

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed By	Post Code
O/2014/2242	PPA expires – 20 March 2015	Wokingham	Emmbrook / Norreys	Major Development Proposal	

Applicant Bovis Homes and Gleeson Developments

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

Type Outline
PS Category 1
Officer Connor Corrigan

FOR CONSIDERATION BY Planning Committee on 25th February 2015
REPORT PREPARED BY Head of Development Management

SUMMARY

- 1) The application site is located about 2km to the north west of Wokingham on land to the north of Matthewsgreen Road, west of Twyford Road and east of Toutley Road. The site is an allocated development site (810 units, primary school and neighbourhood centre) within the Council’s adopted Core Strategy policies and Supplementary Planning Documents, forming the main development site within the North Wokingham Strategic Development Location making provision for 1500 new homes.

- 2) The site itself comprises primarily agricultural land with hedges and trees which are mostly located along the boundaries of the site. There is a watercourse, Ashridge stream, which runs into the Emmbrook river running along the northern boundary of the site. To the north of this stream lays Toutley industrial estate and more agricultural land. To the southwest is located Emmbrook retail parade (Clifton Road shops) and two schools, Emmbrook Secondary School and Emmbrook Primary School. To the east of the site across is Twyford Road and Cantley recreational ground. The site topography varies with the majority of the site sloping away from Matthewsgreen Road in the south towards the Ashridge watercourse.

- 3) The proposal is for an outline application for a phased development of up to 760 dwellings (at least 50 less than allocated). This includes a proposal for a 60 unit assisted living homes / older persons accommodation, a new local centre (including retail), a new 1FE primary school (with capacity to expand to 2FE school), community facilities and associated areas of open space including children’s play facilities, drainage attenuation, parking and landscaping.

- 4) It should be noted that only the principle of development on this site, that is the broad parameters relating to site layout, building heights and land uses, including the NDR and potential alignments and access are to be considered at this stage. It is important to note that consent would ensure the early delivery of the NDR on this site. All other detail matters such as landscaping, design, scale and appearance are for consideration at the

reserved matters stages. This will ensure that the Council's preferred alignment can be delivered in conjunction with the detailed design.

- 5) The proposal includes provision of a section of the Northern Distributor Road (NDR) which would run east to west through the heart of the site with the two main accesses proposed. One to the east from Twyford Road, which will accommodate a new roundabout junction linking with Bell Foundry Lane which will be fixed at this stage and one to the west onto Toutley Road which remains open. After consultation with the Council's Highway Offers, the applicants have shown two options for the road alignment to the west and the final design for the Toutley Road end / access will only be finalised after the alignment of the NDR has been decided by the Council. There are also residential accesses proposed onto Matthewsgreen Road and Toutley Road. Two are in the form of cul-de-sac's and two onto Matthewsgreen Road would provide routes through the development linking with the NDR. Careful consideration was given to these accesses given public concerns over traffic and safety, in particular to those through routes onto Matthewsgreen Road. However following extensive traffic modelling and proposed works to these roads, it was found that both roads have sufficient capacity to accommodate the proposed accesses and the types of access proposed from the development and as such are considered acceptable. It should be noted that highway improvements works are proposed along Toutley and Matthewsgreen Road which will improve capacity, safety and make them less attractive for vehicular use by residents / other road users who do not live / need to use these routes.
- 6) The Council is still considering the final alignment / route of the NDR, as such the development provides two options as suggested by the Council for the NDR to run north out of the site avoiding Toutley Road altogether. This ensures the development would not prejudice the final NDR alignment (routes running north). As this is an outline proposal there is scope to amend the design / layout of this development should this be necessary as part of reserved matters. However it is not reasonable to delay decision on this scheme until after the NDR decision has been made given it does not prejudice all the options being considered by the Council. This has been successfully demonstrated by the other application proposals in the SDL's such as Kentwood Farm.
- 7) In support of this development, in 2014, a submission for a new Suitable Alternative Natural Greenspace (SANG) / open space on land to the northwest was submitted and approved. This scheme will be implemented should this scheme be approved. Works will include laying out of the SANG / open space and improvements to the links from the development site to the SANG comprising improved footpaths and bridges within the Emmbrook Vale park and two new pedestrian crossings along Old Forest Road and Toutley Road which will benefit the wider public.
- 8) The principle of development on this site has already been established through the Core Strategy, therefore for consideration are impacts to the character and appearance of the area, impacts to local residential amenities, environment (ecology, biodiversity, landscape), infrastructure provision and the implications to the highway network including the delivery of the NDR. These have been addressed as part of the application documents and the Environmental Statement recommends how any impacts will be mitigated.
- 9) The site is an allocated site for approximately 810 units. Following more detailed consideration of the site constraints as part of this proposal against the Councils adopted standards, it was found that the developable area of the site can accommodate up to 760 units. Although the housing number is less than that set out within policy, this is considered acceptable as it represents the most efficient use of land while maintaining high standards of development.
- 10) Some of the main benefits that the development will bring to the local area and to

