

# Agenda Item 57.

ITEM NO: 57

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
161839	15 weeks	Wokingham Town	Norreys	Major Application

**Applicant** Berkeley Homes

**Location** Bell Farm, Bell Foundry Lane, Wokingham      **Postcode** RG40 5QF

**Proposal** HYBRID APPLICATION  
OUTLINE APPLICATION: A section of the Northern Distributor Road (NDR) and associated infrastructure, including a cycle and footway. (All Matters Reserved)  
FULL APPLICATION: Phased development for the erection of 128 dwellings and associated areas of Suitable Alternative Natural Green Space (SANG), open spaces and drainage/attenuation. Two accesses from Bell Foundry Lane and a temporary cycle and footway. Demolition of existing farm buildings and one dwelling.

**Type** Major  
**PS Category** PS1  
**Officer** David Smith

**FOR CONSIDERATION BY** Planning Committee on 12<sup>th</sup> October 2016  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is 15 hectares in area and occupies a position on the northern edge of the existing Wokingham town; comprising mainly open fields with a small group of redundant farm buildings to the south.

Full planning permission is sought for 128 new homes on 6.3Ha (21DPH), together with a substantial 8.7Ha of publicly accessible greenspace. This significant swathe of green space to the north of the site would be of high landscape and recreational value; and exceeds minimum requirements for a development of this size. Further mitigation strategies are included to protect important ecology on the site.

The application submissions demonstrate that the development would have no significant impact upon the highway network, both in the short and longer term. In particular the scheme would facilitate the transfer of land, at zero cost to the Council, to enable the up-grade of Bell Foundry Lane to the required Northern Distributor Road (NDR) and outline consent is sought in this regard. The development would also, through its CIL contributions, suitably mitigate its own impact upon local infrastructure.

The application site is within the North Wokingham Strategic Development Location (SDL) and as such is in a sustainable location which has been allocated for managed growth. The occupants would have relatively easy access to a wide range of services via car, bus, walking and cycling routes which are being improved as part of the wider

master planning of the area. Whilst the site was not specifically identified for housing development, the impacts of the development upon the locality would be substantially mitigated and, in those circumstances, would not significantly or demonstrably outweigh the planning benefits.

The development would include a wide mix of dwelling sizes and types (including affordable) which accord with the aims of Government policy regarding social cohesion and inclusion.

The development would deliver high quality design that respects the context of the site and the surroundings. The proposals have due regard to the landscape context of the area and incorporate adequate landscaping to soften the visual impact. There are also no existing residential dwellings in the immediate vicinity of the application site that could be affected by the development in terms of loss of daylight, sunlight or privacy.

The road layout, car parking and cycle parking is provided in accordance with WBC standards. In addition, each of the dwellings satisfy the national standards in terms of size; whilst gardens are provided in accordance with WBC's size standards.

Officers are therefore recommending planning permission for the development, subject to the completion of a S106 agreement (Heads of Terms set out herein) and to the recommended conditions.

#### **PLANNING STATUS**

- North Wokingham Strategic Development Location (Core Strategy Policy CP20)
- Flood Zone 2
- 5KM Thames Basin Heath SPA
- Tree Preservation Order

#### **RECOMMENDATION**

Approve, subject to the following conditions and completion of S106 agreement inclusive of the following Heads of Terms:

- Safeguarding of a corridor of Land for the delivery of the NDR, for transfer to WBC;
- Affordable Housing Provision – 20% on site provision and 15% provided as a commuted sum for off-site provision;
- SANG delivery, initial maintenance, transfer to WBC and maintenance contribution;
- Strategic Access Management and Maintenance (SAMM) Contribution for the Thames Basin Heaths SPA;
- Open Space delivery and maintenance thereafter;
- Widening of the footpath on Twyford Road;
- Additional Highways Planting to south west of the site;
- Public Transport Subsidy Contribution;
- My Journey Travel Plan Contribution;
- Management and Maintenance of the Compound Area off of Twyford Road;
- Commitments to providing opportunities for local labour in construction;
- S106 Monitoring Contribution

## CONDITIONS:

### TIME LIMIT AND IMPLEMENTATION

1 The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice.

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted, other than in respect to the NDR (details of which will follow pursuant to condition 3), shall be carried out in accordance with the following approved plans, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

Drawings:

Location Plan 3035.110 D

Component Plan 3035.122

Masterplan 2623-SK-04

Housing Site Layout 3035.111 E

Parking Plan 3035.112 F

Materials Plan 3035.115 E

Refuse Plan 3035.118 C

Cycle Storage Plan 3035.119 B

Storey Heights Plan 3035.120 C

Service Margins Plan 3035.121 D

Adoption Plan 4150449-SK65-P2

Proposed Drainage and Levels 4150449-SK37-P4

Proposed Drainage and Levels 4150449-SK38-P4

House types - 3035.201 A Ps 65 - 68 (A) BHP ; 3035.202 A Ps 29 & 30, 69 & 70 (B1) BHP

3035.203 A Ps 54 & 55 (B1) BHP ; 3035.204 A Ps 56 & 57 (B2) BHP ; 3035.205 A Ps

18 & 19 (B3) BHP ; 3035.206 A Ps 20-21 (B3) BHP ; 3035.207 A Ps 27 & 28 (B2 + D)

BHP ; 3035.208 A Ps 13 & 11 (B2 + D) BHP ; 3035.209 A P40 & 42 (B2 + D) BHP ;

3035.210 A Ps 24 - 26 (B5) BHP ; 3035.211 A Ps 91-93 (B5) BHP ; 3035.212 A P58-61

(C) BHP ; 3035.213 A P63 & 64 (C) BHP ; 3035.214 A P71 & 72 (C) BHP ; 3035.215 A

P62, 75 - 78, 83 (E) BHP ; 3035.216 A P94 (E1) BHP ; 3035.217 A P95 (E1) BHP ;

3035.218 A P96 (E2) BHP ; 3035.219 A P45 (F1) BHP ; 3035.220 A P81 (F1) BHP ;

3035.221 A P87 (F1) BHP ; 3035.222 B Plot 90 (F1) BHP ; 3035.223 A P73 (F2) BHP ;

3035.224 A P50 & 51 (F2) BHP 3035.225 A P47 (F3) BHP ; 3035.226 A P49, 82 (F3)

BHP ; 3035.227 A P74 (F3) BHP ; 3035.228 A P85 (K) BHP ; 3035.229 A P86 (K) BHP ;

3035.230 A P48 & 79 (N) BHP ; 3035.231 A P52, 80, 88, 89 (O) BHP ; 3035.232 A P53,

84 (O) BHP ; 3035.233 A Ps 14 - 17 (A,B) BHP ; 3035.234 A 31 - 35 Floor Plans BHP ;

3035.235 A 31 - 35 Elevations BHP ; 3035.236 A 36 - 39 Floor Plans BHP ; 3035.237

36 - 39 Elevations BHP ; 3035.238 A P22 & 23 (B2) BHP ; 3035.239 A Ps 121 - 128 (B)

BHP ; 3035.240 B Aff Flat Floor Plans BHP ; 3035.241 B Aff Flats Elevations BHP ;

3035.242 A Ps 97 - 100 BHP ; 3035.243 A Ps 43 & 44 Aff 2B BHP ; 3035.244 A 101-

107 Plans BHP ; 3035.245 A 101-107 Elevations BHP ; 3035.246 B PD Flats Floor Plans BHP

3035.247 PD Flats Elevations BHP ; 3035.248 A P46 (F2) BHP ; 3035.249 Garages and Carports 1 of 2 BHP ; and 3035.250 B Garages and Carports 2 of 2 BHP.

Landscape - 2623-LA-16 Illustrative Landscape Masterplan-P2 ; 2623-LA-14-P1 SANG GA Plan ; 2623-LA-15-P1 Houses GA Plan ; 2623-PP-01 SANG Planting Plan ; 2623-PP-02-DRAFT\_220616 ; 2623-PP-03-DRAFT\_220616 ; 2623-PP-04-DRAFT\_220616 ; 2623-PP-05-DRAFT\_220616 ; and 2623-PP-06- DRAFT\_220616.

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

3. Prior to construction of the Northern Distributor Road (NDR), details of (a) access; (b) appearance; (c) landscaping; (d) layout; and (e) scale of the NDR (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority and the construction of the NDR shall be carried out as approved.

