Area of The Street. Very narrow pavements in the Conservation Area connect key resources of the settlement for current residents. They cannot be widened and are perilous for pedestrians, especially children, users of pushchairs and wheelchairs and older residents, many with vision, hearing or mobility impairments. The proposed improvements to Trowes Lane are inadequate and insufficient.

Traffic and Climate Change

1. Based on the pattern of similar developments in nearby Shinfield Parish and Heckfield Parish, the proposed homes will be largely occupied by young professional families, with one or more children.
2. Due to the lack of local or nearby infrastructure (see above), a journey of 5 km or more will be needed to reach schools, places of work, grocery shopping, libraries, entertainment or general retail. Few of these destinations can be reached using public transport. None can be reached safely by cycle or on foot contrary to Core Strategy policy CP6 - Managing Travel Demand. A car will be required for virtually every journey. This will lead to increased noise, pollution (greenhouse gas emissions) and traffic congestion.
3. The applicant’s proposals for additional cycle routes and footpaths are not feasible outside of the development itself. Most local roads outside the settlement are unsafe for cyclists, especially children, many lack pavements and most of those that do exist are in a poor or very poor condition.
4. The current public transport (bus) service, even if continued, will not meet the needs for the majority of journeys to schools, or places of work, and there is no prospect of new services that would.

5. Based on the foregoing, an estimated 200+ increase in vehicles will lead to an estimated additional 800+ vehicle movements per day. Most will need to travel along Trowes Lane and The Street to reach destinations outside the settlement, contributing to climate change and noise and raising safety concerns on both roads. Nearby Charlton Lane, which is single track, would also suffer an unacceptable increase in traffic.
6. A traffic survey conducted by the Parish Council using advanced technology has profiled existing traffic in Trowes Lane, 24x7, over multiple days. A similar survey has been conducted at the entrance/exit of the Duke's Field estate (83 homes) in Riseley, a community with a similar profile to that anticipated by the proposed development. The results suggest a fourfold increase in vehicle movements in Trowes Lane at peak times from ~ 40/hour to >160/hour. This would be unacceptable to the residents of Trowes Lane and the village as a whole. Given WBC's core policy of reducing motor vehicle usage, approval of this application will produce the directly opposite result. Please see Appendix A of this document for further details.

Ecological Impact

The site is frequented by a significant variety of important birds and mammals that use the site itself for hunting and foraging, or whilst in transit between refuges in the woodland on the southeast corner and the spinney with a significant pond abutting its north west corner. These observations are supported by the applicant's own survey which states:

1. **Bats**

Para 4.31 "The presence of barbastelle at the Site is significant due to their elevated conservation status ...", and

Para 4.39 "... the populations of bats utilising the Site are considered to be collectively important at the Local level."

2. **Birds of Prey**

Para 4.43 notes the presence of Barn Owls in the vicinity and Red Kites over the site which hunt in open fields. The Parish Council has first-hand knowledge of Barn Owls, Kestrels and Buzzards seen hunting in these fields.

3. **Great Crested Newts**

Para 4.53 notes "There are areas of suitable great-crested newt terrestrial habitat within the site..." and they have been shown to be present in the general vicinity in 2 ponds (including the pond in the aforementioned spinney on the northwest boundary of the site).

The site provides an important resource for a host of local wildlife, not just protected species, and there is scope for habitat enhancement. Mitigation measures proposed by the applicant are limited in scope and cannot adequately protect local wildlife populations. Building houses here would permanently destroy this important wildlife oasis and corridor on the outskirts of the settlement.

Other Considerations

1. **Community Involvement:** The developer's attempt to garner support from the community via a questionnaire and a website was ignored by most residents because the questionnaire was clearly biased to produce results which would favour their objectives. Of the mere 14 responses they received, most were strongly opposed.
2. **Cohesion with the village:** There would be little motivation for new residents to engage with the village, rather the village will simply serve as a vehicle conduit to the wider world, as has proved to be the case with the Pippins development to the northwest of the village.
3. **Traffic Modelling by Bellamy Roberts:** The consultants' measurements of current traffic flows in Trowes Lane are broadly consistent with the Parish Council's observations but predicted flows post construction are not shown. Despite the apparent use of Wokingham Highways Traffic Model, the Parish Council believes their conclusions to be flawed because:
 - a. They grossly overstate the extent to which public transport (the '600' bus service) is a viable option for commuting to school, travel to work, food shopping, etc. Identified schools are in locations not available to residents of Swallowfield or accessible via the '600' bus service.
 - b. They fail to acknowledge the very different demographics of the new arrivals versus the current residents of Foxborough (largely older, often retired, less likely to travel at peak hours).
 - c. They ignore the imminent development of the adjacent site (application no. 222769).
Their conclusion that "there are genuine opportunities for residents to travel to/from the site using sustainable modes of transport" is deeply flawed.
The Parish Council also considers that alterations to the footpath and overhanging vegetation on the western side of Trowes Lane will not significantly improve the safety of this very narrow lane. At some points, two full size vehicles can only pass with the greatest of care. In view of the predicted increase in traffic volumes, this represents a serious safety risk.
4. **Modifications to The Street:** Bellamy Roberts' suggestion of island pedestrian crossings, increased street lighting and bus shelters would adversely and materially impact not only the Conservation Area of The Street but the rural character of the entire settlement and are likely to be strongly opposed by current residents. Road widths would not support island crossings.
5. **Loss of Good Agricultural Land:** The conclusions of Reading Agricultural Consultants are at odds with the recent history of the site and the country's need to grow more of its own food.
6. **HELAA Report on Site 5SW019:** The assessment confirms many of the assertions made in this document in support of the Parish Council's strong opposition to this planning application.

Finally, should this application be approved (with or without consideration of the above noted comments), we request that a condition be applied to require the foul and surface water drainage system to be completed and operational before construction of any housing or hardstanding areas are commenced. This condition would mitigate the risk of surface water flooding from the site during construction.

With thanks to Graham Stanley, Chair, Swallowfield Flood Resilience Group



Yours Faithfully

Mrs. E. A. Halson

Clerk, Swallowfield Parish Council

Attached:

Appendix A – Current and projected Traffic Levels in Trowes Lane

Appendix B - Swallowfield Flood Resilience Group Report

Appendices

Appendix A

Current and Projected Traffic Levels in Trowes Lane

Swallowfield Parish Council has acquired the Black Cat Traffic Radar system from TagMaster UK (<https://uk.tagmaster.com/products/traffic-radar-blackcat/>) in order to conduct its own monitoring of traffic flows at locations around the parish. The Black Cat is a proven system, widely used by local authorities and police forces around the world.

The Black Cat has been used to measure and profile current traffic flows in Trowes Lane and at the sole exit from the Duke's Field development in Riseley. The latter has been chosen to model the likely pattern of traffic flows in/out of the proposed development by Croudace Homes. Duke's Field was chosen because it has:

- a. a similar number of homes (83) as those in this application (81);
- b. a demographic profile likely to be similar to that of the proposed development by Croudace Homes and the previously approved development by Cove Homes;
- c. a similar shortage (as in Swallowfield) of local resources and public transport thereby requiring a similar level of motor vehicle usage.

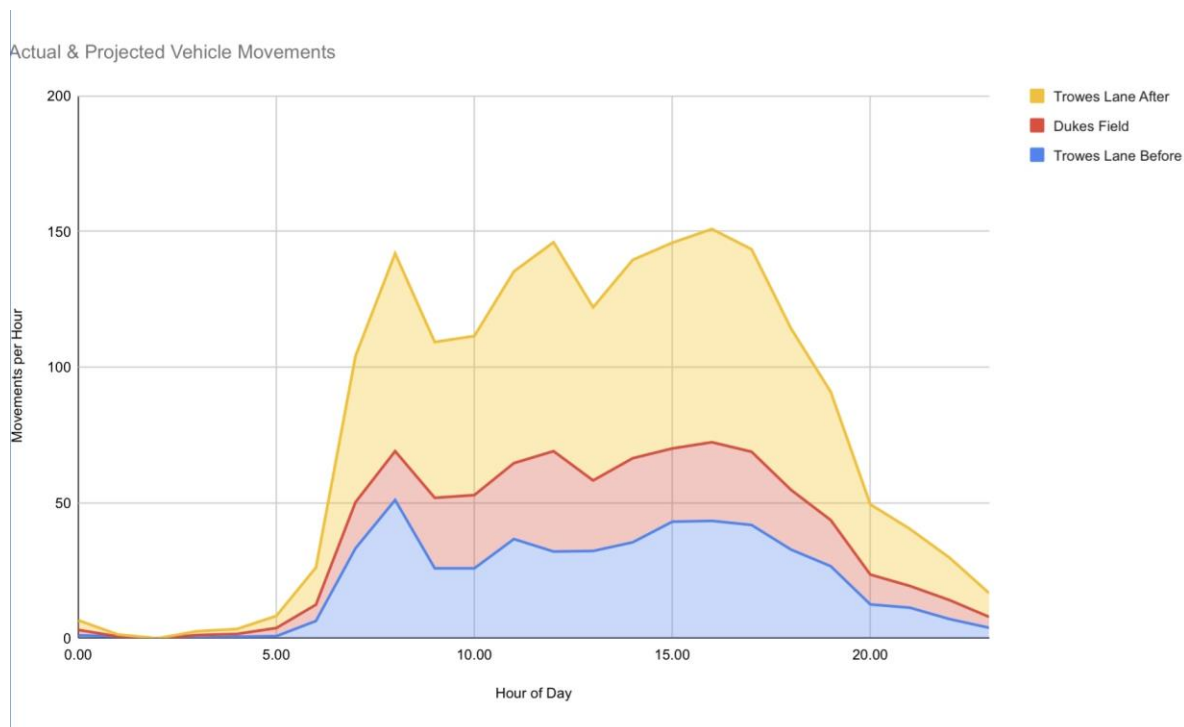
Measurements of actual vehicle movements taken in Trowes Lane between 13th Feb and 19th Feb, and in St Legers Way between 9th March and 18th March 2023. The following table provides a disturbing projection of the likely increase in vehicle movements in Trowes Lane post construction of the two new developments.

Time Interval	Trowes Lane 5 Day Average	St Legers Way 5 Day Average	St Legers Way Adjusted * 5 Day Average	Projected Trowes Lane 5 Day Average	Projected Increase in Vehicle Movements
12H (7-19)	338	433	527	587	293%
16H (6-22)	364	490	596	738	264%
18H (6-24)	370	501	610	806	265%
24H (0-24)	375	504	613	987	263%

* The 'adjusted' numbers reflect the difference in housing numbers between the Duke's Field estate (83 homes) and the proposed Croudace Homes and Cove Homes developments (collectively 101 properties).



The following graph shows actual and projected hourly vehicle movements in Trowes Lane during the course of the day. Projected movements (in yellow) would apply post construction and occupation of the proposed Croudace Homes and Cove Homes developments.



Swallowfield Parish Council maintains that earlier calculations by Wokingham Highways Department re the ability of Trowes Lane to support this additional traffic have not adequately considered:

- a. the different demographic between present and projected users of Trowes Lane;
- b. the lack of local infrastructure and resources and its implications for vehicle usage;
- c. the increasing numbers of residents returning to work in the office;
- d. the future increase (as experienced in Foxborough) of driving age children;
- e. the profile of the full length of Trowes Lane (within the village), its narrowness and the number of driveways exiting onto it;
- f. the safety implications for both vehicular and pedestrian traffic.

In conclusion, the Parish Council submits that this level of traffic in Trowes Lane is **unsafe, unmanageable and unsustainable**. Mitigation measures suggested by the applicant (improvements to sight lines and pavements) are totally inadequate and more substantial measures are impractical. The Parish Council would welcome an onsite visit by WBC planners to review the issues raised.