existing and new residents are the provision of the NDR which will assist in the relief of traffic locally, a new individually designed primary school, new community facilities and local neighbourhood / retail centre to the area and additional formal amenity space in the form of SANG / open space. There is provision within the s106 for the school and community facilities to be delivered by the Council and these facilities will be transferred to the Council from the developers. This approach allows the Council the flexibility to work with the local community to deliver the best facilities locally which otherwise might prove more difficult to deliver. The community facilities could also make provision for health facilities in the local area in the form of treatment rooms. There is also scope for the future accommodation of the local scout group on the site, although this does not form part of this application and would need to be assessed separately. The proposal indicates that the school / community site could be shared and this is considered to represent the best use of the land and resources available.

- 11) As with other SDL development, the site for the school and community facilities, are shown to be located next to one another and the new local neighbourhood centre which would comprise some small retail units. It is considered important that the new school is located away from the existing schools to the southwest to prevent additional congestion locally during school pick up / drop off times. The location of these facilities that is sited together within the heart of the new development allows each facility to be able to benefit from each other and will encourage new residents to walk by providing safe routes and permeability throughout the site and to the surrounding area. This approach is known to be successful.
- 12) The location of the school and neighbourhood centre are acceptable in planning terms subject to the installation of highway safety measures along the NDR and the provision of safe routes and good permeability within the site. It is considered these principles have been achieved as part of this proposal. These facilities are principally being provided for the benefit of the new community and as such there is no justification to relocate these further to the south of the site next to the existing developments. Safe attractive links will be provided which will link the existing development areas to the south and west with these new facilities. The proposed location also allows easy access to Cantley facilities, via a new pedestrian crossing to Cantley across Tywford Road and to the linear park located along the watercourse, for the school. It should also be noted that locating the school, community facilities and retail centre adjacent to each other means that the local neighbourhood centre / community centre are more likely to remain viable into the future and can share parking and thereby make the best use of the land.
- 13) The location of the school and local centre adjacent to the NDR is similar to the situation that exists on the Buckhurst Farm development site (South Wokingham / SDR) and as advised subject to appropriate road safety measures being installed along NDR, it is considered these can be accommodated safely. The detail of these measures will be considered as part of the reserved matters.
- 14) The NDR is designed to be an attractive route through the new residential areas, being tree lined, operating a 30 / 40mph speed limit and providing segregated pedestrian / cycle routes alongside the road. It is intended to serve as a distribution road to the new developments and not to serve as a by-pass for North Wokingham. As such the location of the school and local centre adjacent to the NDR is considered appropriate and will not have significant impacts upon the NDR in terms of traffic movement but will help with traffic management along this route.
- 15) The concerns of local stakeholders regarding the impact that the scale of the proposals will have upon the local highway network are noted however the NDR will take the majority weight of the new traffic in addition to existing development traffic. This proposal will provide a key section of the Council's strategic NDR which is key to the delivery of housing in North Wokingham and the Council's housing strategy. The NDR will also

provide wider benefits to the highway network within Wokingham as part of the Council's strategy for delivering four major new roads to help accommodate housing development. The NDR will be provided early on in the development as will the access onto Twyford Road. The scheme also proposes a number of off-site highway improvements to improve junctions and existing capacity including Old Forest Road / London Road and Matthewsgreen Road / Twyford Road. This will help reduce impacts locally.