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

### CONSTRUCTION MANAGEMENT

4 No construction works shall commence before a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Construction thereafter shall not be carried out otherwise than in accordance with the approved CEMP. The CEMP shall include the following matters:

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

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

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

5 No construction access to the site shall be taken other than by accesses the details of which have first been submitted to and approved in writing by the Local Planning Authority.

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

6 No development work relating to the development hereby approved shall take place other than between the hours of 08:00 am and 06:00 pm Monday to Friday and 08:00 am to 01:00 pm Saturdays and at no time on Sundays or Bank or National Holidays.

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

#### LEVELS

7 The development hereby approved shall be constructed to the finished ground levels and finished floor levels shown on drawings 4150449-SK66 P2 and 4150449-SK67 P2; levels which shall be fully implemented before occupation of the relevant dwellings.

Reason: To ensure a high quality of development that relates well to surrounding buildings and the landscape in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP3, CP19 and CC03 of the Managing Development Delivery Local Plan (Feb 2014).

#### CONTAMINATION

8 No works of construction shall commence at the site until such time as a contamination risk assessment of the application site (commencing with a preliminary risk assessment followed by intrusive sampling if found to be necessary) and a scheme of mediation (if necessary) has been submitted to and approved in writing by the local planning authority. The scheme of mediation shall need to follow the guidelines set out in BS10175 'Code of Practice for the Investigation of Potentially Contaminated Sites' and CLR11 Model procedures for the management of Land Contamination. Before buildings on the application site are occupied the remediation works to make the land suitable for its intended use, as set out in the approved scheme of mediation, shall be completed and a validation report shall be submitted to and approved in writing by the local planning authority.

Reason: To protect future residents from the potentially harmful effects of contamination – Core Strategy Policies CP1 and CP3.

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

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

#### DESIGN AND APPEARANCE

10 Notwithstanding the approved drawings, and prior to the commencement of development works above ground level, samples and a schedule of all materials to be used in the external elevations of the development hereby approved shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure an adequate quality of detailed design so as to safeguard and enhance the visual amenities of the locality - Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan Document Policies CC04 and CC05.

11 No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

Reason: To ensure an appropriate standard of design - Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan Document Policies CC04 and CC05.

#### REMOVAL OF PERMITTED DEVELOPMENT

12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, extensions or alterations permitted by Classes A, B, C, D and E, of Part 1 of the Second Schedule of the 1995 Order (or any order revoking and re-enacting that order with or without modification) shall be carried out without the written consent of the Local Planning Authority.

Reason: To safeguard the character of the area and residential amenity of future occupiers of the properties, in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

#### LANDSCAPING AND TREE PROTECTION

13 No works of hard or soft landscaping shall occur at the site other than in accordance with full details of such which have first been submitted to and approved in writing by the Local Planning Authority. The details to be submitted for written approval shall include, as appropriate, the following:

- Soft landscaping details, including a planting plan, schedules of plants (noting

- species, planting sizes and proposed numbers/densities);
- Means of enclosure;
- Hard surfacing materials;
- Minor artefacts and structure (e.g. furniture, boardwalks, signs, street lighting, external services etc.); and
- An implementation timetable.

Reason: In the interests of visual amenity in accordance with the NPPF, Wokingham Core Strategy Policies CP1 and CP3 and Policy CC03 of the Managing Development Delivery Local Plan (Feb 2014).

14 No occupation of the development hereby approved shall occur until a detailed Landscape and Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The detailed Landscape and Ecological Management Plan shall be in accordance with the recommendation and enhancement measures contained within the Bell Farm Ecology Ecological Appraisal (Hankinson Duckett, August 2015). The Landscape and Ecological Management shall thereafter be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

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

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

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

16 a) No development or other operation within 15m of any existing trees and hedges 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.

b) 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.

c) 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 hedgerows growing within or adjacent to the site which are of amenity value in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan Policies CC03 and TB21.

## ECOLOGY

17 Prior to commencement of above ground works for any sub phase of the development a detailed scheme to maintain or enhance the ecological permeability of the site (especially with regard to reptiles, amphibians and hedgehogs) shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. The mitigation and contingency measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

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

18 The mitigation, contingency and enhancement measures contained within the hereby approved Bat Mitigation Strategy (section C2 of the Bat Survey Report of Buildings: ecoconsult: September 2016) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

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

19 No lighting of principle highways, cycleways, footpaths and any other public areas shall be installed at the site other than in accordance with an External Lighting Strategy which has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall include the type of lighting, contour illumination plans and measures to prevent light pollution and the details as approved shall be provided prior to occupation of the relevant dwelling houses, unless otherwise agreed in writing by the Local Planning Authority.

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

20 The mitigation and contingency measures contained within the recommendations chapter of the submitted bird Survey Report (Ecoconsult Ltd, June 2016) shall be implemented in accordance with the approved plan unless otherwise agreed in writing by the local planning authority.

Reason: To prevent an adverse impact upon birds, in accordance with Core Strategy Policy CP7.



## AMENITY

21 The noise mitigation measures identified and recommended in the submitted Noise Impact Assessment (SRL dated 29/10/15 Report No. C/61047A/T01/LIW), shall be installed prior to the occupation of the relevant dwelling.

Reason: To protect the amenities of future residents in accordance with Core Strategy Policies CP1 and CP3.

22 No construction of dwellings located within phase 3 of the development (as identified on drawing 410.CP.105) shall be commenced until such time as the Thames Water Sewage Treatment Up-Grade Works (as identified in section 5 of the Odour Impact Assessment – TWPS15C\_06\_FINAL: February 2016) have been completed and written confirmation from Thames Water of the completion of such works has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an appropriate residential environment for future residents of the development – Core Strategy Policies CP1 and CP3.

## HIGHWAYS, ACCESS AND PARKING

23 No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it, including the unallocated spaces, have been provided in accordance with the plans hereby approved. The vehicle parking and turning spaces shall be retained and maintained in accordance with the approved details and the parking spaces shall remain available for the parking of vehicles at all times and the turning spaces 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 and CP6 and Managing Development Delivery Local Plan policy CC07.

24 No dwelling shall be occupied until secure and covered parking for cycles in relation to that dwelling has been provided in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The cycle parking (including the storage part of the garages) as approved shall be provided and permanently so-retained and available for the parking of bicycles thereafter.

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 and CP6 and Managing Development Delivery Local Plan policy CC07.

25 The access from Bell Foundry Lane and the internal roads of the residential development shall only be constructed in accordance with full details of such which have first been submitted to and approved in writing by the Local Planning Authority. The details of the roads and footways to be submitted shall include construction details of the roads and footways, levels, widths, construction materials, depths of construction, surface water drainage, lighting and utilities and service margins. The roads and footways shall be constructed in accordance with the approved details to road base

level before the relevant part of the development is occupied and the final wearing course will be provided within 3 months of the relevant 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 and CP6.

26 All existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb, removing the existing bellmouth and reinstating the footway verge and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary either prior to occupation of the development or in accordance with an alternative timetable which has first been approved in writing by the Local Planning Authority.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway users. Relevant policy: Core Strategy policies CP3 and CP6.

27 No occupation of the development shall commence until such time as a parking management plan for the development (including specific arrangements for prohibiting and restricting parking within the substation area accessed from Twyford Road) has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the car parking of the development shall only be operated in accordance with the details set out in the approved parking management plan.

Reason: To ensure appropriate management of the car parking at the site. Relevant policy: Core Strategy policies CP3 and CP6.

28 No parts of the development hereby approved shall be occupied until pedestrian and cycle links to the west, south and east of the development (either permanent arrangements or temporary provisions in advance of full delivery of the NDR) have been provided in accordance with full details of such which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure delivery of appropriate provision of pedestrian and cycle access to/from the site from first occupation so as to encourage sustainable patterns of transport (Core Strategy Policies CP1, CP2, CP4 and CP20).

29 No part of the development hereby approved shall be occupied until such time as a phased bus strategy identifying bus routes and the indicative location of bus stops serving the development has been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP20.

#### FLOODING AND DRAINAGE

30 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (references

034\_HH4150449\_KJ\_AD005 Issue 3 and 052\_HH4150449\_KLJ\_AD005 ) hereby approved. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and providing an overall benefit to the site and the surrounding area – Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10.