Appendix B

Swallowfield Flood Resilience Group Report

Written on behalf of Swallowfield Flood Resilience Group whose members have considered this planning application and wish to make the following comments:

A flood risk assessment and SuDS strategy (FRA) document has been included in the developer's submission, but no specific details of foul or surface water drainage proposals are provided, although a drawing in Appendix F is noted as 'to follow'.

Paragraph 10.1.3 of the FRA concludes that future occupants and users of the proposed development will be safe from flooding. This may well be the case if the measures described in the FRA are implemented and people are not trying to get into or out of the development during a serious storm. No account seems to have been taken of the flood mapping and historical experience of surface water flooding in Swallowfield, where Charlton Lane and Trowes Lane act as a main conduit for overland flows between Riseley and the Blackwater River. During storm conditions, any residents and visitors trying to enter or leave the development are likely to be at serious risk from this flooding.

We note that in Appendix D of the FRA, Thames Water state that they have no records of incidents of flooding in the requested area as a result of surcharging sewers. The requested area is RG7 1RJ, which covers 20 existing properties on Trowes Lane. There have, however, been numerous instances of surcharging to the foul sewer system in other areas of Riseley and Swallowfield following periods of heavy rainfall, particularly lower in the catchment. Many if not most of these incidents were reported to Thames Water. The most recent instances were in December 2022, when Thames Water were called out to pump out sewers in The Naylors and Foxborough; and in January 2023, including overflow of foul sewage from a manhole at the junction of Part Lane and Church Road in Swallowfield, which was reported to Thames Water by one of our members.

The foul sewage system in Swallowfield and Riseley suffers from excessive surface water ingress during heavy rainfall and the pumping station on Swallowfield Street and the associated rising mains often cannot cope with the volumes of storm water received. SFRG and residents are concerned that the connection of yet more housing to the foul sewer system, without addressing these serious issues, would be unacceptable.

Sample of proposed dwelling types/styles







201

18

24

1

B	23/08/23	SS	Path arrangement around basin altered
A	18/08/23	AM	Layout updates / Off. Comms. included

Drawing Status
FOR PLANNING

CSA
environmental

Dixies Barns, High Street,
Ashwell, Hertfordshire SG7 5NT

t 01462 743647
e ashwell@csaenvironmental.co.uk
w csaenvironmental.co.uk

Project Land West of Trowes Lane,
Swallowfield

Title Landscape Masterplan

Client Croudace Homes

Scale 1:500 @ A1 Drawn AM

Date February 2023 Checked GC

Drawing No. CSA/5643/118 Rev B

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STREET SCENE C-C



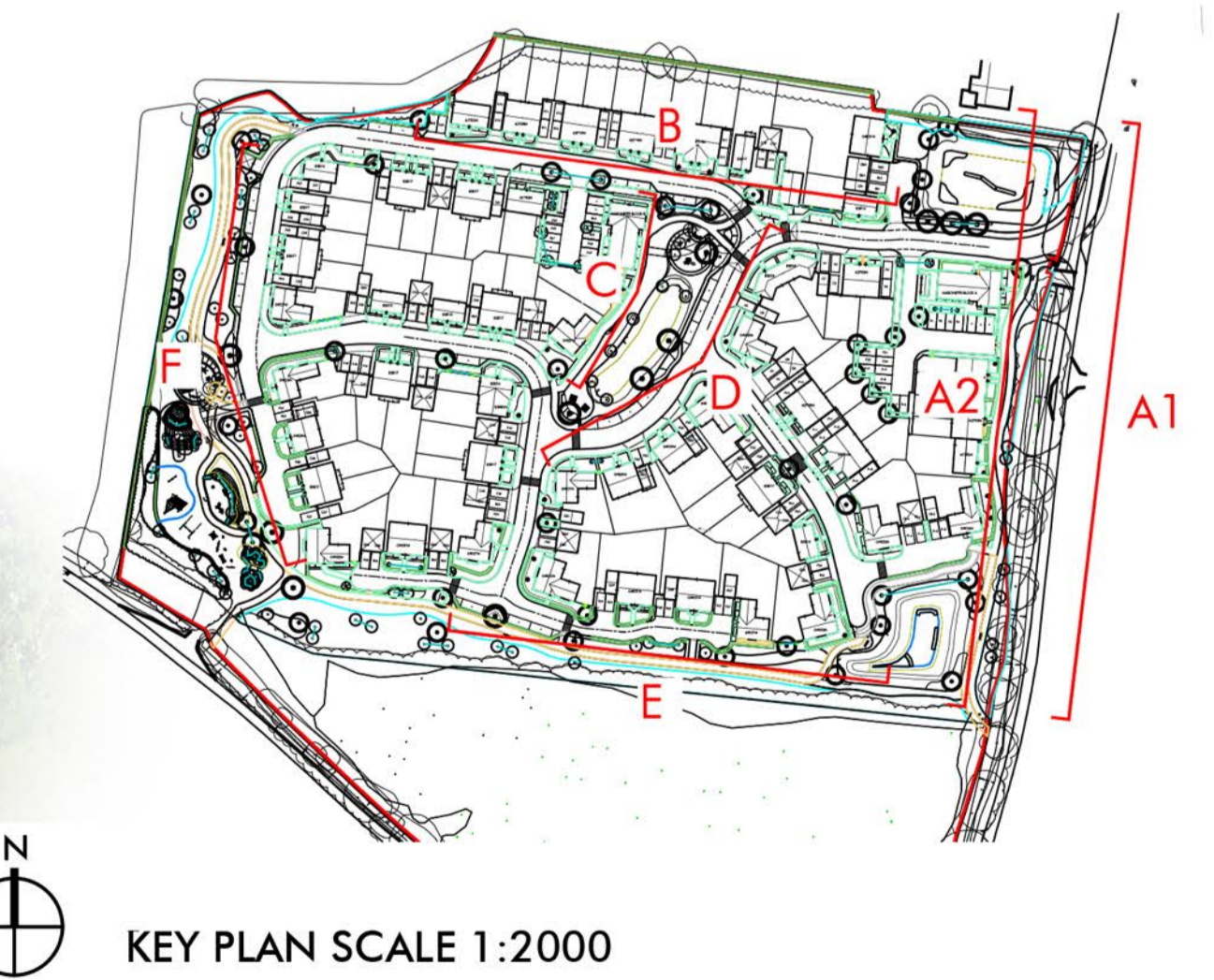
STREET SCENE D-D




STREET SCENE E-E



STREET SCENE F-F



Client: Croudace Homes Group		Drawing Title: Street Scenes		Project No: 3145		Class: C	Draw No: 1011	Status: PL	Rev: E
Project: Land West of Trowes Lane and North of Charlton Lane, Swallowfield		Scale: 1:200 @ A1		Revision	Drawn	Check	Date	 <small>Omega Architects Ltd, 124 Manor Road North, Thames Ditton, KT7 0SH 01372 470 313 W: www.omega-architects.co.uk</small>	
C	RB	JH	04.08.23						
D	BB	JH	23.08.23						
E	BB	JH	03.10.23						

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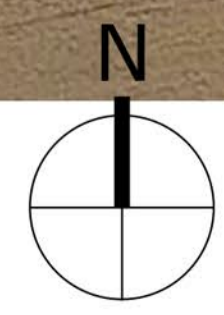
Charlton House

Laurin House

Lynwilg

CHARLTON LANE

TROWES LANE



Client: Croudace Homes Group
 Project: Land West of Trowes Lane and North of Charlton Lane, Swallowfield

Drawing Title: SITE LAYOUT
 Scale: 1:500 @ A1

Revision	Drawn	Check	Date
D	MP	JH	11.08.23
E	BB	JH	24.08.23
F	RB	JH	29.09.23



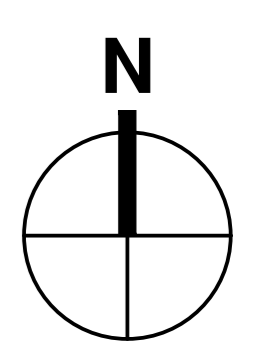
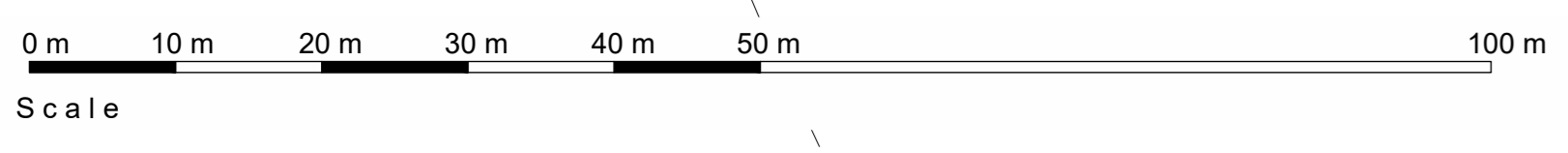
Project No'	Class	Draw No'	Status	Rev
3145	C	1005	PL	F

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207



croudacehomes



CROUDACE HOMES GROUP				
Project: TROWES LANE, SWALLOWFIELD				
Drawing Title: SITE LOCATION PLAN				
Scale:	Revision:	Drawn:	Check:	Date:
1:500 @ A0	A	DT	JH	15.02.23
Project No:	Class:	Draw No:	Sheet:	Rev:
3145	A	1000	PL	A

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Agenda Item 61.

Application Number	Expiry Date	Parish	Ward
231094	12/1/2024 EOT	Winnersh	Winnersh;

Applicant	Mr David Vokes
Site Address	Land at 69 King Street Lane, Winnersh RG41 5BA
Proposal	Outline application for the proposed erection of up to 28 dwellings, associated landscaping and open space following demolition of existing dwelling and outbuildings. Only access to be considered, all other matters reserved.
Type	Outline
Officer	Helen Maynard
Reason for determination by committee	Listed by Councillor Major application Applicant is

FOR CONSIDERATION BY	Planning Committee on Wednesday, 10 January 2024
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL subject to conditions and informatives at S106 legal agreement to be signed within 6 months.

SUMMARY

This application relates to 69 King Street Lane and the field to the rear of the property. The proposal seeks to demolish the existing large detached dwelling and erect up to 28no. dwellings (net gain of 27no.) dwellings. The application is submitted in outline with all matters reserved except access.

The proposal is located within a sustainable location adjacent to the limited development location of Sindlesham, although it is in part within designated Countryside. The site has been submitted as a housing site in the Local Plan Update (Policy H2) for the erection of 25 dwellings. .

The quantum of development, indicative layout and type of dwellings are considered to be appropriate in terms of the nature and pattern of development in this particular location. The location of the access is considered to be acceptable and design details of the access are a reserved matter. There are no objections from the Highways Officer in relation to the access.

The site comprises a number of protected trees, however none of these are due to be removed. And a comprehensive landscaping scheme including biodiversity net gain will enhance the ecological nature environmental features of the site.

The NPPF is clear that where development does not result in significant harm and is sustainable, it should be supported. The proposal achieves wider compliance with the overall spatial objectives of the NPPF in significantly boosting the supply of new homes in a sustainable location within the borough.

When applying the tilted balance as required by Paragraph 11d(ii), the limited harm caused by the impact on the Conservation area failures is not considered to significantly and adversely outweigh those identified benefits associated with the provision of housing within a sustainable location which has an appropriate and safe means of access. Officers are therefore recommending the application for approval, subject to the conditions listed and a S106 legal agreement.