- 16) Local residents are concerned that the accesses onto Matthewsgreen and Toutley Road, two of which link with the NDR, will result in congestion, rat-runs and additional safety issues along these local routes. Although some traffic will clearly choose to use the existing highway network, the intention is to undertake improvement works and also to install new traffic calming measures along these routes, such as new / improved pedestrian crossings, improvements to existing footpaths and other junction works. Moreover the routes within the development site are designed not to encourage residents to use these roads for rat-running. This is achieved via road design ensuring the routes are slow and more tedious to use. These measures should ensure that the NDR will be the route of preference for new and existing residents and will reduce traffic impacts locally. This should ensure that the existing roads remain within capacity and traffic speeds are reduced. It should also be noted that good modern practice seeks to limit the amount of cul-de-sacs within a development and seeks to ensure good permeability within a site for all users. Moreover the use of spine roads where all developments traffic gets onto the same road is known to cause additional congestion, thereby harming the function intended for the NDR.
- 17) It should be noted the applicants have been working with the Council's Highway Officers on their transport proposals and to provide appropriate mitigation. It is considered that the proposals are robust and the approach / measures proposed is appropriate in highway terms. The proposal will mitigate against its own impacts and will not result in significant additional harm to the network in terms of congestion or highway safety. Furthermore the development will provide contributions towards improvements to the highway network. As such the scheme is acceptable in highway terms.
- 18) Critical to any new development is the provision and improvement of sustainable links both within the site and to town centres / transport links to encourage alternative methods of transport to the car and reduce congestion. In this instance the development will deliver a range of improvements to pedestrian / cycle links into the town centre and to the wider area. These include improving existing links where appropriate comprising of improved surfacing, widening of routes, signage, new routes, and installing new or improving existing pedestrian / cycle crossings.
- 19) Two of the more obvious improvements / benefits are the links through Emmbrook Vale Park which is unsurfaced at this time and the creation of a new pedestrian / cycle friendly route from the site and Matthewsgreen Road through Cantley Park to the south towards to the town centre. This new route will take pedestrians / cyclists away from Twyford / Milton Road and provide an attractive new link as far as Holt Road. This will provide benefit to both new and existing residents. Integration within the site and to the neighbouring development areas has also been considered. Pedestrian links and new crossings will be provided which provide safer and attractive routes. These measures are considered to be acceptable and will help promote pedestrian / cycle movements. The detail will be reviewed at the reserved matters stage.
- 20) As part of promoting more sustainable travel, the proposal will deliver an improved bus service to the area which is presently poor and infrequent. This will help to encourage alternative transport modes / choices for new and existing residents instead of the car. These will be linked with the Council's "My Journey" and sustainable network schemes.
- 21) In terms of the impact upon the character and appearance of the area and upon local

resident's amenities, the Environmental Assessment shows there is no significant issues resulting. As advised, the principle of development on this site has already been established. Although an outline application, the applicant has provided a indicative masterplan and parameter plans which demonstrate that the proposed development can be accommodated on the site without caused significant harm to local amenities. The scheme will be principally two storeys in height, with some three storey proposed around the local centre / key vistas. The approach reflects the existing neighbouring development in terms of building heights, densities and house types. The development will be generally outward facing with houses fronting onto Matthewsgreen Road, Toutley Road and Twyford Road and will comprise traditional building styles / designs. The development will need to adhere to the Council's adopted standards such as parking, space and design however these matters will be assessed as part of the reserved matters at a later date. On this basis the principles behind the scheme are considered acceptable.