31 No drainage works at the site shall commence until such time as the following has been submitted to and approved in writing by the Local Planning Authority:

1. Approval from the Environment Agency of the proposed flood compensation scheme.
2. Written agreement from Thames Water of the proposed foul drainage system.
3. Details of the proposed surface water drainage scheme in accordance with the approved FRA.
4. Full details of will be responsible for the maintenance of the SuDS features, throughout the lifetime of the development.

The drainage works as approved shall be implemented as approved prior to the first occupation of the development or in accordance with an alternative delivery timetable which has first been submitted to and approved in writing by the Local Planning Authority. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and providing an overall benefit to the site and the surrounding area. In addition, to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10.

SANG

32 The SANG hereby approved shall be substantially complete and open to the public prior to the first occupation of any of the residential dwellings.

Reason: To ensure delivery of the SANG so as to mitigate the otherwise unacceptable impacts of the development upon the Thames Basin Special Protection Area (Core Strategy Policy CP8).

33 Notwithstanding the details shown on the SANG Layout Plans, development works for the SANG shall not commence until such time as the following information has been submitted to and approved in writing by the Local Planning Authority:

1. Details of litter bins to be provided (number, type and location(s));
2. Details of the Information boards (number, type, information to be displayed and location(s));

3. Details of the width of the proposed new footpath network;
4. Details of the existing vehicle access culvert which should demonstrate that it is suitable to accommodate maintenance vehicles of 7.5tonnes;
5. Details of the gates to be used for the vehicular and pedestrian accesses;
6. Details of revised bridge designs;
7. Details of the fencing specification that will secure the southern boundary along the Ashridge Stream; and
8. Details of the landscape planting.

Reason: The details of such contained in the current application submission are either lacking, insufficient or unacceptable; and to ensure that the development would maximise opportunities for ecology and recreation, in accordance with Policies CP7 and CP8 of the Core Strategy.

#### MISCELLANEOUS

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

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

35 The development shall include provision for all dwellings with a garden with:

- a. A water butt of an appropriate size installed to maximise rainwater collection; and
- b. Space for composting

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

#### RESERVED MATTERS

36 The Reserved Matters application pertaining to the NDR shall include sufficient detail to demonstrate that there will be no flooding from runoff from the NDR for events up to the 100 flood event with a suitable allowance for climate change.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and providing an overall benefit to the site and the surrounding area – Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10.

#### INFORMATIVES

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

2 The Planning Permission the subject of this decision notice is also subject to a S106

agreement; the requirements of which shall need to be executed by the developer in accordance with the requirements set out therein.

3 The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:

- Advertisement of jobs within local recruitment agencies / job centres;
- Recruitment and training of residents from the local area;
- Seek tender of local suppliers or contractors for work.

#### 4 Work on Highway

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

#### 5 Mud on Road

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

#### 6 Highway Management

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

#### 7 Utilities

Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

#### 8 Noise

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

9 If otters and/or water voles or signs of otters and/or water voles are encountered at any point during development then all works must stop immediately and local Natural England office informed.

10 In terms of the SANG requirements pursuant to condition 33 above, the following is advised:

1. WBC would prefer a larger more robust metal litter bin such as this type preferably steel Broxap type <https://www.broxap.com/street-furnishings/litter-bins/steel-litter-bins/derby-e-slimline.html> . In addition it would be good to have 2 litter bins on site, one near to each entrance.
2. The current scheme includes a number of Information boards and given that this is a local facility WBC would favour a single larger Information Board near to one of the entrances.
3. The current specification does not contain any details of the width of the proposed new footpath network.
4. The vehicle access will need to accommodate maintenance vehicles of 7.5tonnes.
5. The current scheme shows vehicular access points that would allow for maintenance of the SANG with machinery protected with a wooden field gate. This type of gate will not provide adequate site security with regards unauthorised vehicular access. In the past WBC have used a DRB PS1 security gate which can be supplied to a variable length (3.6m should be adequate) and with wire mesh welded on to the gate (150x150mm mesh) preferred colour is dark green.
6. The suggested bridge designs are of insufficient robustness and WBC would require that the structural supports beams are steel rather than wood, and given the 1.8m width there will be a requirement for at least 2 intermediate steels to support the deck, which are not shown on the current drawing. Alternatively WBC would be happy to consider a metal deck or even an all metal bridge.
7. In general WBC would prefer that all the pedestrian entrances used Oxford - Medium Mobility kissing wickets <http://www.centrewire.com/oxford.htm>
8. Whilst in general the fencing specification is acceptable, it is not clear on the drawings how the southern boundary along the Ashridge Stream will be secured
9. You will need to liaise with the detail on the noticeboards as these will refer to the Council as the managing body.

#### **RELEVANT PLANNING HISTORY**

Application Site:

There is no relevant planning history for this site.

Matthewsgreen Farm:

O/2014/2242 – Outline Planning Permission for Matthewsgreen Farm development, comprising of approximately 760 dwellings, a primary school, a local centre, community facilities and section of the Northern Distributor Road (NDR) between Toutley Road and Twyford Road. Approved - Phase 1 (100 dwellings) and the NDR are currently under construction.

152649 – Reserved matters for the construction of the NDR. Approved - Currently under construction.

160765 – Reserved matters for Phase 2a (the parcel on the opposite side of Twyford Road to the application site) comprising of 84 dwellings and associated landscaping. Approved - Development works to commence imminently.

<b>SUMMARY INFORMATION</b>	
<b>For Residential</b>	
Site Area	15 hectares
Existing units	1
Proposed units	128
Number of bedrooms per unit	6x1bed, 31x2bed, 66x3bed, 23x4bed and 2x5bed.
Proposed density - dwellings/hectare	21
Number of affordable units proposed	35% equivalent - 26 on site (20%), and a contribution towards offsite provision.
Previous land use	Farm house and associated land/buildings
SANG	8.71 hectares

<b>CONSULTATION RESPONSES</b>	
WBC Waste Services	No objection raised
WBC Environmental Health	No objection, subject to conditions (as included)
WBC Conservation Officer	No objection
WBC Drainage	No objection, subject to conditions (as included)
WBC Highways	No objection, subject to conditions (as included)
WBC Ecology	No objection, subject to conditions (as included)
WBC Affordable Housing	No objection
WBC Landscape Architect	No objection subject to conditions (as included)
Berkshire Archaeology	Advise that given the results of the trial trenching undertaken further archaeological investigations are not merited in relation to this application.
Sport England	Do not wish to provide detailed comment
HSE	Confirms that no hazards cross the site
Thames Water	No objection, subject to conditions (as included)
Historic England	Recommends that the application should be determined in line with national and local policy and with input from WBC's specialist conservation advisor.
Natural England	No objection, with conditions (as recommended)
Environment Agency	No in principle objections. At the time of writing, the Environment Agency had requested further clarifications on the application submissions. Those clarifications were provided by the applicant. Officers will up-date Committee of the Environment Agency's position by way of a Member Up-date.
Wokingham Town Council	Objects to the application (full comments at appendix A). Their objections include [officer comments in brackets]: <ul style="list-style-type: none"> <li>• Smells emitting from the sewage works [The works are located to the south east of the site, prevailing wind is south westerly. Thames Water has a committed schedule of up-grade works predicted to reduce odour emissions by 43% in comparison to current baseline operations.</li> </ul>

## NEIGHBOUR REPRESENTATIONS

Whilst the occurrence of adverse odour impact and complaints cannot be completely excluded, the proposed up-grade works are considered sufficient to allow the development as proposed. Neither Thames Water nor WBC's Environmental Health Officer has raised objection to the development.];

- Noise Impact from the NDR, which does not seem to have been accounted for in the Noise Impact Assessment [Residential properties are being placed along the length of the NDR as part of the SDL wide development and the circumstances with the Bell Farm site are no different.];
- Flood Risk – the site has not been correctly assessed and up-to-date local information has not been included to assess the potential flood levels in the area. [The application has been reviewed by both the Environment Agency and WBC's Drainage Officer, both of which are satisfied with the submissions. Officers are satisfied that the development will suitably manage and reduce flood in accordance with the relevant Development Plan Policies];
- Design – plots 19, 20, 30, 54 to 65, 67, 69, 97 and 101 to 107 back onto the NDR providing direct access and contrary to advice on crime prevention contained within the Manual for Streets. The design will line the NDR with fencing that will have no sense of place, no relationship with its surroundings and no quality control, with a NDR section purely designed for vehicles. In addition, it will impact the residents' amenity by increasing the level of noise in the rear gardens [The layout, although not all directly fronting onto Bell Foundry Lane, has houses overlooking the road at the junctions. The three storey flats either end of the bell Foundry Lane frontage will also provide good levels of address and passive surveillance to the road. Given that the field opposite is used for sports and recreation, and the significant structural planting proposed where rear gardens would back onto Bell Foundry Lane, this approach in this instance is considered appropriate.]; and
- The three storey apartment blocks are not within keeping of the surrounding area. They will also be detrimental to the amenities of plots 18,19, 106 and 107. [Three storey development along the NDR has been accepted at the other NWSDL sites, including at the directly adjacent Phase 2a Matthewsgreen Development. The buildings therefore are not considered dominant in context.]