RELEVANT PLANNING HISTORY

Application no.	Description	Decision & Date
CLU(E)101	Use of land as builder's yard	Approved 24 October 1997
F/1998/67263	Proposed Formation Of New Vehicular Access At No 67 And Widening Of Existing Access At No 69	Approved 29 April 1998
O/2004/2738	Outline application for the erection of 5 detached dwellings.	Refused 29 September 2004
F/2010/2355	Erection of a two-storey rear extension to dwelling and a single storey front extension to form porch.	Refused 07 December 2010; Appeal allowed 31 March 2011
171497	Outline application for the proposed erection of 38 dwellings with associated landscaping and car parking. Access to be considered.	Not proceeded with. 19 September 2017

DEVELOPMENT INFORMATION

Proposed units	28
Proposed density - dwellings/hectare	23.3
Number of affordable units proposed	40%
Previous land use	Builders Yard and Greenfield
Existing parking spaces	N/A
Proposed parking spaces	56 Allocated, 4 garages, 6 unallocated
CONSTRAINTS	Countryside Tree Preservation Order Potentially contaminated land

CONSULTATION RESPONSES

Berkshrie Fire & Rescue	No objection subject to meeting Building Regulations
Berkshire Archaeology	No objection subject to conditions
ONR	No comments to make
Highways	No objection subject to conditions and S106 agreement (following re-consultation)
Affordable Housing	No objection subject to S106 agreement

Drainage	No objection subject to conditions
Heritage Officer	Less than substantial harm to Conservation Area setting & Non-designated Heritage Asset (Hall & Baptist Church) must be weighed up against public benefits
Environmental Health	No objection subject to conditions.
Trees & Landscape Officer	No objection subject to conditions (following re-consultation)
Ecology	No objection subject to conditions and S106 agreement (following re-consultation)

REPRESENTATIONS

Town/Parish Council: Object due to traffic issues & Not clear on parking.

Local Members:

Cllr Prue Bray:

Object to volume of houses due to impact on CA
 Encroachment into Countryside
 Widening of road affecting amenity of neighbouring properties
 Parking provision not clear for number of houses and visitors
 Green space taken over by Management Company not the Council

Cllr Paul Fishwick:

Traffic issues
 No bus service here; long walk to proper bus route/railway
 No travel plan
 Visibility splays inappropriate
 No EVC details
 Not enough detail on parking
 Swept path analysis required

Neighbours:

<p>2 Alder Mews</p> <ul style="list-style-type: none"> - Loss of privacy - Increase in noise - Increase traffic congestion - Strain on infrastructure e.g. water and schools - Impact on wildlife - TPO trees - Air, noise and light pollution <p>Holly House</p> <ul style="list-style-type: none"> - Traffic impact - Visibility splays not appropriate
--

- Insufficient parking
- Safety of pedestrians
- Impact on TPO trees
- Lack of local infrastructure
- Management company inappropriate
- Impact on residential amenity
- Electricity supply unsafe

12 Alder Mews

- Traffic impacts
- New access will cause accidents
- Additional pollution
- Sewer pipes under strain , lack of GP, dentist, schools in area

Alder Mews

- Traffic
- Noise and pollution
- Impact on school capacity
- 3 storey houses block light to existing residents
- Impact on sewage system

59 KSL

- Highways Agency need consulting due to safety of access
- Removal of streetlight and public footpath needed to access
- Access to 73 KSL impacted
- Road safety risk
- Refuse collection, not clear how they would enter/exit site. road is too busy
- Increase noise, traffic air quality issues
- Turning for HGVs on site not appropriate
- Increase risk of flooding due to hardstanding
- Local school at capacity.

Alder Mews

- Traffic
- No bus service
- Lack of parking
- Light and privacy of existing properties
- Impact on biodiversity
- Flood risk

Alder Mews

- Traffic
- Lack of parking
- Noise pollution of extra cars
- Highways safety
- 3 storey houses blocking light of existing residents
- Impact on infrastructure, sewage system

59 King Street Lane

- Visibility Splays/unsafe access
- Requires removal of street lighting on KSL
- Refuse collection, no plans included, safety hazard
- Increased traffic, noise & air quality reduction
- Flood risk to properties and inadequate drainage
- School/GP at capacity

Alder Mews

- Traffic
- Lack of visibility splays
- Lack of public transport
- Lack of parking
- Loss of light/privacy to neighbours
- Loss of biodiversity
- Flood risk

King St Lane

- Increase traffic, pollution, noise
- Unsafe access
- School/GP at capacity
- Flood Risk

67 KSL

- Loss of comfort/privacy
- Increased vehicles using access
- Traffic
- Flood Risk
- Sewerage infrastructure inadequate

2 Eastbury Park

- Impractical location
- Major safety hazard
- Object to Management Company

7 St Marys Road

- Highways safety
- No bus service
- Impact on local services

30 St Marys Road

- Infrastructure inadequate
- Sewerage issues
- Traffic/highways safety

65 KSL

- Traffic
- Removal of street lighting
- No pavements for pedestrians to site

- Sewerage at capacity
- Flood risk
- Lack of public transport

32 KSL

- Traffic
- Pollution
- Lack of services GP/school

36 KSL

- Traffic
- No bus stops
- Lack of services GP/school

88 Arbor Lane

- Traffic
- Impractical location
- Lack of services GP/school

Domus, Bearwood Rd

- Highways Safety
- Pollution
- Loss of biodiversity
- Traffic
- Lack of services GP/school

53 KSL

- Visibility Splays/unsafe access
- Requires removal of street lighting on KSL
- Refuse collection, no plans included, safety hazard
- Increased traffic, noise & air quality reduction
- Flood risk to properties and inadequate drainage
- School/GP at capacity

Oakside, Bearwood Rd

- Loss of biodiversity
- Traffic
- Conservation Area impact

39 Rochester Avenue

- Lack of infrastructure

12 Melbourne Ave

- Traffic

79 KSL

- Sewerage at capacity
- Traffic
- Highways safety

11 Alder Mews

- Traffic, parking, highways safety
- Noise pollution

6 Alder Mews

- Flood Risk
- Lack of parking
- Protection of trees
- No need for widening of road impact on pedestrian safety
- Blocking light to other properties

Oakside Bearwood Rd

- Traffic
- Flooding
- Lack of infrastructure
- Health and safety
- Impact on Conservation area

Alder Mews

- Unsafe access
- Traffic pollution/safety
- Flood risk
- Lack of infrastructure/services
- Impact on Conservation Area

5 Alder Mews

- Unsuitable access
- Impact on traffic
- Insufficient parking
- Impact on sewerage system
- Impact on biodiversity
- Flood risk
- Risk to pedestrian safety
- Loss of light and privacy to neighbours/residential amenity

4 Alder Mews

- Unsafe access
- Traffic
- Parking
- Loss of biodiversity
- Impact on Conservation Area

Oak Lodge

- Increased traffic
- Highway safety
- Lack of parking provision
- Loss of biodiversity

- Impact on Conservation Area

3A Mayfields

- Traffic
- Lack of local services

Bearwood School House

- Flood risk
- Lack of parking provision
- Impact on protected trees
- Highways/pedestrian safety
- Pollution

Alder Mews

- Flood Risk/Drainage
- Pedestrian safety/ removal of rails at zebra crossing (Officer note: outside application site)
- Highways safety
- Asbestos in existing buildings
- Loss of biodiversity
- Pressure on infrastructure

1 Home Farm Cottages

- Not in keeping with area
- Lack of local facilities
- Dangerous precedent for Green Belt (Officer note: site not in GB)
- Loss of biodiversity

A petition has been submitted by 59 KSL objecting to the application. No reasons for the objections are provided.

69 Jersey Drive

- Traffic

36 Sandstone Close

- Highways/pedestrian safety
- Traffic
- Lack of infrastructure GP/Schools

68 Laburnum Rd

- Congestion
- Lack of GPs

Following receipt of additional information in order to address consultee comments, a re-consultation took place. This was for consultees only to comment on the additional information. However the consultation was sent to a wider number of people in error and some additional comments were received. They do not raise any additional issues than the above and are therefore not repeated here.

PLANNING POLICY

National Planning Policy Framework National Design Guide National Planning Practice Guidance

Core Strategy (CS)

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
CP9 – Scale and Location of Development Proposals
CP11 – Proposals Outside Development Limits (Inc Countryside)
CP15 – Employment Development
CP17 – Housing Delivery

MDD Local Plan (MDD)

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
CC10 – Sustainable Drainage
TB05 – Housing Mix
TB06 – Development of Private Residential Gardens
TB07 – Internal Space Standards
TB08 – Open Space, Sport and Recreational Facilities Standards
TB12 – Employment Skills Plan
TB21 – Landscape Character
TB23 – Biodiversity and Development
TB24 – Designated Heritage Assets
TB25 – Archaeology

Other

Borough Design Guide Supplementary Planning Document
CIL Guidance + 123 List
Affordable Housing Supplementary Planning Document
Sustainable Design and Construction Supplementary Planning Document

PLANNING ISSUES

Site Description:

1. The site comprises an existing dwelling and its associated garden, a builders yard and a small field enclosed by hedges and mature trees. The site is approximate 1.2ha and accessed off the B3030 (King Street Lane). See fig 1 below.



Fig 1: Site location (Google Maps Aerial imagery 2023)

2. The site is located within the Sindlesham Limited Development Location, directly to the south of the M4 motorway and very close to the southern edge of the Major Development Location of Winnersh (See Fig 2 below).

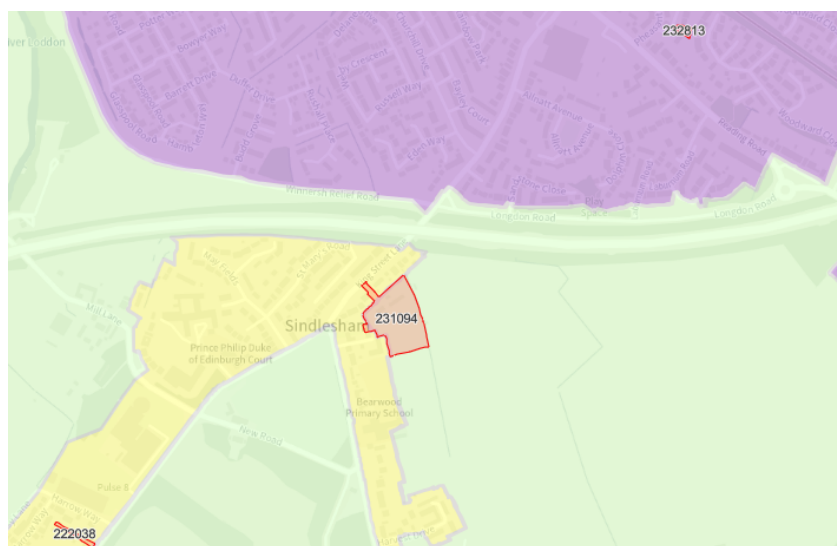


Fig 2: Site in context to Limited and Major Development Location

Proposal:

3. The proposal comprises the demolition of the existing dwelling and the erection of up to 28no. dwellings including 40% affordable (up to 11 affordable units), the proposal includes biodiversity net gain and publicly accessible green space.

Outline application:

4. The application has been submitted in outline with access to be considered, all other matters are reserved. The principle of development in this location will be assessed under the application.
5. An outline application must indicate the proposed use or uses, and the amount of development proposed for each use for consideration including the area where access points to the development will be situated.
6. Unless the applicant has indicated that those details are submitted “for illustrative purposes only” (or has otherwise indicated that they are not formally part of the application), the local planning authority must treat them as part of the development in respect of which the application is being made; the local planning authority cannot reserve that matter by condition for subsequent approval.