- 22) In addition to the SANG area, the development will provide open space and children's play areas throughout the site. The main areas of open space or green infrastructure being the linear park to the north and the area in the south western corner of the site which provides a green link between the existing development and the new local centre / school site. The main formal area of children's play (NEAP) is located next to the school site and there are other informal areas elsewhere. The onsite provision is supplemented by improvement of the links to Cantley and within Emmbrook Vale Park to the SANG site. Where appropriate contributions for provision / improvements to off-site infrastructure, such as at Cantley or other local sports / leisure facilities within Wokingham are proposed. Allotments will be provided off-site. This approach is considered acceptable.
- 23) In terms of landscaping, ecology and biodiversity, the most important hedgerows and trees are shown to be retained and where these are lost, suitable replacement planting will be required. The proposal has looked at and assessed the impacts to wildlife / ecology on the site or within the local area. Working with the Council's Ecology Officer appropriate mitigation has been proposed. The linear park along the watercourse offers a wildlife corridor within the site and the SANG to the northwest provides further enhancements. These issues will be considered in detail as part of the reserved matters.
- 24) In terms of flooding and drainage, the proposal has been assessed against flood risk and mitigation proposed where necessary. It is considered that the site has sufficient capacity to accommodate this level of development without causing impacts to the wider local area. The use of SUDs will slow down discharge / water run-off from the site and store excess water on the site, thereby improving the drainage compared to the existing land use. As such this is considered acceptable by both WBC drainage engineers and the Environment Agency. The details will be assessed in more detail as part of the reserved matters.
- 25) The developer has agreed to make payment towards the necessary s106 contributions for infrastructure and services. Affordable housing will be provided, 35% affordable housing in accordance with policy, comprising 22% provision on-site and a commuted sum towards off-site provision in addition to housing provision for the elderly.
- 26) For these reasons; it is considered that the development would not result in significant harm to the local area in terms of impacts to amenities, environment or on the highway network and the scheme does not prejudice the delivery of the NDR and contributes to the necessary infrastructure and services. As such, it is considered the proposals are policy compliant and subject to conditions is acceptable.
- 27) For these reasons the proposed development is considered acceptable subject to conditions. It is important to note that should the proposal be delivered under the

Community Infrastructure Delivery, the Council will need to provide direct delivery of the NDR instead of the developers. This has implications housing / infrastructure delivery and would almost certainly have consequences on development proposals coming forward outside of the planned SDL's.

PLANNING STATUS

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

RECOMMENDATION

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

- Affordable Housing – 35%
- Education – Primary, Secondary, Post 16 and SEN
- Healthcare
- Community Facilities
- Sports Hub Contribution
- Sports Halls
- Swimming Pools
- SANG and Strategic Access Monitoring and Maintenance
- Country Park and Countryside Access
- Amenity Open Space / Childrens Play Maintenance Commuted Sums
- Biodiversity
- Children's Play
- Highways including contribution towards the Strategic Highway Improvements (e.g. FNDR and Coppid Beech roundabout improvements)
- Railway Station Improvements
- Station Link Road

- Coppid Beech Park and Ride
- Travel Plan
- Off-site highway works
- Sustainable links to the town centre and wider area
- Libraries
- Allotments (off-site)
- Burial
- Communities Provision
- Legal and Monitoring fees.

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

Plans

1. This permission is in respect of Site Location Plan (Drg No. 2197-A-1000-E), Design and Access Statement (version 2 dated January 2015), Land Use Parameter Plan (Drg No. 2197-A-1010-G), Green Infrastructure Parameter Plan (Drg. No. 21791-A-1011-J), Access and Movement Parameter Plan (Drg No. 2197-A-1012-F), Building Heights Parameter Plan (Drg No. 2197-A-1013-J), Site Survey Plan (Drg No. 2197-A-1002-E), Site Sections (Drg No. 2197-A-1020-B), Landscape Strategy Plan (Drg No. 2197-TD100_20A), Surface Water Drainage Strategy (Drg No. 4676.401), Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014), the Matthewsgreen Farm, Wokingham (Planning Application No. O/2014/2242) Reptile receptor site at Old Forest Road SANG letter (EAD Ecological Consultants, 27 January 2015, Hedgerow Plan (DWG No TD700_30E), Matthewsgreen Environmental Statement (October 2014), Flood Risk Assessment (FRA) and Drainage Strategy for Matthewsgreen Farm (dated October 2014 compiled by Stuart Michael Associates ref: 4676/FRA&DS Issue Status 01 and email correspondence dated 6 January 2015 from Mr Tim Wood, letter dated 5 December 2014 ref: 4676/TSW/wst from Mr Tim Wood and plans ref: 4676.401.A and 4676.402, Transport Assessment dated October 2014 SMA Ref: 4676/TA, Issue Status: FINAL 01 (and additional Technical Notes 1, 2 and 3, appendice) and Highways Plans; Twyford Road access - SMA/4676.009/Rev F; Matthewsgreen Road eastern and central access - SMA/4676.011 Rev D; Matthewsgreen Road western access - SMA/4676/010 Rev B; Toutley Road south access - SMA/4676.019/Rev C; and Toutley Road north access – either SMA/4676.036 or SMA/4676.007/Rev C (depends on NDR alignment chosen by Exec).