Letters of consultation were sent to 218 neighbouring property addresses. The application was also advertised by way of site notice and press advert.

The followings responses have been received:

No. Letters Sent	No. Objections	No. Comments	No. Support
218	3	1	0

The following matters are raised [Officer comment in brackets]:

#### Objections

- The site was not included for housing development in the North Wokingham SDL. [Whilst not specifically identified for development in the North Wokingham SDL, this application site is within the SDL and represents a sustainable development proposal with substantial public benefits and there are no adverse impacts of granting planning permission that would outweigh those benefits. The NPPF presumption in favour of sustainable development is met.]
- Threat to Cantley Park from the widening of the road to accommodate the extra traffic generated from the new housing in the locality [The up-grading of Bell Foundry Lane as part of the NDR deliverable route has already committed to by WBC's Executive Committee as part of the infrastructure identified as necessary to accommodate the SDL development. Works can be accommodated without impacting significantly upon Cantley Park.]
- The rural character of this part of Wokingham has already been undermined by excessive building on Mathewsgreen farm. [Whilst there would be an inevitable change to the existing landscape as a result of this development, the impacts are outweighed by the planning benefits of the development. The scheme also provides a large new area of public amenity to the northern boundary].
- Loss of views from Cantley Farm Cottages across open land [Private views are not protected under planning policy].
- Loss of trees and hedgerows threaten wildlife such as bats and birds [Whilst certain trees and hedgerows will be lost as part of the development, the losses are predominantly necessary to facilitate the NDR (a committed piece of infrastructure) and are mitigated by extensive landscape and tree planting as part of the development proposals. WBC's Ecology officer has reviewed the submissions and raises no objection to the application in terms of its impact upon important wildlife.]
- Insufficient health care facilities [Not for consideration under this planning application.]
- Lack of school places [There is the existing All Saints Primary School within a reasonable walking distance of the application site and a new primary school being delivered on the Mathewsgreen development site. St Crispin's Secondary School, within a reasonable walk of the SDL area, would accommodate the older pupils. WBC's Education Authority has been consulted on the application and raises no concerns in respect to capacity.]
- Traffic Impact [The application submissions have demonstrated that the development, both individually and cumulatively, will not generate a level of traffic that would cause unacceptable harm to the capacity, function or safety of the surrounding highway network].
- Risk of flooding to the area. [Subject to the recommended conditions, officers are satisfied that the development would satisfy the requirements of Core Strategy policy CP1 and MDD DPD Policies CC09 and CC10 in respect to managing

drainage and flood risk.]

- The development will cause noise, disturbance and pollution which are all detrimental to health. [There is no evidence to suggest that the development, of itself or cumulatively, would cause noise, disturbance and pollution to a degree that would outweigh the planning benefits].
- The 3 story flats are inappropriate in terms of scale and mass and are totally out of keeping with the immediate surround buildings and the countryside. [Three storey development along the NDR has been accepted at the other NWSDL sites, including at the directly adjacent Phase 2a Matthewsgreen Development. The buildings therefore are not considered dominant in context.]

#### Comments

- The proposed cycle way along Bell Foundry Lane is welcomed.
- The 20mph speed limit of the development is welcomed.
- The applicant should provide access points from the proposed cycle/footway to Cantley Park. [This matter would be covered by recommended condition 28].

The Emmbrook Residents' Association have made the following comments:

#### NDR

- Welcome the alignment of the foot and cycle way to the north of the carriageway in place of the original alignment within the boundary of Cantley sports field.

#### Housing Development

- Air Quality (Road Emissions) - The submitted Air Quality Site Suitability report is based solely on current traffic levels and does not take into account the increases in traffic following SDL completions nor take into account the fact that the road that the development will front onto, Bell Foundry Lane, is to be part of the NDR. [Whilst there will be an increased traffic usage of Bell Foundry Lane resultant from its up-grade as part of the NDR works, there is no evidence to suggest that road traffic will prove unacceptably harmful to the air quality or noise environment on the site. Residential properties are being placed along the length of the NDR as part of the SDL wide development and the circumstances with the Bell Farm site are no different.]
- Noise – Again, assessment is based solely on current conditions, with the impact of the extra traffic generated by turning Bell Foundry Lane into the NDR ignored. Using assumptions from the Matthewsgreen Farm planning applications, the 27dB minimum recommendation contained within the noise assessment would prove to be totally inadequate once the NDR is fully operable. [See response to comment above].
- Air Quality (Odour) - The southeast corner of this area will be the most liable to suffer from odour, which is the area where the block of 13 apartments (10% of the development) is located. Also, the suitability of the site for development is predicated entirely on Thames Water's intended improvement works.[Both Thames Water and WBC Environmental Health have reviewed the applications and raise no objection to the development.]
- Layout and Appearance – The architecture is not innovative or interesting, and has little to distinguish it from other developments. The two blocks of apartments dominate the neighbouring buildings.[See Design Section of the Officer Assessment below].
- Insufficient communal amenity space for the apartment blocks.
- Parking - The level of parking provided for a mix of 2 & 3 bedroom properties is only the equivalent of one per property, and it should also be noted that these are

unallocated. Noting the level of car ownership in Wokingham, and the fact that these properties are not within a short walking distance of reliable public transport, it cannot be possible that the parking provision is in accordance with the expected levels of car ownership.[Officers are satisfied that the development meets WBC's current parking standards].

- The affordable housing is all grouped in one area and should be distributed around the development. [Officers are satisfied with the Affordable Housing provisions. The development will contribute to an SDL wide offer which is clearly distributed across the area].

## **RELEVANT PLANNING POLICY**

National Planning Policy Framework (NPPF)

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

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

North Wokingham Strategic Development Location SPD adopted October 2011.

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

Wokingham Borough Council Design Guide: Borough Guide Design SPD June 2012

Affordable Housing SPD adopted June 2011.

Sustainable Design and Construction SPD adopted 2010

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

## **PLANNING ISSUES**

### **APPLICATION SITE AND SURROUNDINGS**

1. The application site is 15 hectares in area and occupies a position on the northern edge of the existing Wokingham town; comprising mainly open fields with a small group of redundant farm buildings to the south. The site is bisected by the Ashridge Stream which runs east to west and the land falls gently to the stream. Established hedgerows divide the northern part of the site into 3 sections.
2. The site is bounded to the south by Bell Foundry Lane, beyond which is Cantley Park. To the west the site is bound by Twyford Road, beyond which sits the Matthewsgreen Farm development site. The A327 runs along the northern boundary of the site and to the east is the Thames Water Sewage works and open fields.

3. The application site is located within the allocated North Wokingham Strategic Development Location (SDL) but is not specifically identified for housing delivery.

#### DEVELOPMENT PROPOSAL

4. Planning permission is sought for 128 new residential properties, ranging from one bedroom flats to four/five bedroom family housing. 26 homes (20%) would be provided in the form of on-site affordable housing, with the balance to meet the policy requirement provided as an off-site commuted sum. The development also includes areas of Suitable Alternative Green Space (SANG), informal open space, and informal children's play areas (subject to the Legal Agreement). The SANG/ Green Infrastructure to the north of Ashridge Stream totals 8.71ha.
5. This is a 'hybrid' planning application: seeking full consent for the housing and SANG/Green Infrastructure delivery; and outline consent for the NDR (all matters reserved).
6. The housing development is of itself in isolation not directly reliant upon the delivery of the NDR, as suitable access could be taken from the existing Bell Foundry Lane. That said, the development would form part of the cumulative SDL development for which the NDR has been identified as a necessary piece of infrastructure. Under WBC's adopted CIL, the NDR falls to WBC to deliver. The application therefore proposes, through the S106 legal agreement, the safeguarding of a corridor of land along the Bell Foundry Lane alignment so that WBC may in time up-grade that stretch of highway in accordance with the NDR design specifications. WBC would thereafter work up the detailed design of layout and landscaping of the road through a reserved matters application made pursuant to the outline consent.