Principle of development:

7. The starting point for decision making is the development plan. Section 70[2] of the Town and Country Planning Act 1990 & 38[6] of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
8. The Development Plan consists of Core Strategy 2010; MDD Local Plan 2014; and Central and Eastern Berkshire Joint Minerals and Waste Plan (Joint Plan) (2023) which are read alongside the NPPF. The MDD Local Plan policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
9. The application site lies outside of settlement limits and is within the countryside for planning policy purposes.

Core Strategy and Managing Delivery Local Plan:

10. Policy CP9 of the Core Strategy and CC02 of the MDD Local Plan states that proposals will be permitted within development limits where the scale of the application reflects the facilities and services within the settlement. The development plan steers most developments to sustainable Major settlements with the best services, facilities and infrastructure. The definition of development limits recognises the consistent approach in planning to identify appropriate and sustainable areas for development.
11. Excluding the access, the site is located outside of any defined settlement limits within designated countryside and Core Strategy policy CP11 is applicable in this instance. Policy CP11 is a restrictive policy designed to protect the separate identity of settlements and maintain the quality of the environment. Policy CP11 states that proposals outside of development limits will not normally be permitted except:

1. It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside-based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and
 2. It does not lead to excessive encroachment or expansion of development away from the original buildings; and
 3. It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement; or
 4. In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building;
 5. In the case of replacement dwellings the proposal must:
 - i. Bring about environmental improvements; or
 - ii. Not result in inappropriate increases in the scale, form or footprint of the original building.
 6. Essential community facilities cannot be accommodated within development limits or through the re-use/replacement of an existing building;
 7. Affordable housing on rural exception sites in line with CP9.
12. The proposal would not fall into any of the exceptional categories as set out in policy CP11 as the proposal would not contribute to a rural enterprise, it would not be for a community facility, and neither is the proposal for affordable housing. Moreover, the proposal is not for residential extensions and not like for like residential replacement.
13. Whilst the replacement of the existing dwelling to the front will comply with part 5 of CP11, the new dwellings would result in expansion of residential activities to the rear of the site, which is currently the builder's yard use and open field. As such it would result in encroachment and expansion of development away from original buildings and is contrary to part 2 of CP11. However, this encroachment is not considered to be 'excessive' in the context of the policy due to the surrounding pattern of development in this location and that the site adjoins residential development on two sides. The proposal will inevitably introduce additional residential paraphernalia including domestic outbuildings and garden furniture, fence line, domestic lighting and parking/ hardstanding over the predominantly open and undeveloped area. However, part of the site is already in residential and business (builder's yard) use. The encroachment only relates to the greenfield part of the site which will result in a minor encroachment and expansion of residential development away from the original dwellinghouse and builders yard within this area. However, the site is well contained and the minor encroachment is not considered to be harmful as it does not impact on the separate identity of settlement or negatively impact the quality of the environment in a location where there is good access to services and facilities.
14. Part of the current use is considered sui generis, application ref: 041958 (O/2004/2738) This Lawful Development Certificate was granted in October 1997 for the use of the land as an established builder's yard. Furthermore, the builders yard use comprises dispersed buildings and hardstanding. The development proposal would result in a relatively small loss of employment floorspace and, based on latest monitoring information, is unlikely itself to lead to a net loss of B use floorspace across the borough. There would be no objection on the basis of the quantitative element of Policy CP15. Although no marketing information has been provided with the application, policies of the Development Plan do not seek to retain Sui Generis uses such as this. Given the minimal size of this commercial operation, comprising 224sqm, its loss is

unlikely to significantly impact the range and variety of floorspace within the Borough or conflict with any employment policies.

15. The proposed site plan indicates that the development will be contained, in part, within the previously developed area in association with the builder's yard use including using part of the existing access. Consequently, the existing context is such that in this instance, focusing development within the historically developed area is considered to not fundamentally undermine the Council's strategic objectives in relation to planned growth in the area.

Emerging Local Plan Update

16. The Local Plan Update (LPU), the plan which will supersede the adopted Core Strategy and Managing Development Delivery (MDD) local plans, is at the consultative stage of preparation. To date, the council has consulted on two draft strategies for the LPU: the Draft Plan (2020) and the Revised Growth Strategy (2021). The emerging local plan is at an early stage in preparation and supporting evidence has been challenged and will be reviewed. Therefore, this is afforded little weight in the overall balance.
17. It should be noted that the site is included as a specific allocation with the revised growth strategy consultation under policy H2 for the erection of 25 dwellings. The allocation is informed through the Housing and Economic Land Availability Assessment (HELLA). The HELAA states that the site would achieve a satisfactory relationship to the existing settlement pattern.
18. Given the LPU is at a consultative stage, the draft strategy and related draft policies have limited weight in determining planning applications at this time. It must also be recognised that the assessment of land in the HELAA is high level with the purpose of informing options within the plan-making process. It is not comparable to a planning application, however, it is nonetheless useful in providing an understanding as to how the site is viewed in context of plan-making and its anticipated role and contribution to meeting the boroughs identified housing needs over the future plan period.

Minerals & Waste Local Plan:

19. The Central and Eastern Berkshire Joint Minerals and Waste Plan (Joint Plan) was adopted by Wokingham Borough Council on 19 January 2023. The Joint Plan identifies site allocations and extensions to help provide a future supply of sand and gravel extraction. However, despite these allocations, there remains a shortfall of supply during the plan period. The policy response to address the shortfall is the identification of a 'Minerals Safeguarding Area' (MSA), where Policy M2 of the plan applies, and also an 'Area of Search' where Policy M4 applies. This approach is to demonstrate the potential for, in effect, windfall provision within the Plan area.
20. The site is located within the MSA and is therefore considered commercial available/suitable for extraction & removal.
21. The site is located within the MSA and is therefore considered commercial available/suitable for extraction & removal. Policy M2 requires non-minerals development in the Minerals Safeguarding Area may be permitted if it can be

demonstrated through the preparation of a Mineral Resources Assessment, that the option of prior extraction has been fully considered as part of an application.

22. The supporting text states: “A minimum plot size of 3 hectares will apply in the safeguarding process to avoid repeated consideration of prior extraction where this can be assumed to be uneconomic, due to the small size of the parcels of land involved” The site is approximately 1.2ha, on this basis there is conflict with this policy. Regardless, based on the size of the site and its proximity to residential dwellings and a primary school it is unlikely that the option of prior extraction is feasible in this location.

NPPF:

23. The NPPF is a material consideration in the decision-making process. The NPPF (Dec 2023) outlines the Government's planning policy on a national level and highlights sustainable development as the centre of the decision-making process incorporating economic, social and environmental objectives.
24. These three objectives seek to balance growth and local community needs against the protection of the natural, built and historic environment. It does not however change the status of the development plan as the starting point in the decision-making.
25. Paragraph 83 of the NPPF aims to promote sustainable development in rural areas, with housing located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.
26. Paragraph 84 of the NPPF seeks to avoid new isolated homes in the countryside unless there are special circumstances. The site is located adjacent to existing dwellings on two sides. As such, the proposal is not isolated and will not conflict with this part of the NPPF.

5 year housing land supply

27. The Council cannot currently demonstrate a deliverable five-year housing land supply in respect of its housing targets as required by the NPPF. The Council's most recent published full assessment of the housing land supply position is the 'WBC Five Year Housing Land Supply Statement at 31st March 2022' which concluded a demonstrable deliverable housing land supply of 3.95 years, excluding any consideration of past over delivery. However, it is a matter of fact that housing completions within Wokingham Borough have significantly exceeded all assessments of housing need. The strong performance on housing delivery is a material factor that should be considered alongside the technical shortfall in deliverable housing land supply. The lack of a five-year supply of deliverable housing sites results in the presumption in favour of sustainable development, as envisaged by paragraph 11 of the Framework being engaged. Whilst the tilted balance is engaged, this tilt is tempered due to past over delivery.
28. Having established the tilted balance is 'tempered', Paragraph 11d(ii) requires the proposals to be considered against the policies of the NPPF taken as a whole and the three pillars of sustainable development which will be covered at the end of this report.

Principle of development summary:

29. Whilst the site is located within the countryside and is contrary to the local plan spatial strategy, Paragraph 11d) of the NPPF is engaged. In this regard, the site is not within an area or affects assets of particular importance; it is currently partially brownfield; partially undeveloped land in a sustainable location. As such, it is considered to be a suitably available windfall development site which must be considered against all other material planning considerations including the economic, social and environmental objective of the NPPF. .

Affordable Housing:

30. Policy CP5 of the Core Strategy requires all residential proposals of at least 5 dwellings or a net site area of at least 0.16 within development limits has to provide a minimum of 35% affordable housing where viable.

31. The proposed development offers 40% on-site affordable housing, which exceeds the requirement of Policy CP5. The dwellings will be located within site and comprise of a suitable mix as set out in the Affordable Housing Officer comments to meet the requirements of policy TB06, TB07 and the Affordable Housing SPD:

5 x 2-bedroom houses

3 x 3-bed houses

3 x 4-bedroom house

The units should comprise a 70:25:5 Social Rent: First Homes: Shared Ownership housing tenure split in line with our policy. However, due to this site's characteristics and location, we would request that the 25% (2 dwellings) First Homes allocation is instead delivered at Affordable Rents to support 2 x 2-bed houses as prioritised for Adult Social Care service users able to be accommodated in general needs accommodation with floating support. If no nominations could be secured then a cascade arrangement would expand the allocation to key-workers. Therefore, we request 8 x Social Rent, 2 x Affordable Rent and 1 x Shared Ownership.

1

32.

33. All affordable housing units should be built in accordance with the standards requirements and latest guidance issued by Homes England and/ or the Regulator of Social Housing, meet the national space standards and conform to building regulation M4(2) (or any other applicable regulation) to ensure the provision of lifetime homes which are adaptable to varying needs.

34. The affordable units should be transferred to the Council's Local Housing Company (Wokingham Housing Limited) or one of the Council's preferred Registered Provider (RP) partners for a price that will enable the RP or Local Housing Company to deliver the affordable housing without the need for public subsidy.

35. This is considered a material social benefit which contributes towards the affordable housing needs in the borough. It will be secured by a legal agreement, and has been provisionally agreed with the Agent.

Garden Development:

36. The Council will resist inappropriate development of residential gardens where development would cause harm to the local area. Policy TB06 of the MDD Local Plan with regard to the development of private residential gardens. Part 2 states that:

Proposals for new residential development that includes land within the curtilage or the former curtilage of private residential gardens will only be granted planning permission where:

- i. The relationship of the existing built form and spaces around buildings within the surrounding area;
- ii. A layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of plot frontages, parking areas”
- iii. Existing pattern of openings and boundary treatments on the site frontage
- iv. Providing appropriate hard and soft landscaping, particularly at site boundaries.
- v. Compatibility with the general building height within the surrounding area
- vi. The materials and elevational detail are of high quality, and where appropriate distinctive and/ or complementary

37. As all matters are reserved, these aspects will be assessed at reserved matters stage, however the indicative plan indicates a form of development that fits within the context of the surrounding area including the relationship of the built form, plot sizes. The policy continues to state that:

- b) The application site provides a site of adequate size and dimensions to accommodate the development proposed in terms of the setting and spacing around buildings, amenity space, landscaping and space for access roads and parking
- c) The proposal includes access, which meets appropriate highway standards
- d) The proposal does not lead to unacceptable tandem development
- e) The design and layout minimises exposure of existing private boundaries to public areas and avoids the need for additional physical security measures

38. The proposed development is considered to be of an adequate size to accommodate 27 additional dwellings and meets appropriate highways standards in terms of the location of the access (the design details of the access are a reserved matter). The proposal does not lead to tandem development; the site fronts the road and the existing dwelling is not being retained. The proposed development does not conflict with the underlying approach of TB06. The indicative plans indicate a cul-de-sac layout development which is acceptable in this location.