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

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

Reserved Matters

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

b) Application for approval of the reserved matters referred to in a) above shall be made to the

Local Planning Authority before the expiration of three years from the date of this permission.

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

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

Phasing

3. The development represents the Matthewsgreen phase of delivery of the North Wokingham Strategic Development Location and will itself be delivered in sub-phases. Before submission of reserved matters pursuant to Condition 2 a strategy for the sub-phasing of the development based on the Phasing Plan in the Design & Access Statement (Version 2 - January 2015) shall be submitted to and approved in writing by the Local Planning Authority. The Sub-Phasing Strategy will define:

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

The development to be delivered under i) and shall be carried out in accordance with the approved Phasing Strategy.

Reason: to ensure comprehensive planning of the site within the wider North Wokingham Strategic Development Location, to ensure the timely delivery of facilities and services and to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17 and CP20 and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Sub Phasing

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

Reason: to secure comprehensive planning and design of the site and to be in accordance with NPPF Policies CP1, CP4, CP6, CP17, CP20 of the Wokingham Borough Core Strategy, Policy CC10 of the Managing Development Delivery Local Plan and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Materials

5. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the buildings shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a high quality development in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3, Borough Design Guide, CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014) and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Levels

6. No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels

(in relation to a fixed datum point) and finished floor levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

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

Permitted Development

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

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

Lighting

8. No floodlighting or other form of external lighting scheme shall be installed unless it is in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all principle highways, cycleways, footpaths, public areas and any non-residential buildings. Any lighting, which is so installed, shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance that does not change its details.

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

Construction Management

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

- i) a construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials;
- iv) programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);
- v) piling techniques including types of piling rig and earth moving machinery;
- vi) provision of boundary hoarding;
- vii) protection of the aquatic environment in terms of water quantity and quality;
- viii) details of proposed means of dust suppression and noise mitigation;
- ix) details of measures to prevent mud from vehicles leaving the site during construction;
- x) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- xi) lighting on site during construction (including temporary);
- xii) measures to ensure no on site fires during construction
- xiii) monitoring and review mechanisms;
- xiv) implementation of the CEMP through an environmental management system;
- xv) details of the haul routes to be used to access the development;
- xvi) details of the temporary surface water management measures to be provided during the construction phase;

- xvii) details of the excavation of materials and the subsurface construction methodology
- xviii) appointment of a Construction Liaison Officer.

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

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

Construction Times

10. No work relating to the development hereby approved, including preparation prior to building operations, shall take place other than between the hours of 07:30 am and 6 pm Monday to Friday and 08:00 am to 1 pm Saturdays and at no time on Sundays or Bank or National Holidays.

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

Development Briefs

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

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

as defined on the Land Use Parameter Plan, Drawing No 2197-A-1010-G, a Development Brief for each of these parts of the site shall be submitted to and approved in writing by the Local Planning Authority and the details pursuant to reserved matters shall be in accordance with the approved Development Brief.

In bringing forward the Local Neighbourhood Centre, Primary School and Community Facilities Development Briefs, details shall be provided to the Local Planning Authority of the means of public engagement in formulating the design of each Brief.

The Local Neighbourhood Centre Development Brief shall contain:

- i) existing landscape features to be retained;
- ii) the proposed landscape framework, including structural planting;
- iii) layout, land uses, urban form and design principles, housing densities, site coverage and plot ratios;
- iv) details of the proposed housing mix based on size, type and tenure;
- v) details and location of areas of open space;
- vi) details including timing of the provision of a mixed use development incorporating at least 1000m² for uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential institutions); of which no individual unit shall be greater than 450m²;
- vii) a parking and servicing strategy for the commercial, community and residential uses within the district centre, the adjacent school and community use of the school facilities taking into consideration the potential for facilities to share parking;
- viii) details and timing of the pedestrian and cycle links to the secondary school and the wider network;
- ix) A lighting strategy designed to provide a safe environment whilst preventing light spill having an adverse impact on the ecology of the existing species rich hedgerows and SANG and

the character of the adjoining countryside;

- x) details and timing of public transport facilities including the interchange; and
- xi) Recycling facilities.