#### PRINCIPLE OF DEVELOPMENT AND INFRASTRUCTURE DELIVERY

7. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. As a strategic response to this housing demand, Wokingham has identified that the majority of this new residential development will be delivered in four SDLs. By concentrating its housing delivery in the four identified SDLs, Wokingham has been able to more strategically plan for and deliver the social, environmental and highways infrastructure necessary to support this significant population growth; whilst at the same time protecting other more sensitive areas of the borough from inappropriate and unsustainable development. The ability of the SDLs to deliver a significant number of homes phased over the plan period is therefore significant if Wokingham Borough Council is to maintain a five year supply of housing and resist speculative development of other unallocated sites elsewhere in the borough.
8. The application site sits within the North Wokingham Strategic Development Location (SDL), as identified within the Core Strategy Policy 20. The site is not however specifically identified for housing development. In addition, WBC can demonstrate a five-year land supply of deliverable housing sites so is not reliant upon this site to meet its housing targets.

9. Notwithstanding, at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision making this means approving development proposals that accord with the development plan without delay; and, where the development plan is absent, silent or relevant policies are out of date, granting planning permission 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. The NPPF is a material planning consideration of significant weight in the determination of this planning application.
10. Although the site is not allocated for housing development at this time, it is important to note that the SPD sets out guidance only as to the broad principles for the location and type of development within North Wokingham. Importantly, the SPD should not be seen as static document and should not preclude development coming forward in the SDL provided it is sustainable and does not result in significant harm to the local area. This approach has been established / accepted at both Keephatch Beech (300 dwellings - North Wokingham SDL) and Shinfield West (450 dwellings - South of M4 SDL).
11. This is a sustainable location for development; hence the designation of the wider SDL. As an urban extension to the largest town in the Borough, occupants of the new homes would have relatively easy access to a wide range of services. Wokingham is the largest retail centre, which would be within modest walking and cycling distances of the site, along routes which are being improved as part of the master planning of the area. Improvement of existing bus services is being secured as part of the SDL wide development and the railway station is within an easy cycle distance, and a manageable walk.
12. The site, as with all of the SDL sites, suffers from a number of constraints, including the need to provide adequate SANG, odour from the sewage works, noise and air pollution from the A329(M) and flood risk. However, these constraints are dealt with or avoided in the design proposals – which include locating the housing to the southern part of the site well away from the A329(M), a significant SANG provision to the north and ground works to remodel the floodplain which mean no development is within the floodplain. In addition, Thames Water have a committed programme of improvements to the sewage treatment works which, following completion, are predicted to reduce odour emissions by 43% in comparison to current baseline operations.
13. The development would undoubtedly have public benefit. In the first instance the development would deliver 128 residential units at a reasonably low 21 DPH, inclusive of one and two bed flats and two to five bed houses. The wide mix of dwelling sizes and types accords with the aims of Government policy regarding social cohesion and inclusion, as do the arrangements for the provision of market and affordable housing units. The delivery of housing would support WBC's existing five year housing land supply even further. WBC currently have around a 6 year housing land supply; however enabling further housing on suitable, sustainable sites is likely to further support WBC's rejection of unsatisfactory, less sustainable sites elsewhere.

14. In the second instance, the development would deliver a significant swathe of green space to the north of the site (8.71ha of SANG) as aspired to within the Council's SPD for North Wokingham. This provides both a green buffer between the Wokingham settlement and the A329, and high quality public recreational provision for both the residents of the new development and for existing Wokingham residents. The development therefore would secure a landscape link to the proposed area of SANG to the north and the retention of a green wedge into Wokingham; both important features identified in the Landscape Framework Diagram of the SPD.
15. In the third instance, the development would also facilitate the transfer of land, at zero cost to the Council, to enable the up-grade of Bell Foundry Lane to the required NDR specifications. It should be noted that there would be no guarantee that this land could otherwise ever be acquired or compulsory purchased to facilitate this section of the NDR. The NDR in its entirety is identified as necessary to accommodate the significant housing development coming forward within the SDL. WBC's Executive has already committed to the up-grade of Bell Foundry Lane as part of the NDR deliverable route. In advance of this planning application designs had previously been considering land take from Cantley Park to provide associated foot and cycle ways. The granting of planning permission here would support the Executive's resolution without recourse to encroaching into Cantley Park.
16. In the fourth instance, a range of economic benefits would also derive from the development. These include: the creation of a range of construction jobs and opportunities; increases in resident expenditure in the locality providing a boost to the local economy; and the creation of "spin-off" jobs in services and other firms resultant from wage spending and supplier sourcing from the occupiers of the new development. These economic effects align well with a wide range of national, regional and local policy objectives, in particular, increasing the supply of high quality, sustainable housing to meet projected increases in population and enhancing economic prosperity through creating employment opportunities for local people.
17. To support the delivery of the NWSDL, WBC has prepared a strategic transport model which assesses the impact of the major development as well as the proposed NDR. The proposed development has been assessed using this model. The assessment identifies that the impact of the development, both individually and cumulatively with the other SDL development, would not be severe and overall operation of the NDR and associated junctions would remain well within capacity threshold. The impact of traffic generated by the housing is therefore not predicted to be significant in transport terms.
18. In terms of schools there is the existing All Saints Primary School within a reasonable walking distance of the application site and a new primary school being delivered on the Matthewsgreen development site. The new school will be designed for 2 form entry, but has potential to expand to 3 form entry if and when required. St Crispin's Secondary School, within a reasonable walk of the SDL area, would accommodate the older pupils. WBC's Education Authority have been consulted on the application and raise no concerns in respect to capacity.

19. A new community facility is also being provided on the Matthewsgreen development, together with a new local centre, which would also help to serve the requirements of the new SDL population – including the Bell Farm development.

20. Having regard to the above, this application represents a sustainable development proposal with substantial public benefits and there are no adverse impacts of granting planning permission that would outweigh those benefits. The NPPF presumption in favour of sustainable development is met and planning permission should be granted.

#### S106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL)

21. The application would be subject to CIL; monies from which could be directed by WBC as appropriate towards improving and funding of local infrastructure necessary to mitigate the impacts of the development.

22. In addition to the normal CIL charge, the development would also deliver the following s.106 obligations:

- Land for delivery of the NDR;
- Affordable Housing – On-site provision and commuted sum;
- Contribution towards My Journey Travel Plans;
- A Public Transport Services Subsidy Contribution;
- SANG delivery, transfer to WBC and contribution towards initial maintenance;
- SAMM contribution;
- Open Space delivery and maintenance thereafter;
- Widening of the footpath on Twyford Road;
- Additional Highways Planting to south west of the site;
- Management and Maintenance of the Compound Area off of Twyford Road;
- Commitments to providing opportunities for local labour in construction; and
- S106 Monitoring fee.

23. The above package is considered reasonable to mitigate the otherwise unacceptable impacts of the development upon local infrastructure. It has been negotiated having regard to the expectations set out in policy (Policy CP20 and Appendix 7 of the Core Strategy, the Infrastructure and Contributions SPD, and the North Wokingham SDL Infrastructure Delivery Plan), to the details of the scheme and to the substantial planning/public benefits that the scheme would deliver. Each of the obligations above has also been negotiated having regard to the statutory tests set out in the Community Infrastructure Levy Regulations 2010; namely they are considered: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development.