Loss of Employment:

39. Part of the current employment use on site is considered sui generis, and the decision notice for planning application ref: 041958 (O/2004/2738) states that a Lawful Development Certificate was granted in October 1997 for the use of the land as an established builder's yard.

40. The site is located outside an existing Core Employment Area as specified in Policy CP15 (Employment Development). However, this policy does state 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'. Paragraph 4.71 of the Core Strategy supports the re-use of existing employment sites for other uses in locations where there is a demand for other uses and/or a lack of demand for business uses without a net loss in employment floorspace. The proposal would result in a relatively small loss of 'sui generis' employment floorspace which policies do not actively seek to retain and therefore the overall loss of economic floorspace would be limited and therefore not considered to be an unacceptable loss.

Site Sustainability:

33. Policy CP9 of the Core Strategy states 'the scale of development proposals in the borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility.'

34. Policy CP6 states of the Core Strategy states:

'Planning permission will be granted for schemes that:

a) Provide for sustainable forms of transport to allow choice;

b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;'

35. The Borough Design Guide SPD states '*if places are to be sustainable then the aim should be to create: Walkable neighbourhoods, with a range of facilities within 10 minutes walking distance of residential areas, which encourage people to travel on foot or by bicycle.*' Walkable neighbourhoods are defined in Manual for Streets (MfS) as those typically characterised by having a range of facilities within 10 minutes walking distance from residential areas. Manual for Streets clarifies that 10 minutes walking distance is roughly 800 metres. The Urban Design Compendium further advises:

'People should be able to walk in 2-3 minutes (250 metres) to the post box or telephone box: the newsagent's should be within 5 minutes (400 metres). There should be local shops, the bus stop, the health centre and perhaps a primary school within a walking distance of (say) 10 minutes (800 metres).'

36. The National Design Guide (Oct 2019) defines walkable as local services being no more than a 10 minute walk (800m radius).

37. Sindlesham is classed as a Limited Development Location, which is summarised in the development plan as those settlements containing '*a basic range of services and facilities and are physically and socially cohesive*'. Whilst Sindlesham it is at the bottom of the settlement hierarchy, uniquely the site would also adjoin the southern edge of Winnersh Major Development Location (See Fig 2).

38. Despite being located in a Limited Development Location are a wide range of facilities that would fall within acceptable walking distances these include the following:

- Bearwood Recreation Ground and playground 150m (2mins)
- Sainsburys Winnersh 750m (9mins)
- Winnersh Community Centre 500m (6mins)
- Bearwood Primary School 500m (6mins)
- The Walter Arms Pub 675m (7mins)
- Nirvana Spa 500m (6mins)

41. In addition to the above, the nearest bus stop is 1min walk with Winnersh Station only 13min walk away allowing easy connection for commuting a leisure to Reading and London.

42. Overall, it is clear that this site benefits from a range of sustainable travel options has numerous walkable facilities and services in close proximity which would effectively meet the day-to-day needs of occupants without reliance on private vehicle. In this instance, the site is considered sustainably located and this is afforded significant weight in the overall planning balance.

Character of the Area

43. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that 'maintain or enhance the high quality of the environment'. Policy CP3 of the Core Strategy states planning permission will be granted if development is 'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design' and contributes 'to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings) including the use of appropriate landscaping'. The supporting text to policy CP3 also sets out that development should be of a high standard of design that can integrate with the character of the area as this is important to achieving sustainable development.

44. The application seeks permission for the erection of a replacement dwelling at the front of the site and erection of three new dwellings to the rear over partial previously developed land (PDL) following demolition of existing buildings and hardstanding.

45. There are a mix of dwelling types, styles, sizes and materials used in the immediate neighbourhood resulting in a varied street scene and mixed character.

46. The proposal includes demolition of a dwelling, outbuildings and builder's yard erection of new dwellings with a long access from King Street Lane that will be backland development. Section 4.10 of the Borough Design Guide SPD states that 'on a piecemeal basis, 'backland' and in particular 'tandem' development will potentially erode the character of an area, in terms of the street frontage, landscape character (particularly where there is a 'green backdrop') and impact on neighbour may also fail to take opportunities to create a positive character in itself.'

47. The proposal would result in a tandem form of development with no frontage onto a public highway for the new dwellings contrary to the recommendations contained in the Borough design Guide. However, it should be noted that backland developments are

not uncommon in this area e.g. Alder Mews and Harvest Drive, and these now form part of the established character of the area

48. Consequently, the proposed development would not introduce a new form of development into the area and cannot be seen to cause any harmful erosion to the general character of the area. Additionally, the access will utilise an existing track and will not be a new feature. For these reasons, the proposal is considered to not have significant detrimental impact on the character of the area.

Design/Climate Change:

49. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change.
50. Paragraph 158 of the NPPF requires local plans to “take a proactive approach to mitigating and adapting to climate change...” which footnote 53 makes clear should be in line with the Climate Change Act 2008 and Paragraphs 162- 163 deal with individual development and emphasise the importance of energy efficient, low carbon development.
51. It is acknowledged that there may be some environmental benefits to replacing a building in disrepair, however, the energy used to construct a new building can dwarf the energy saved over its useful life. For this reason, it is preferable to adapt existing buildings rather than demolish and replace wherever possible since, even when derelict, a building represents a considerable store of embodied energy. Whilst, no specific design or materials have been proposed or agreed at this stage, 9 new dwellings will inherently be required to demonstrate an inherent compliance with the most up-to-date energy efficiency standards and building regulations through the reserved matters submission. This is re-iterated in paragraph 164 of the NPPF and should be considered in any forthcoming reserved matters application.
52. Any future reserved matters application considering design will be expected to take maximum advantage of sunlight and make use of recycled or sustainable building materials, building insulation, energy efficient and water saving appliances (such as an energy efficient gas powered boiler), photovoltaic panels, compost facilities and cycle storage as well as water butts and soak-aways for rainwater reuse, permeable car parking surfaces and maximisation of soft landscaping for natural infiltration. This is re-iterated in paragraph 164 of the NPPF and should be considered in any forthcoming reserved matters application.
53. Overall, there exists a very strong legislative and policy basis for planning decisions to be taken with Climate Emergency considerations at their heart. WBC expects that any new dwelling should meet the requirements set out in the Climate Change Interim Policy Position Statement Wokingham Borough Council (December 2022). Appropriate conditions are considered reasonable to allow this development to contribute positively to these sustainability goals at reserved matters stage.

Landscape Character:

54. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, promote linkages between public open space and the countryside, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.
55. The Landscape Officer states that a Landscape Strategy would have been a useful document to accompany the outline application, however Landscaping is a reserved matter therefore it cannot be required at this stage. A condition is recommended to ensure that any landscaping strategy coming forward with a reserved matters application covers the key landscaping matters relating to the site.
56. There are no objections from the Landscape Officer on landscape character grounds subject to a landscaping strategy.

Protected Trees:

57. The site contains several large trees within the open countryside area. A significant line of trees on the eastern boundary of the site is a notable landscape feature. Many of the trees within and adjacent to the site are protected by TPO 225/1983. TPO 1939/2023 was served today for the Oak on 17 November 2023 and it is shown as retained on the proposed plans.
58. On the Rev. H Site Plan, H2 hedge shown as being retained on the Tree Retention Plan but is not included on the Site Plan, however the site plan is indicative only.
59. It is expected that all TPO trees and boundary hedgerows are retained and the design, layout at reserved matters stage must ensure that these trees are capable of retention in perpetuity a condition will be included to this effect.

Public Open Space:

60. TB08 states that proposal for residential development will need to demonstrate how they meet the standards set out in the policy table.
61. Publicly accessible greenspace (0.8ha) is proposed as part of the development and can be used to facilitate outdoor play and recreation; this is shown on the indicative plans. Regardless of this there are opportunities for recreation and outdoor space in close proximity to the site, with Bearwood Recreation Ground facilities less than 200m walk providing high-quality amenity space for the enjoyment of future occupiers. On this basis, it is considered that the scheme affords adequate public open space for occupiers and an additional contribution is therefore not considered necessary or proportionate to the proposed development.

Employment Skills

62. 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. ESP requirements are worked out using the Construction Industry Training Board (CITB) benchmarks which are based on the value of construction. The ESP requirements and the corresponding 'financial contribution in lieu' - will be calculated based on the

proposed gross internal floorspace and it will have to be secured through Section 106 legal agreement prior to the determination of the application.

Neighbour Amenity:

63. At this stage, the proposal must demonstrate that the amount of development (28no. dwellings) can be accommodated without significant impact on residential properties in terms of overlooking, overbearing and ,loss of light.
64. The indicative layout shows the 28 dwellings on the site in a cul-de-sac configuration. The properties are set away from the site boundaries and have adequate garden sizes. Due to their location, orientation and spaces between properties, it is considered that the site could accommodate the number of dwellings proposed without any harmful impact on neighbour amenity.
65. As this is an outline application and scale, layout and appearance are a reserved matters, the detailed assessment of neighbour amenity would need to be assessed at reserved matters stage once the location of windows, and orientation, height and location of properties is confirmed.
66. It is considered that overall the proposed development will have an acceptable impact on the amenity of existing neighbouring occupiers with respect to overlooking, overshadowing and overbearing impacts.

Internal Space Standards

67. The internal space standards for new dwellings are set out in the Borough Design Guide and supported by TB07. As this is an outline application and scale is a reserved matter, the internal space would need to be assessed at reserved matters stage.

External Space Standards

68. The Borough Design Guide indicates that gardens should have a minimum garden length of 11m provided the space is usable. The indicative site plans shows the indicative locations of gardens.
69. Overall, gardens of adequate size can be accommodated within the site and this can be assessed as a reserved matters.

Flooding & Drainage:

70. The site is located within Flood Zone 1 of the EA Flood Zone Map and has therefore little or no risk of fluvial flooding. There are no historic records of flooding on or adjacent to the site. Paragraph 5.4 states that latest Environment Agency's surface water flood map for the site and surrounding area shows that a small element of the site is vulnerable to surface water flooding. This is due to the impermeable surface which exists along the access point extending further into the site area forming an overland flow route for the surface water to flow through. The map also identifies the risk of surface water flooding is low, this means, the area has a chance of flooding between 0.1% and 1% each year.
71. Section 2.3 above, a site investigation has been undertaken. The results of which suggest infiltration is not feasible due to the rates provided by the soakage testing.

72. Paragraph 7.3.3 states that Thames Water's capacity confirmation requires the site to be draining to a maximum discharge of 2.08 l/s into the existing surface water sewers located within King Street Lane. It is therefore proposed that the 'post development' discharge rates will be restricted to 2.08 l/, for all storm events up to and including the critical 1% AEP (1 in 100-year return period) storm event incorporating the impacts of climate change allowances (applied as a 40% uplift in peak rainfall intensity) for the lifetime of the development (assessed as being 100 years).
73. The layout of the development site and the drainage system should be designed so that natural low lying areas and overland conveyance pathways are used to manage surface runoff, where appropriate, where they do not pose an unacceptable risk to the new developments or downstream areas/ elsewhere. Where run-off from off- site sources is drained together with the site run-off, the contributing catchment should be modelled as part of drainage system in order to take full account of additional flows.
74. Drawing no. 21-029-010 shows proposed drainage plan for the development. Development should be according to FRA submitted reference no. 21-029-005 Rev A and it is the responsibility of applicant to inform LLFA if there is any change in drainage design at construction stage. Considering above LLFA recommends no objection for this development subject to conditions.
75. R23 of the Borough Design Guide SPD notes that parking spaces in front gardens must be paved with permeable surfaces to avoid any increase in surface water run- off and should include for soft landscaping. This will be secured at reserved matters stage through the landscape reserved matter.