#### SANG, OPEN SPACE AND GREEN INFRASTRUCTURE

24. Policy TB08 of the MDD DPD lays out the required standards for development in terms of Public Open Space (POS) provision. The development overall would provide public open space far in excess of current WBC standards. The open space would be provided as follows:

Typology	WBC Standards		Proposals	Surplus Deficit	/
Parks and Gardens	1.1ha/1,000 population	0.31ha	0	-0.31	
Amenity Public Open Space	0.98ha/1,000 population	0.30ha	0	-0.30	
Children's Play	0.25ha/1,000 population	0.08ha	0.08ha	0	
Natural Greenspace	2.84ha/1,000 population	0.87ha	0	-0.87	
Outdoor Sports Facilities	1.65ha/1,000 population	0.51ha	0	-0.51	
Allotments	0.52ha/1,000 population	0.16ha	0	-0.16	
SANG	8ha/1,000 population	2.46ha	8.71ha	+6.25	
Total POS Requirement		4.69ha	8.79ha	+4.1ha	

25. Although there are undoubtedly shortfalls in on site provision in some typologies, these are more than offset by the over provision of SANG.

#### AFFORDABLE HOUSING DWELLING MIX AND STANDARD OF RESIDENTIAL ACCOMMODATION

26. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. The development would provide a good mix and balance of dwelling types, tenures and sizes, as follows:

	Market	Affordable	Total
1 bed flat	0	6 (all social rent)	6
2 bed flat	10	7 (all social rent)	17
2 bed house	6	8 (all shared ownership)	14
3 bed house	61	5 (all social rent)	66
4 bed house	23	0	23
5 bed house	2	0	2
<b>Totals</b>	<b>102</b>	<b>26 (20%)</b>	128

27. Core Strategy Policies and the Infrastructure and Contributions SPD indicate that development within the SDLs should secure 35% affordable housing. In this instance the 35% requirement is being met by a combination of on-site provision (26 units, 20% - see above) and an Affordable Housing contribution to be applied by the Council towards off-site affordable housing provision. The contribution secured is £1.748m and amounts to £92k for each of the additional 19 (15%) dwellings that would otherwise have had to have been provided on site. This is significantly more than the £80k per unit secured at Matthewsgreen, Kentwood Farm and Keepatch Beech, and is reflective of the rise in values that has occurred in the intervening period since the grant of those permissions. By this approach, the LPA will be able to ensure the delivery of mixed and balanced communities in accordance with policy CP5.

28. All of the dwellings exceed the minimum size standards set out in the National Space Standards. In addition, pursuant to recommended condition 21 the dwellings will be constructed to achieve appropriate internal ambient noise levels.



It is therefore considered that the development will provide acceptable levels of amenity for future occupants.

29. The Borough Design Guide sets a minimum garden depth of 11m. The proposed layout complies with these requirements with all houses meeting or exceeding the minimum threshold. In addition, permitted development rights of the properties would be removed by recommended condition 12 so as to restrict unacceptable encroachment into these important garden spaces.

30. It is therefore considered that the development will provide a good mix, balance and quality of dwelling types, tenures and sizes so that a wide range of housing needs can be met. This will ensure that the development is sustainable in meeting the housing needs of the community. The development therefore accords with the relevant policies of the development plan in this regard.

## DESIGN

### Policies and Vision

31. The NPPF sets out overarching principles for design in section 7. Core Strategy policies CP1 and CP3 are consistent with this approach and these require high quality design that respects the context of the site and the surroundings. Managing Development Delivery policies CC03 and TB21 require that development proposals have due regard to the landscape context of the area and incorporate adequate landscaping to soften the development.

### Layout

32. The development proposes new dwellings to the south of Ashridge Stream, with two new accesses formed onto Bell Foundry Lane. The land to the north of the stream comprises an area for SANG and Public Open Space with a variety of landscape characters and uses.

33. Two access points from Bell Foundry Lane serve the development and provide physical and visual links through to the open landscape area to the north. Key views through the development focus on retained trees and open landscape areas. Other views along formal and informal vistas are created by the building form. Focal buildings turn corners, identify routes and create 'stop to views'.

34. The layout is structured around a hierarchy of roads (designed to the national standards set in the 'Manual for Streets') comprising the main site access roads (5.5m wide with a 2m footpath), secondary access roads (4.8m wide shared surfaces) and private drives and courtyards. Parking has been incorporated in the layout in a variety of ways, both allocated and unallocated, on plot, on street, and in the courtyards.

35. The layout also provides a clear hierarchy of public and private open space and movement corridors, which enhance the legibility for users of the SANG.

36. The layout, although not all directly fronting onto Bell Foundry Lane, has houses overlooking the road at the junctions. The three storey flats either end of the bell Foundry Lane frontage will also provide good levels of passive surveillance to the

road. Given that the field opposite is used for sports and recreation, and the significant structural planting proposed where rear gardens would back onto Bell Foundry Lane, this approach in this instance is considered appropriate.

#### Scale and Appearance

37. The built form will generally comprise of 2 storey houses, 2 storey houses with rooms in the roof (2 ½ storey) and 3 storey apartment buildings. The variety of storey heights creates a variation in roofscape, adding interest and aiding legibility within the scheme. Increased storey height is used in particular to create focal buildings to stop views, turn corners and identify routes. The 3 storey apartment buildings, located at either end of the Bell Foundry Lane frontage, would act as successful focal buildings 'bookending' the development frontage. Three storey buildings have commonly been accepted along the NDR as part of the SDL wide development and the scale proposed reflects that of the heights approved on Phase 2a of the adjacent Matthewsgreen Development.

38. The topography of the site slopes down towards the stream affording the opportunity to provide 2 storey homes with rooms in the roof with views over the stream and landscaping beyond. The built form along Ashridge Stream comprises mainly detached dwellings in an informal layout, shared surfaces with soft edges, spaces between buildings and strong landscape components. This character area will present a loose development fringe to the open views from the north.

39. Along Bell Foundry Lane a varied frontage will avoid a uniform appearance in distance views. Active elevations, including that of the three storey flats, will provide appropriate surveillance to the footpath/ cycleway route; whilst the buildings interspersed with planted boundaries will reinforce the landscape character of the road. Focal buildings will identify corners and access points, with a build up of scale and massing. Changes in materials will also emphasise important corners and junctions.

#### Appearance

40. The proposed dwellings will have predominantly red brick elevations, with occasional use of render for emphasis. Tile hanging and timber framing details will also be used to add interest and variety. Roofs will be finished in slate or tile. The choice of materials reflects those typically found in the area and will further enable the new development to integrate with the existing environment.

41. The design of the houses has followed the Edwardian and Arts and Crafts character of properties common in Wokingham. The traditional proportions and details of the village houses have been reflected in the proposed dwellings, with the design language expanded at certain places in the scheme to provide landmark buildings with a scale and design to emphasise nodal points and spaces. A mix of roof configurations and heights will provide a lively and interesting roofscape, within a design language of traditional pitches and forms that are characteristic of the area. Furthermore, the use of features such as porches, dormers, chimneys and bay windows will also reflect the local vernacular.

42. It is also considered that the development would appear as a natural built development extension of the consented development at Matthews Green and, given the area to the north is being retained as open space, the scheme fits easily within the built up character of Wokingham town.

#### Landscape Strategy

43. Landscape proposals for the site seek to, where possible, retain and enhance the vegetation forming the field and site boundaries. The land to the north of Ashridge Stream has been retained as informal natural green space with public and wildlife benefit; whilst the amenity and hydrological value of Ashridge Stream would be improved through localised improvements and earthworks. The development would provide new seasonally wet areas to the south of the Stream, designed to provide amenity benefit for overlooking residents.

44. Proposed tree planting will enhance the existing vegetated boundaries, whilst tree planting to the streets will provide green links through the development and visually link Bell Foundry Lane to Ashridge Stream and the SANG to the north. A predominance of native species will support biodiversity within the site and encourage wildlife back into the area. The species selection proposed has been informed by the hierarchy, character and scale of the different areas and open spaces.

45. Along Bell Foundry Lane the existing mature trees and hedgerows to the south will continue to provide a mature landscape setting and strong buffer to the adjacent Cantley Recreation Ground. The road is to be widened with a new hedge and trees planted on the Bell Farm side of Bell Foundry Lane. This will produce a tree lined route and contribute significantly to softening the visual impacts of the development.

#### Density

46. In the developable area, the net density of the development is approximately 21 dwellings per hectare (dph), which is lower than the 35DPH generally achieved in the SDLs. This accords with Appendix 7 of the Core Strategy and the Masterplan SPD ensuring that the proposal reflects the existing surrounding development to which the site and SDL would be appended.

#### Design Conclusions

47. The development would deliver high quality design that respects the context of the site and the surroundings. The development proposals have due regard to the landscape context of the area and incorporate adequate landscaping to soften the visual impact. In design terms it is considered that the development complies with the relevant policies of the development plan; namely Core Strategy policies CP1 and CP3 and Managing Development Delivery policies CC03 and TB21.

#### NEIGHBOURING RESIDENTIAL AMENITY

48. The NPPF and Core Strategy policy CP3 require that new development should be of a high quality of design that does not cause detriment to the amenities of

adjoining land users. These principles are reinforced and outlined in greater detail within the Council's Managing Development Delivery document and the Borough Design Guide.

49. There are no existing residential dwellings in the immediate vicinity of the application site that could be affected by the development in terms of loss of daylight, sunlight or privacy. New dwellings proposed to the west of the site (Matthewsgreen Phase 2a) would be separated from the new development by Twyford Road and the dwellings proposed towards the west of the site are in keeping with the scale and design of the development approved for the adjoining site. Separation distances between dwellings of the two developments will be well in excess of WBC's guidelines and, as such, there will be no unacceptable overbearing or overlooking relationships introduced.
50. Noise, disturbance and inconvenience during the construction period can be appropriately minimised as far as is reasonable through good practice and through the conditions requiring the submission (for the Council's approval) of a Construction Environmental Management Plan and restricting the hours of construction activity.
51. For the reasons set out above, in terms of its impact upon neighbouring residential amenity the development need not fail against the relevant policies of the Development Plan; namely Core Strategy Policy CP3 and Policy CC06 of the MDD DPD.

#### HIGHWAYS AND TRANSPORT

52. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. The NPPF advises, however, that development 'should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
53. The development is principally structured around facilitating the up-grade of Bell Foundry Lane as part of the NDR works for the SDL. The final 'preferred route' option for the NDR was agreed and committed to by WBC's Executive in September 2015. Following WBC's adoption of CIL the delivery of the NDR became the responsibility of WBC and, as set out above, the applicant will be obliged under the S106 to transfer land to WBC upon request to accommodate WBC's proposals. Whilst it should be noted that the details of the NDR included in the application submissions are indicative only, WBC's project officer has confirmed that the corridor to be safeguarded is sufficient to accommodate the NDR requirements – inclusive of the required carriageway width, landscaped verges and a segregated pedestrian/cycle way. Detailed design of the NDR will need to follow under the Reserved Matters application.
54. In terms of the housing, the traffic generated is not predicted to be significant. Using WBC's Strategic Transport Model, which includes the delivery of the NDR, the application submissions demonstrate that the housing would not have a significant impact on the local road network when compared to the 'without'

development scenario. The submissions also evidence that the traffic generated by the housing would be unlikely to materially worsen the existing highway safety record.

55. The transport modelling and safety audits undertaken also verify that in the short term, the full application for the housing site is capable of operating without the need for the NDR to be provided on this section of Bell Foundry Lane first.
56. The proposed development will promote sustainable travel; directly through facilitating WBC's planned up-grade works to Bell Foundry Lane, contributions towards WBC's "My Journey" travel planning service, a bus subsidy contribution and the provision of footpath widening along Twyford Road
57. It is the case that there would be no footway or cycle links to the east from the site for any properties occupied before the NDR is completed. While current estimates have the first occupation occurring only three months before the NDR is complete, timescales cannot be guaranteed at this stage and therefore an indicative temporary footway / cycle link through Cantley Park has been identified. This temporary link could be put in place, if required to cater for significant early demand for pedestrian / cycle links to the east, before the NDR is completed. Recommended condition 28 deals with this matter. Other off-site improvements will also be included.
58. In terms of bus stops, at this stage the nearest stops to the site are on Matthewsgreen Road (900m (10-15 mins) walk), Milton Road (1.2km (15-20 mins) walk), and Wiltshire Road (1.1km (15 - 20 mins) walk). Bus access will nevertheless be improved through the provision of services serving the adjacent Matthewsgreen development (0.8km (10-15 mins) walk); whilst in the longer term, post NDR completion, it is anticipated that new bus stops will be located along Bell Foundry Lane meaning that all of the dwellings on the site will be within a 5-10 minute walk of a bus stop. Condition 29 requires the submissions of a bus strategy for the site to be worked up in more detail. The application is also inclusive of a bus subsidy contribution which will help forward fund bus services to serve the development/SDL in advance of the critical mass of population required to make the services financially viable; hence instilling sustainable transport patterns from the outset.
59. Access for vehicles into the site would be via two new priority junction vehicular accesses off Bell Foundry Lane provided at the western and eastern ends of the site. Internally the layout is structured around a hierarchy of roads comprising the main site access roads, secondary access roads with shared surfaces and private drives and courtyards. The layout, inclusive of private turning heads, visibility splays and service margins, has been designed in accordance with guidance in the Manual for Streets and in accordance with WBC highways requirements. The roads will be constructed to adoptable standards, although only the primary and secondary roads will be offered for adoption.
60. A minor access off Twyford Road will serve gas, water and electricity infrastructure. This has been designed to accommodate servicing vehicles entering the site, turning and exiting in forward gear. The service compound will be owned and maintained by the site Management Company, who will be obligated through the Section 106 Agreement to manage the area responsibly for

its intended use. The application submissions have also demonstrated that service compound will have adequate visibility on Twyford Road for vehicle speeds of up to 60mph, although vehicle speeds should be far less due to the lower speed limit.

61. Car parking is provided in accordance with WBC standards and consists of an appropriate mix of allocated and unallocated hardstanding spaces for residents, spaces in garages and car ports for residents and hardstanding spaces for visitors, as follows:

Type	No. spaces	Ratio (128 dwellings)
1. Allocated	198	1.55
2. Unallocated/Visitor	61	0.48
Total Allocated + Unallocated + Visitor	259	2.02
3. Garages	62	0.48
Total Allocated + Unallocated + Visitor + 0.5*Garages	290	2.27

62. Cycle parking is provided in cycle stores for apartment buildings to accord with WBC standards. For houses, cycle parking is accommodated in garages or car ports. Final details of cycle parking will be agreed with WBC pursuant to condition 24.

63. A Construction Environmental Management Plan (CEMP) will be submitted and agreed with the Council prior to construction in each sub-phase. Construction traffic to and from the site will be managed, as far as is reasonable, through this process.

64. The access strategy for the site therefore provides for sustainable transport modes; whilst the development would not cause any significant or severe impacts on the function or safety of the road network. The development therefore complies with the relevant highways policies of the development plan.

#### THAMES BASIN HEATHS SPECIAL PROTECTION AREA (SPA)

65. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 5km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The site lies wholly within this zone and, in accordance with Core Strategy Policies CP8, and CP18 and saved South East Plan Policy NRM6, mitigation is being provided in the form of Suitable Alternative Natural Greenspace (SANG), and a financial contribution towards Strategic Access Management and Monitoring (SAMM).

66. The design of the SANG is sympathetic to the landscape and ecological considerations of the site. The SANG would be delivered and available in advance of any residential occupation of the development. Thereafter the SANG would be maintained for a year by the applicant before being transferred to WBC (with a financial payment) for management and maintenance in perpetuity.

67. Given the SANG proposals and the SAMM contribution, the development both alone, and in combination with other plans and projects, is not likely to have a significant effect upon the Thames Basin Heaths SPA. Both Natural England and WBC's SANG officer support the development.

#### LANDSCAPE, TREES AND VISUAL CHARACTER

68. The existing landscape is influenced partly by the edge of town dwellings along Matthewsgreen Road, but currently has a semi-rural feel due to existing fields and mature hedgerow oaks between the settlement edge and A329(M) and the open space around the Cantley Park area. This is however an allocated SDL and the proposed Matthewsgreen development to the east of the site will have an inevitable urbanising impact upon the character of the landscape in this area.

69. The provision of the SANG to the northern part of the site, inclusive of additional planting proposals, would have a beneficial impact upon the landscape character in the area. It would retain a clearly perceptible green buffer/wedge between the edge of the Wokingham settlement and the A327 – an important aspect of the existing spatial masterplan for the SDL.