Environmental Health:

76. Environmental Health Officers have no objection to the proposed development subject to conditions in relation to air quality and noise due to the proximity of the development to the M4.

Air quality:

77. The Environmental Health Officers have recommended that an air quality assessment is carried out and are satisfied this can be secured by condition. The site is surrounded on two side by residential development and the location.

Noise:

78. There is a potential impact from noise on future occupants of the site from nearby sources of noise, the most impact is anticipated to be from the M4 motorway which at the closed boundary is approximately 80m to the north. There are fields separating the proposed site from the Motorway and the site is surrounding by residential development on two sides. The context of this site.
79. Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors (both existing and proposed) from noise impacts in line with Appendix 1 of the MDD Local Plan which assesses the acceptability of a proposed

development that emits noise. The Council will determine the effect the noise will have on nearby NSRs taking into account both daytime and night-time noise levels.

80. A noise report has been submitted and has been written and presented well however, it is felt the report has not adequately shown that the internal (with windows open) and external ambient noise levels will meet NOEL; as per our adopted local plan (MDD 2014)
81. As the development is proposed in outline only, with all matters reserved excluding access, the generally physical location and design of the properties and the location of their windows will not be confirmed until Reserved Matters Stage. On this basis, the noise monitoring will be secured by condition when further details are provided at reserved matters stage.
82. Environmental Health Officers have also requested conditions relating to plant and machinery and external lighting. As the application is outlined with all matters reserved excluding access, and no plant machinery or lighting have been proposed at this stage, these conditions are not considered necessary and do not meet the six tests of imposing conditions.
83. Environmental Health Officers also refer to the use of air source heat pumps, at outline stage the heating mechanisms are not known. If air source heat pumps are proposed at reserved matters stage a relevant condition can be imposed to ensure the noise emissions are appropriately mitigated.

Contamination:

84. The Council does not hold information to confirm whether the site is contaminated, however due to the historic use of the land for agricultural and as a builders yard with a variety of waste items stored on the land a preliminary contaminated land/waste assessment (including asbestos management) should be carried out to ensure that any necessary remediation is carried out. As the proposed residential use is considered sensitive land use, in accordance with the NPPF and the principles of sustainable development, the applicant will be required to carry out a contamination risk assessment of the site followed by remediation works if found to be necessary. This is appended to the recommendation as a condition.

CMP:

85. Environmental Health Officers require a construction method statement which will be secured by condition. It is also recommended that demolition is included in this plan.

Ecology & Biodiversity:

86. Core Strategy Policy CP7 states that development 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; or
 - ii) Appropriate compensation measures to offset the scale and kind of losses are provided.

87. MDD Local Plan policy TB23 states that planning permission will only be granted for proposals where they comply with policy CP7 – Biodiversity of the Core Strategy and also demonstrate how they:

“Provide opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing

a) Provide appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation

b) Ensure that all existing and new developments are ecologically permeable.”

88. Paragraph 180(d) of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

89. The following commentary is based on the Ecologist comments dated 18.12.2023 following the Applicant addressing the initial comments.

Habitats:

90. The site is bordered to the east by a watercourse. However, reviewing the available aerial imagery, this appears to be associated with a hedgerow that is also just beyond the redline boundary. Watercourses that are associated with a hedgerow feature are usually recorded within the hedgerow tables of a biodiversity net gain calculator and not counted a second time in the watercourse tables and is therefore how much the development encroach into the bankside margin of the watercourse is a non issue.

91. The Ecologist states that the indicative plan does suggest that there could be a plot 23 in close proximity to the hedgerow with ditch. Hedgerows are habitat of principal importance and, given that this is an off-site feature that should be protected so it can be retained, it is relevant under current local plan policies CP7 and TB23 to seek an appropriate buffer in order to help retain its ecological function. However it is possible to resolve this detail at reserved matters stage.

Biodiversity Net Gain:

92. Consequent to determining that the watercourse does not need to be considered as a separate item in the biodiversity impact assessment calculator submitted (Defra metric 3.1), it is the view of the Ecologist that it is possible for the local planning authority to consider the impact on habitat biodiversity from the current submission.

93. At this stage, the calculator indicates that there will be a net loss of 1.41 habitat units. There is also a trading rule error. Looking into this a bit more, the trading error shows a net loss of 1.52 habitat units of medium distinctiveness grassland habitat and 0.08 habitat units of medium distinctiveness heathland and scrub units.

94. It may be that the reserved matters detail can bring forward a proposal that results in a smaller net loss on-site but it is recommended that the local planning authority should consider it likely that the proposal will result in a net loss of habitat biodiversity on-site. This loss is significant in two ways. First, it is a significant percentage of the total

baseline habitat biodiversity on site (measured at over 45%). Second, it includes loss of medium distinctiveness habitat units. If this loss is not compensated via provision of off-site biodiversity net gain, the proposal would be contrary to NPPF paragraph 174(d) and 180(a) and should be refused.

95. As this is an outline application, the reserved matters application would be required to understand the final requirement for off-site habitat unit provision. If a mechanism to deliver the required off-site habitat unit provision, pending approval of the reserved matters and revised Defra metric, were secured against this outline application then the proposal would be compliant with NPPF paragraphs 180(d) and 186(a).
96. A Grampian condition is recommended for submission and approval of a revised biodiversity net gain calculator as part of a detailed biodiversity net gain plan.
97. At this stage, the applicant does not have a detailed off-site biodiversity net gain proposal. This could be resolved via the condition. However, if the applicant is seeking for the Council to supply off-site biodiversity units, the mechanism to allow this would be most appropriate to secure via a planning obligation agreed at this stage. In light of the above conclusions, the proposed heads of terms accommodate this requirement and the application is acceptable in this regard.

Other Ecological matters:

98. The submitted Ecological Impact Assessment (CSA Environmental) recommends that mitigation measures during construction are resolved in detail via a Construction Environmental Management Plan (CEMP) condition. It is agreed that this is proportionate to the risk for this site and a CEMP condition is capable of successfully mitigating the risk on protected species. The LPA therefore recommend the British Standard 42020:2013 CEMP condition wording is applied.
99. The Ecological Impact Assessment paragraph 5.23 also makes recommendations for the provision of species specific enhancements (bat and bird boxes) and the inclusion of ecological permeability measures. It is recommended that the detail and delivery of these measures is secured via an appropriately worded condition.

Heritage Assets:

100. The Sindlesham Conservation Area adjoins the proposal site's western boundary. The location of the proposal is at the less sensitive north-eastern periphery of the Conservation Area, which has already experienced considerable change in its transition from open, undeveloped countryside to a highly suburbanised district within the orbit of a major town. It is also partially located on previously developed land. Whilst a commensurate increase in the density of development is proposed, new development will be seen in the context of a similar residential scheme to the north and will be largely screened by extant built form along King Street Lane and Bearwood Road. As such, the proposal will have a very limited visual relationship with the conservation area itself and the heritage assets that front its streets.
101. Paragraph 200 of the NPPF states that "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification". The Preliminary Heritage Statement submitted with the pre-application request has not

provided any justification for the proposal. It only states that the site in its current form as a domestic garden does not contribute to the significance of the heritage assets. However, the Heritage Statement does not assess the significance of the open character of the site as a contributor to the settings of designated heritage assets.

102. Paragraph 200 of the NPPF goes on to confirm that substantial harm to *“assets of the highest significance, grade I and II* listed buildings, grade I and II* registered parks and gardens, ... should be wholly exceptional”*. The site and its mature vegetation not only contributes to the setting of the Bearwood Registered Park and Garden (Grade II*), but it also forms part of the parkland setting of Reddam House, a Grade II* Listed Building.
103. Paragraph 202 of the NPPF states that *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”*. The proposed development will not result in any wider public benefits other than contribution of new homes and in particular affordable housing, and an area of publically accessible open space.
104. An objection has been received from the Built Heritage Officer. They acknowledge that the Conservation Area has already experienced considerable change and tht the proposal will have a very limited visual relationship with the Conservation Are itself and the heritage assets that front its streets. Their main concern relates to the loss of a fragment of open green space surrounding the conservation area and the potential to undermine significance of long views, reinforcing the sense of enclosure and furthering built form within the setting of the Conservation Area.
105. On this basis, they consider that with a sensitive design and appropriate scale, siting and massing of new development (all reserved matters) are imperative. There is a low adverse impact, at the lower end of the “less than substantial” spectrum of harm to the Conservation Area and any public benefits of the proposal must be assessed. Furthermore, they state that he loss of the pastoral elements of the site would lead to a low degree of harm to the significance of Bearwood Hall and former Sindlesham Baptist Chapel and t would cause a very minor degree of harm to properties of local and modest significance.
106. Overall, the proposed development would cause a degree of harm to the setting of the Conservation Area. It would therefore conflict with Policy TB24 of the MDD LP and the objectives of Framework which together seek to conserve and enhance designated heritage assets and their settings.
107. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
108. There is no loss of historic fabric of any designated or non designated property and the site is well contained with limited visual impact on the Conservation Area. The proposal for up to 28 dwellings contributes to meeting the Council’s identified housing needs and given these benefits and the only minor harm occasioned to the setting of

the Conservation Area and long views towards it, a sympathetically designed proposal is able to sufficiently off-set any harm to the setting of the Conservation Area.

Archaeology:

109. Berkshire Archaeology states that there are potential archaeological implications with this proposed development, as demonstrated by Berkshire Archaeology's Historic Environment Record. The site is located within an area of archaeological potential and previous archaeological investigations in the area have revealed the presence of an Iron Age and Roman occupation site at the former Hatch Farm Dairies to the north, Iron Age and Roman features at Bearwood Park, Roman artefacts were recovered during field walking to the south west of Mole Road and a multi-period site was excavated at Sadler's End to the southeast which included important evidence of Iron Age iron working as well as remains dating to the Bronze Age, Saxon, medieval and post-medieval periods. Early mitigation, prior to reserved matters, is recommended which would permit any archaeology found to inform on the design details of this development.
110. As shown, the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. It is therefore recommended that a condition is applied, should permission be granted, in order to mitigate the impacts of development. This is in accordance with Paragraph 205 of the NPPF(2021) which states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'.

Highways Access & Parking Provision

111. The layout is indicative and access is a reserved matter, meaning that the access could be changed. However, the indicative plan shows that the access would be provided in the same location as existing.
112. The layout also indicates the parking provision for each dwelling which would be provided through driveway spaces and some with integral garages. Conditions for cycle parking, vehicular parking and EVC charging are recommended.
113. The Highways Officer has advised that the indicative access and parking provision is acceptable following the submission of additional information in October 2023.

Vehicular Parking provision:

114. A parking calculator has been submitted and the proposed parking comprising 56 allocated parking spaces, 4 garages, 6 unallocated parking spaces is acceptable. This would result in a parking ration of 2.4 without garages. The internal dimensions of proposed garages is to be 6m x3m and the parking space meet the minimum standards. A parking plan (20.55-025) has been submitted and the Highways Officer is satisfied with the parking arrangement subject to a parking management strategy to be secured by condition.

Cycle Parking:

115. Cycle parking needs to be provided within the rear gardens of properties with direct access to it. This should be included in any reserved matters submission.

EVC:

116. Information has been provided on the aforementioned parking place. The details of the EVC will be secured by condition.

Access:

117. It is proposed to widen the existing access to 5m wide with a 2m pavement on the eastern side. A lamp column will need to be re-located at the Applicant's expense as part of an appropriate highway agreement. Visibility splays of 2.4m x 43m are shown on drawing 21-029/004 which are acceptable for King Street Lane which is 30mph. The access details will be secured by condition.

Road Safety Audit:

118. The Road Safety Audit raised only one issue at the access and that was to include dropped kerbs and tactile paving. This is required and will need to be included in detailed design of the access which will be secured by condition.

Sustainability Assessment:

119. An audit of the existing walking and cycling to local services has been undertaken, which identifies improvements that may assist in the sustainable movement for site. These would need to be delivered through the appropriate highway's agreement with WBC. A walking and cycling strategy will be secured by planning condition to deliver these improvement.

Site Roads:

120. The roads will be built to adoptable standards. If the site roads are to remain private, this would also need to be included in any s106 agreement, including details of the management company set up to look after the maintenance of the roads, the Borough's inspection fee and the APC Bond. If the site roads are to be adopted, these would need to be delivered through s38 agreement with the Borough. The Borough would also require agreement on inspection fees and commuted sums. The adoption plans, fees and commuted sums would need to be included in any s106 agreement.

121. It has not been confirmed that whether or not the roads would be offered for adoption or not would be made by whoever brings forward the reserve matters application. Therefore, the s106 will need to include the appropriate wording for either the roads will be maintained as private or offered up for adoption and the decision would need to be made by reserve matters stage.

Swept Path Analysis:

122. The Highways Officer is content with the submitted details and swept paths can now be included in the reserve matters application.

Service Margins:

123. A service margins plan will need to be submitted with the application. However, as this is an outline planning application, highways is content for these to be part of any reserve matters application. The following standard service margins are used in the Borough, namely: -

- 2m service margins if there are frontages
- 1m service margins with no frontages and lighting
- 0.5m service margins with no frontages and no lighting

Travel Plan:

124. WBC operates a MyJourney campaign in lieu of a travel plan, this amounts to £540 per dwelling contribution. It has now been agreed to provide the contribution for MyJourney in lieu of a Travel Plan which will form part of the S106 agreement.

Lighting:

125. A lighting strategy would need to be submitted. This has not been provided however, as this is an outline application highways is content to secure this strategy through a planning condition.

Construction Method Statement:

126. A framework construction plan would need to be submitted. As this is an outline application, highways is content to secure the construction method statement through a planning condition.

Community Infrastructure Levy (CIL):

127. As the proposal is for new residential floor space, it would be CIL liable development. The applicant should liaise with WBC CIL for further details.

Planning Balance:

128. The Council cannot demonstrate a 5-year housing supply and therefore the development must be assessed in line with Paragraph 11d(ii) and against the policies in the NPPF taken as a whole. The three overarching objectives contained within paragraph 8 of the Framework seek to balance growth and local community needs against protection of the natural, built and historic environment (Economic, Social and Environmental). The benefits and disbenefits are therefore considered against these three broad topic areas below.

Economic

129. In terms of the proposed loss of employment space outside of a Core Employment Area, the proposal is unlikely to lead to a Borough wide 'net loss' of industrial uses as the site is, in part, a Sui Generis builders yard. As with all housing development in such locations, the proposal would result in both short and long term economic benefits. This is broadly set to arise from the short-term economic contribution of the construction of the homes via construction industry jobs. In the longer term, future residents will

undoubtedly contribute to the viability and vitality of businesses in nearby Sindlesham and Winnersh. CIL payments and New Homes Bonus would also be an economic benefit of the proposal. Although none of these are unique to this scheme, the development is therefore considered to perform a positive economic role.

Social

130. The provision of 28 homes including an above policy compliant level of onsite affordable homes would positively assist in furthering the social objective of sustainable development. The provision of an adequate range of dwelling sizes and on-site affordable housing provision will ensure this site maximises its contribution to meeting the identified general and affordable housing need over the plan period. The creation of homes in close proximity to jobs, services and leisure opportunities in Winnersh allows occupants to benefit from strong local connections. This development is therefore considered to perform a positive social role and carry significant weight accordingly.

Environmental

131. There would be a degree of harm caused by the loss of small field to the rear of the site. Less than substantial harm has also been identified to the setting of the Conservation Area and the non-designated Heritage Assets of Bearwood Hall and Former Sindlesham Baptist Chapel. It is recognised that the proposal would alter the character of the Site and diminish the contribution made by the surviving pastoral elements of the Site to the setting and significance of the conservation area, although the change would not be incongruous alongside modern development at Alder Mews boundary planting would screen and soften these views. There would be realistic and desirable opportunities to utilise sustainable travel options to numerous facilities in the locality and this tempers the weight attached to the limited sustainability of the area for this size of development. In addition, ecological benefits will be secured alongside biodiversity net gain across the site. Overall, it is considered the development would perform a positive environmental role.
132. The positive economic, social and environmental role identified above are considered to be of a scale and nature to outweigh the less than substantial harm (on the lower end) identified by the Heritage Officer.
133. In returning to Paragraph 11(d) of the NPPF, when applying the tilted balance, those limited identified adverse impacts of granting permission would not significantly and demonstrably outweigh those benefits as identified above. When assessed against the policies in the NPPF as taken as a whole, the proposal is recognised to perform a notable economic, social and environmental role. Accordingly, the application is recommended for approval subject to the conditions listed and the S106 terms listed within this report.

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.

APPENDIX 1 - Conditions / informatives

APPROVAL subject to the following conditions and informatives:

1.	<p>a) No development shall commence until details of the access, appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") have been submitted to and approved in writing by the local planning authority and the development shall be carried out as approved.</p> <p>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.</p>	<p>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).</p>
2.	<p>This permission is in respect of the submitted application plans and drawings numbered 20.55.0220 (location plan) 20.55-021 (site plan) 21-029-007(Swept Path) 20.55-025 (parking plan) 21-029/004 (access plan) received by the local planning authority on 5 May 2023. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.</p>	<p>For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.</p>
3.	<p>No development shall take place, including any works of demolition, until a Demolition, Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ul style="list-style-type: none"> i) the parking of vehicles of site operatives and visitors, ii) loading and unloading of plant and materials, iii) wheel washing facilities, storage of plant and materials used in constructing the development, iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate, v) measures to control the emission of dust and dirt during construction, vi) a scheme for recycling/disposing of waste resulting from demolition and construction works. vii) the control of noise viii) the control of external light ix) the control of dust, smell and other effluvia 	<p>In the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.</p>

	<ul style="list-style-type: none"> x) the control of rats and other vermin xi) the control of surface water run-off xii) the proposed method of piling for foundations (if any) xiii) proposed construction and demolition working hours xiv) hours during the construction and demolition phase when delivery vehicles, or vehicles taking materials, are permitted to enter or leave the site. <p>The development shall be carried out in accordance with the approved scheme.</p>	
4.	<p>No development shall 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/occupied. .</p>	<p>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.</p>
5.	<p>Prior to the commencement of development details of surface water attenuation/storage works shall be submitted to and approved in writing by the Local Planning Authority. The volume balance requirements should be reviewed to reflect actual development proposal, agreed discharge rate and the extent of impermeable areas and runoff to be generated. The storage can be designed on-line or off-line, either on or below the surface, and should be located within the site. Where practicable, above ground system should be used to enhance biodiversity, increase capacity and for ease and safety of maintenance. The scheme shall subsequently be completed in accordance with the approved details before the development is first brought into use/occupied.</p>	<p>To prevent the increased risk of flooding.</p>
6.	<p>Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority.</p> <p>These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play</p>	<p>In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development)</p>

	<p>equipment, refuse or other storage units, signs, lighting, external services, etc).</p> <p>Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.</p>	
7.	<p>Prior to commencement of development, details for Electric Vehicle Charging points serving the development shall be submitted to and approved in writing by the Local Planning Authority. The Electric Vehicle Charging points shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the charging of electric vehicles and used for no other purpose.</p>	<p>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</p>
8.	<p>Prior to commencement of the development, there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular accesses on to King Street Lane to include visibility splays of 2.4m by 43m and re-location of lighting column. The accesses shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.</p>	<p>In the interests of highways safety Relevant Policies: CP6 NPPF</p>
9.	<p>Prior to the commencement of development, full details of the construction of roads, cycleways and footways, including levels, widths, construction materials, depths of construction, surface water drainage and visibility splays shall be submitted to and approved in writing by the local planning authority. Each dwelling shall not be occupied until the vehicle access to serve that dwelling</p>	<p>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,</p>

	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 occupation, unless otherwise agreed in writing by the local planning authority	accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.
10.	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	: 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).
11.	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	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.
12.	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), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.	To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.
13.	Prior to commencement of development, details of a scheme for protecting external amenity spaces (gardens, patios, larger balconies, roof gardens and terraces) from external traffic noise shall be submitted	To protect the occupiers of nearby premises from unreasonable noise levels. Relevant policy: NPPF

	<p>to and approved in writing by the Local Planning Authority. In line with relevant policy and guidance including Wokingham Council's Managing Development Delivery Local Plan (appendix 1), 'Professional Practice Guidance on Planning and Noise: New Residential Development' (May 2017 or later versions), WHO guidelines for community noise. The scheme shall ensure that, upon completion of the development, good acoustic design will be used to achieve:</p> <ol style="list-style-type: none"> 1. internal noise limits: <ol style="list-style-type: none"> a. bedrooms shall achieve 35dB(A) LAeq,16hr (07:00 to 23:00) b. bedrooms shall achieve 30dB(A) LAeq,8hr (23:00 to 07:00), with individual noise events not exceeding 45dB(A) LAFmax more than 10 times c. living rooms shall achieve 35dB(A) LAeq,16hr (07:00 to 23:00) d. dining rooms shall achieve 40dB(A) LAeq,16hr (07:00 to 23:00) 2. external noise limits: <ol style="list-style-type: none"> a. external amenity spaces shall not exceed 55dB(A) LAeq,16hr (07:00 – 23:00) 	<p>Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06</p>
14.	<p>Before the development hereby permitted commences an Air Quality Assessment shall be submitted to and approved in writing by the local planning authority demonstrating the likely changes in air quality or exposure to air pollution, as a result of a proposed development. The assessment will need to:</p> <ol style="list-style-type: none"> 1) assess the existing air quality in the study area (existing baseline) 2) predict the future air quality without the development in place (future baseline) 3) predict the future air quality with the development in place (with development) 4) provide details of mitigation <p>Cumulative impacts of other committed developments in the area, and impacts on existing receptors during the demolition/construction phase should form part of the assessment. Geospatial maps (e.g. isopleths) should be included to more easily show the effect on air quality, under different scenarios. Uncertainties of predictions should be made clear.</p>	<p>To protect existing and future occupants of property on site or nearby from exposure to poor ambient air quality.</p>
15.	<p>Development shall not commence until a site investigation has been completed and if necessary, a remediation/mitigation scheme to deal with the identified contamination to avoid risk to the human health and to the built and natural environment when the site is developed, shall be submitted to and approved in writing by the local planning authority. Development shall not commence until the measures approved in the scheme have been implemented and</p>	<p>To ensure that human health, nature, and property are adequately protected from the risks of land contamination. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment) and Core</p>