70. Current evidence suggests that the Bell Foundry Lane hedgerow and trees T7, T28 and T29 would likely need to be removed to accommodate the NDR works to Bell Foundry Lane; although not to accommodate the proposed housing. The NDR is an essential piece of infrastructure required to facilitate the SDL wide development, with a resolution for delivery from WBC's Executive, and that will of itself in all likelihood require the removal of the vegetation. Final details of landscaping for the NDR will need to be subject to the Reserved Matters application and, at this time, officers are investigating the extent to which those trees can be retained within the proposed NDR design. If they do have to be removed, there would be sufficient space within the new highway verge for replacement Oaks.

71. Additional planting is provided on the southern boundary of the site adjacent to the NDR and averages about 2m in width and includes a number of trees. The planting is sufficient to provide a replacement hedgerow planting and structural tree planting.

72. Bearing in mind the location of the site within the SDL, the need to deliver the NDR and to the extensive landscaping retained/proposed as part of the development, it is considered that the proposals are acceptable in this context.

#### ECOLOGY

73. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.

74. The application is accompanied by various supporting documents, including an Ecology Appraisal and Ecological Studies. Wokingham's Ecology Officer has assessed the application and, subject to the recommended conditions, is

satisfied that there would be no significant impact on ecology.

## DRAINAGE AND FLOOD RISK

75. The NPPF and Core Strategy policy CP1 seek to ensure that new development should avoid increasing and where possible reduce flood risk. MDD Policy CC09 seeks to locate vulnerable development away from areas at risk of flooding, and Policy CC10 seeks to reduce run-off rates and volumes to as near as greenfield as practicably possible.
76. As part of the proposals, existing ground levels will be raised on the southern side of the stream and, in conjunction, flood compensation will be undertaken with the floodplain moved further north by re-shaping ground levels and providing the same floodplain storage of that lost on a level for level basis. By re-shaping the floodplain the proposed residential development would be located outside of the 1 in 100 year (plus 35% allowance for climate change) flood level. The submitted FRA also confirms that following development a 'Flood Map Challenge' will be required to reclassify the flood zones within the site.
77. The submitted Flood Risk Assessment (FRA) has demonstrated through test results that infiltration would not be achievable and therefore the drainage strategy proposes to control of runoff from the site at greenfield rates with attenuation via swales and ponds. An assessment of the Cantley Park catchment has been undertaken which demonstrates that the culvert underneath Bell Foundry Lane and the drainage ditch discharging into Ashridge stream has the capacity to cater for runoff from events up to and including the 1 in 100 year flood event with an allowance for climate change. The applicant has also undertaken an assessment of the feeder catchment north of the A329 which demonstrates that in a worst case scenario, the extra runoff can be accommodated by the proposed compensation scheme which has an extra storage capacity of 294m<sup>3</sup>.
78. Finished floor levels for the development will be set 600mm above the 1 in 100 year flood event with a 35% allowance for climate change on the stream levels and there is an agreement in principle with Thames Water for a pumping station which discharges directly into the sewage treatment works.
79. Based on the above, and subject to the recommended conditions, officers are satisfied that the development would meet the requirements of Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 in respect to managing drainage and flood risk.

## HERITAGE ASSETS

80. Policy TB24 of the MDD requires development to 'at least conserve and, where possible enhance the important character and special architectural or historical interest of listed buildings, conservation areas, monuments or parks and gardens, including their setting and views.
81. There are no listed buildings on site and the site does not sit within a conservation area. Neither are there any listed buildings, conservation areas, monuments or parks and gardens within the vicinity of the site which would have their settings adversely impacted by the proposed development.



82. In terms of archaeology, trial trenching undertaken at the site recorded a modest number of post-medieval features, most of which look to be field boundaries, but did not record any archaeological features that would require further archaeological investigation within the residential area and attenuation ponds. Furthermore, no intrusive works are proposed for the SANG area. Given Berkshire Archaeology's consultation response, WBC officers are satisfied that no further archaeological works or investigation need be carried out at the site.

## ENVIRONMENTAL HEALTH

### Noise and Vibration

83. The proposed development is well distant from existing residential properties. In terms of the impact from construction, there would be no adverse impact subject to securing appropriate mitigation measures; i.e. by limiting hours of construction, and implementing appropriate measures in a Construction Environmental Management Plan (CEMP). Noise arising from the completed development (principally from vehicular movements) would present no significant impacts and a negligible increase over that of the NDR.

### Air Quality & Odour

84. The proposed residential properties are located more than 200m from the A329M. Current guidance from the Highways Agency is that beyond this distance there is significant dispersion of pollution and concentration of pollutants will reduce to background levels. Exhaust emissions from the A329M will not therefore prove harmful to the air quality experienced at the residential elements of the development.

85. Whilst there will be an increased traffic usage of Bell Foundry Lane resultant from its up-grade as part of the NDR works, there is no evidence to suggest that road traffic will prove unacceptably harmful to the air quality on the site. Residential properties are being placed along the length of the NDR as part of the SDL wide development and the circumstances with the Bell Farm site are no different.

86. The site also sits adjacent and to the north west of the Thames Water Sewage Treatment Works (STW). Prevailing winds are south westerly's. Odour dispersion modelling indicates that a very small proportion of the application site (the south eastern corner) is currently likely to be exposed to odour exposure levels from the STW that would exceed the Environment Agency indicative odour impact criterion for moderately offensive odours. Thames Water however have a committed schedule of up-grade works for the STW that are, following completion, predicted to reduce odour emissions by 43% in comparison to current baseline operations – which would make almost all of the land amenable to development. No dwellings are proposed in the very small area of the south east corner of the site where odour would likely cause issue. Whilst the occurrence of adverse odour impact and complaints cannot be completely excluded, the proposed up-grade works are considered sufficient to allow the development as proposed. Neither Thames Water nor WBC's Environmental Health Officer has raised objection to the development.

## Land Quality – Contamination

87. The majority of the site is agricultural land, although part of the site is occupied by Bell Farm which accommodates several commercial and industrial units. These land uses have the potential to cause contamination and therefore need to be suitably assessed.
88. An intrusive investigation has been carried out at the site mainly for geotechnical purposes. There is a recommendation in that report that a full Phase 1 and Phase 2 investigation needs to be carried out. Subject to those investigations and to the implementation of an appropriate scheme of mitigation if proven necessary, it is considered that land contamination will not prove a problem for future residents of the development. Such matters would be controlled through the recommended condition.

## SUSTAINABLE DESIGN AND CONSTRUCTION

89. The Government has created a new approach for the setting of technical standards for new housing. This has rationalised the pre-existing and many differing standards into a simpler, streamlined system. The Government set out its policy on the application of these standards in decision-taking and plan-making in a written Ministerial Statement. The statement withdrew the Code for Sustainable Homes. As the Code for Sustainable Homes has been withdrawn, WBC can no longer require building to Code Level 4 as a condition to planning consent. However, Part L of Building Regs effectively requires the equivalent energy efficiency as Code Level 4. Committee therefore need not consider this matter further under this planning application.

## OTHER MATTERS

### Environmental Impact Assessment

90. By letter dated 24<sup>th</sup> June 2016, the LPA 'Screened' the development under the requirements of the Environmental Impact Assessment (EIA) Regulations 2011 (as amended); concluding that the development was not EIA Development for the purposes of the Regulations. In doing so the LPA were satisfied that the physical scale of the development would not result in a significant increase in considerations such as traffic, emissions and noise and is significantly below the threshold of 1,000 dwellings which the Planning Practice Guidance indicates is likely as having a significant urbanising effect. Furthermore, the characteristics of the land and the proposed development are not likely to lead to significant environmental impacts and the required infrastructure to deliver the NWSDL has already been secured by previous permissions such that the proposal is able to mitigate its own impacts.

### Third Party Concerns

91. Three third party letters of objection have been submitted. These letters raise various concerns, as outlined above. However, none of these matters have led recommending officers to reach a different conclusion on the main issues outlined above.

**CONCLUSION**

This is a sustainable development that offers substantial public benefit in meeting the housing needs of the community and delivering on Wokingham's development aspirations for the North Wokingham SDL. There are no adverse impacts of granting planning permission that would outweigh those benefits and the NPPF presumption in favour of sustainable development is therefore met. The application will deliver high quality development, concentrated in the SDL in accordance with the Council's spatial strategy, and there are no other material planning considerations of significant weight that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed above and the completion of a S106 agreement.

**CONTACT DETAILS**

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APPENDIX A – Application Drawings

APPENDIX B – Full comments from Wokingham Town Council

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