	<p>verified. Guidance on land contamination risk management can be found at GOV.UK https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm</p> <p>1) Should any unexpected contamination be encountered during the development, a scheme assessing the risk and the measures to be taken avoid risk to the human health and to the built and natural environment when the site is developed, shall be submitted to, and approved in writing to the local planning authority. Prior to occupation verification of the implementation of the approved mitigation measures shall be submitted to and approved in writing to the local planning authority.</p> <p>2) Prior to occupation, if no unexpected contamination is encountered during the development, a statement to that effect shall be submitted to the local planning authority. and/or adjacent land. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3</p>	<p>Strategy policies CP1 & CP3</p>
<p>16.</p>	<p>Prior to demolition, an assessment for the presence of asbestos containing material (ACM) of the existing structures on site shall be carried out and plans for the safe removal and disposal of such material shall be submitted to and approved in writing by the Local Planning Authority</p>	<p>To ensure any contamination on the site is remediated to protect the existing/proposed occupants of the application site and adjacent land. Relevant policies – Core Strategy Policies CP1 and CP3</p>
<p>17.</p>	<p>Development shall not commence until a detailed plan for biodiversity net gain has been submitted to and approved by the local planning authority. The detailed plan must include:</p> <ul style="list-style-type: none"> a) A revised biodiversity impact assessment based on the on-site proposals approved at reserved matters; b) Itemised shortfalls compared to no net loss of any unit category and broad habitat type on-site; c) Details of any off-site habitat changes required to address the shortfalls and ensure no net loss; d) Management plans to cover a minimum time period of 30 years for the off-site locations identified; e) Detail of the legal mechanism by which the implementation and ongoing management of the off-site habitat net gain locations are secured; and f) Timing of actions required to deliver the biodiversity net gain plan. <p>Once approved the detailed plan shall be</p>	<p>To ensure that the proposal accords with NPPF paragraphs 174(d) and 180(a).</p>

	implemented according to the timetable.	
18.	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.</p> <p>a) Risk assessment of potentially damaging construction activities.</p> <p>b) Identification of “biodiversity protection zones”.</p> <p>c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).</p> <p>d) The location and timing of sensitive works to avoid harm to biodiversity features.</p> <p>e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication.</p> <p>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs.</p> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority</p>	To secure detailed mitigation measures for protected species and retained habitats during construction, in line with local plan policies CP7 and TB23.
19.	<p>Prior to commencement a strategy for species enhancements and ecological permeability for the site, in line with section 5.23 of the submitted Ecological Impact Assessment (CSA Environmental, ref: CSA/6186/01 Rev A, May 2023), shall be submitted to the local authority for its approval. This strategy shall be prepared by a suitably qualified ecologist and appropriate to the local ecological context. Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.</p>	To ensure that the proposal is in accordance with Section 41 NERC Act re. UK Biodiversity Action Plan Priority Species (Species of Principal Importance), and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010), and the National Planning Policy Framework which requires consideration of the potential biodiversity gains that can be secured within developments.
20.	A) No development shall take place/commence until a programme of	The site lies in an area of archaeological potential.

	<p>archaeological work including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> 1. The programme and methodology of site investigation and recording 2. The programme for post investigation assessment 3. Provision to be made for analysis of the site investigation and recording 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation 5. Provision to be made for archive deposition of the analysis and records of the site investigation 6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI. <p>B) The Development shall take place in accordance with the WSI approved under condition (A). The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p>	
21.	<p>Prior to the commencement of the development a landscape management plan, including management of SUDs, 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.</p>	<p>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</p>
22.	<p>The reserved matters for the development shall include 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, Reading Road, Bearwood Primary School and Winnersh Station 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</p>	<p>In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6.</p>

23.	The development shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.	In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.
24.	Prior to the occupation of the development, 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. No further external lighting shall be installed without the written approval of the local planning authority.	To protect residential amenity Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1, CP3 and CP6 CP11 and Managing Development Delivery Local Plan policy TB21
25.	Prior to the first occupation of any dwelling, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces	To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDLDP policies CC07 and TB20.
26.	Prior to the occupation of the development, 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. Plan should fully detail the access that is required to reach surface water management component for maintenance purposes. It should also include a plan for safe and sustainable removal and disposal of waste periodically arising from drainage system, detailing the materials to be used and standard of work required including method statement. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.	To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding.
27.	No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 hours and 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on	To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy:

	Saturdays and at no time on Sundays or Bank or National Holidays.	Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.
28.	Prior to occupation of the development, details of bin storage area/ facilities have been submitted to and approved in writing by the local planning authority. The bin storage area and facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.	In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.
29.	No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.	To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Relevant pre-commencement conditions pending agreement with the Applicant.

<p>This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated __ January 2024, the obligations in which relate to this development.</p>
<p>The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details.</p>
<p>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.</p>
<p>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</p>
<p>. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be coordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must</p>

take place at least three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.
The applicant is advised to consider the rubbish and recycling information on the Council's website: http://www.wokingham.gov.uk/rubbish-andrecycling/collections/information-for-developers/ .
The development hereby permitted is liable to pay the Community Infrastructure Levy. 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 111 development. For more information see - http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/ .
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development
No action required as the site is located within an area with less than 1% of homes expected to exceed the UK radon Action Level. The BRE Report 'BR211 (2015) Radon: Protective measures for new buildings', recommend that radon protection is installed during the construction of any new buildings, extensions, conversion, and refurbishment. For the proposed development this would be a precautionary measure as there is no requirement to do so.
If water is not to be obtained for human consumption from a water company for the proposed development, then the supply of water is deemed as a private water supply. Under section 13(2) of The Private Water Supplies (England) Regulation 2016 (as amended) a private water supply must not be brought into use or used until the local authority is satisfied that the supply does not constitute a potential danger to human health. Therefore, details of the alternative means of water supply for human consumption to the proposed development needs to be submitted to the Local Authority for review. Written information should be sent to Environmental Health by post or by email to environmental.health@wokingham.gov.uk .

APPENDIX 2 - Parish Council Comments

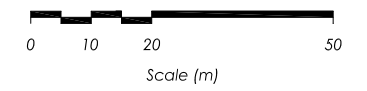
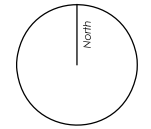
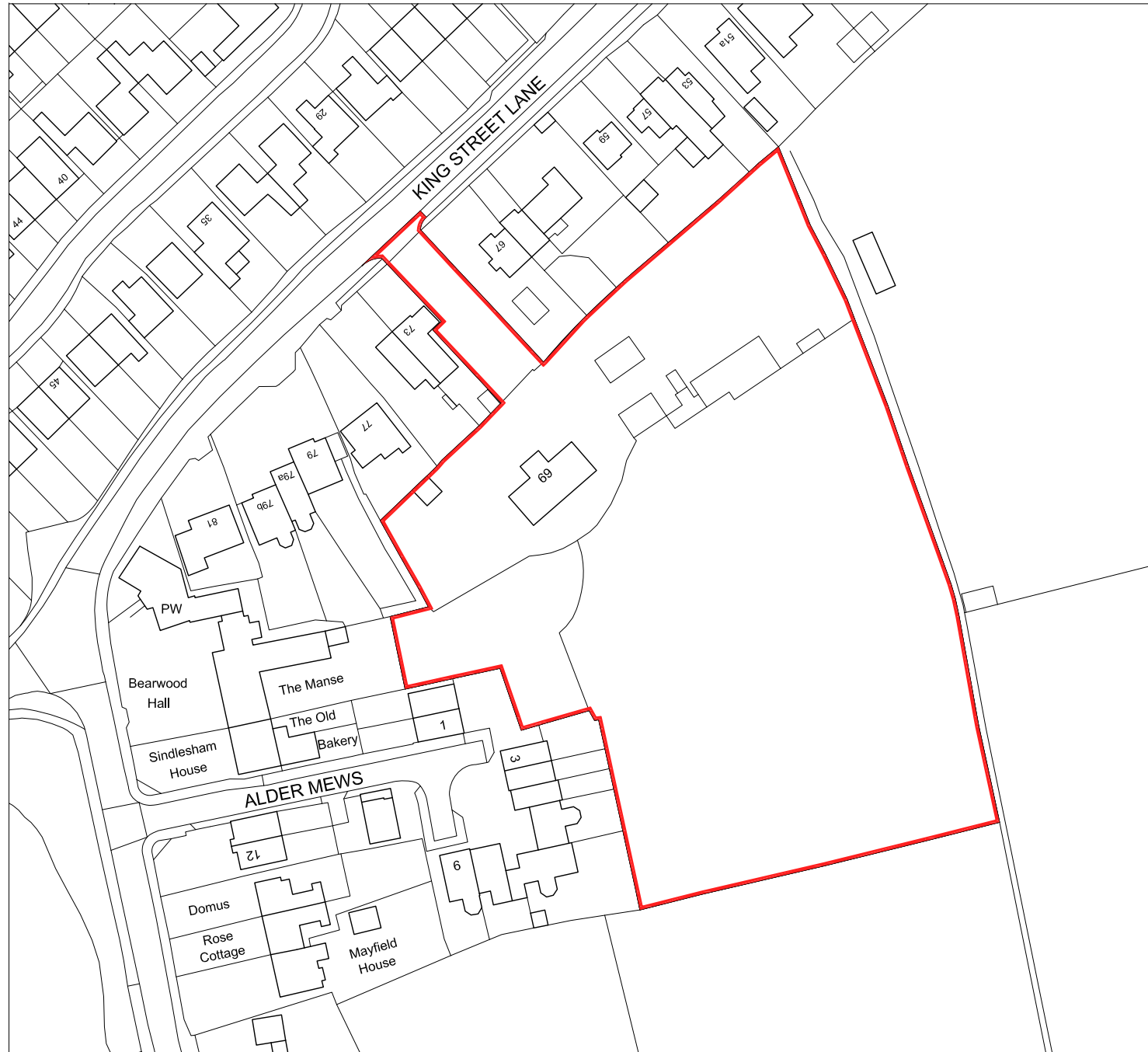
PLANNING REF : 231094

PROPERTY ADDRESS : Winnersh Community Centre : New Road, Sindlesham, Wokingham : RG41 5DX

SUBMITTED BY : Winnersh Parish Council

DATE SUBMITTED : 25/05/2023

COMMENTS: Winnersh Parish Council's Planning and Transport committee wish to object as there appears to be no consideration to the additional traffic on to King Street Lane. There are already significant traffic queues on King Street Lane during peak times. Further traffic created by this development will only intensify the situation. It is not clear what level of parking provision has been included. The Committee are concerned that there is not enough adequate parking including visitor spaces especially as there are no other nearby suitable parking facilities.



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Revisions

Client **Mr David Vokes**

Project **Residential Development
69 King Street Lane
Winnersh
Wokingham
RG41 5BA**

Status **Pre-application**

Date **2022.01.14**

Scale **1:1250** Size **A3**

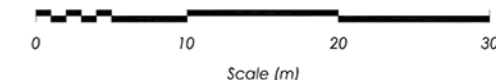
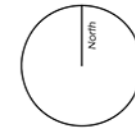
Title **Site Location Plan**

Number **20.55-020** Revision **-**

Spires Architects

9 Monks Way | Reading | RG30 3DP
Tel 07495 529905

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Notes:

- 9 x 2 Bed Houses
- 11 x 3 Bed Houses
- 8 x 4 Bed Houses
- 28 Total

D	19.01.23	General revision for planning
C	24.11.22	Revised to reflect tree constraints
B	20.01.22	Colour issue
A	18.01.22	Access road revised

Revisions

Client **Mr David Vokes**

Project
Residential Development
 69 King Street Lane
 Winnersh
 Wokingham
 RG41 5BA

Status **Planning**

Date **2023.01.19**

Scale **1:500** Size **A2**

Title **Site Plan**

Number **20.55-021** Revision **D**

Spires Architects

9 Monks Way | Reading | RG30 3DP
 Tel 07495 529905

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