The Primary School Development Brief shall contain:

- i) general layout, arrangement of land uses, built form and design principles having regard to the need to facilitate up to two forms of entrance and dual use of the school facilities;
- ii) details including timing of the pedestrian and cycle links to the neighbourhood centre and the wider pedestrian and cycle network;
- iii) a parking and servicing strategy for the school, community use of the school facilities taking into consideration the potential for facilities to share parking; and
- iv) a strategy for achieving noise levels in accordance with Building Bulletin 93 – Acoustic Design of Schools – a Design Guide or any document that supersedes it including an external noise level not exceeding 55 dB LAeq,30min for unoccupied outdoor areas and an external teaching area where the noise level is below 50 dB LAeq,30min.

The Community Facilities Brief shall contain:

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

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

Reason: To secure comprehensive planning and design of the site and to be in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP5, CP6, CP7, CP17 and CP20, Policies CC06 of the Managing Development Delivery Local Plan and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

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

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

Tree Protection and Landscaping

Boundary Treatments

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

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

(and TB06 for garden development).

Landscape details (Large scale)

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

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

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

Retention of existing trees/shrubs/hedges

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

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

Protection of existing trees etc

16.

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

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

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

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

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

Landscape Management Plan

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

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Earth mounding and contouring

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

Reason: In the interests of the amenity and landscape character of the area in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Ecological Surveys

19. The ecological surveys, mitigation, contingency and enhancement measures contained within section 10.5 of the submitted Matthewsgreen Environmental Statement (October 2014) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: to ensure appropriate mitigation biodiversity impact of the development in accordance with application Environmental Statement. Relevant policies: NPPF, Wokingham Borough Core Strategy Policy CP7 and Managing Development Delivery Local Plan Policies TB23 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Ecological Permeability

20. The reserved matters for any sub phase of the development shall include details of a scheme to maintain the ecological permeability of that sub phase of the development (especially with regard to reptiles, amphibians and hedgehogs). This shall be submitted to and approved in writing by Wokingham Borough Council. The mitigation and contingency measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation of the impact upon protected species during

construction and in the long term, in accordance with NPPF, Core Strategy Policy CP7 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Reptiles

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

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

Hedgerows

22. The reserved matters for any sub phase of the development shall include a detailed hedgerow mitigation and compensation strategy. This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. Each detailed hedgerow mitigation and compensation shall be in accordance with the submitted Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014), the Hedgerow Plan (DWG No TD700_30E) and the mitigation, contingency and enhancement measures contained within paragraph 10.5.1 – 10.5.21 of the submitted Matthewsgreen Environmental Statement (October 2014). Each detailed hedgerow mitigation and compensation strategy shall be include.

- (a) Details of buffer zones required to protected the retained hedgerows, such buffer zones to be a minimum of 10m unless there are exceptional circumstances.
- (b) The buffer zones required to protect the retained hedgerows should be free from any development including residential gardens.
- (c) A detailed method statement for the translocation of any hedgerows to be removed as a result of the sub phase of the development, unless mitigation could be better achieved in ecological terms through new hedgerow creation.
- (d) A detailed hedgerow compensation strategy to address all other significant negative impacts on the local hedgerow network as a result of the sub phase of the development.
- (e) Management arrangements for the receptor site that will secure the long term future of the translocated habitats and species.

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

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

Veteran Trees

23. The reserved matters for any sub phase of the development shall include a detailed

veteran and near-future veteran tree mitigation strategy (covering all trees with a trunk diameter in excess of 100cm). This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. Each detailed veteran and near-future veteran tree mitigation strategy shall include the following.

(a) Veteran and near-future veteran tree buffer zone of sufficient size to allow for the long-term retention of the trees. These buffer zones should have a radius of not less than 15 x the DBH and should not include formal POS or areas of private garden other than in exceptional circumstances.

(b) Individual veteran and near-future veteran tree management plans including details of all the tree works that are required to maintain the trees ecological value. The management plans should cover a period of 10 years from the commencement of development

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

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

Landscape and Ecological Management Strategy (LEMS)

24. The reserved matters for any sub phase of the development shall include a detailed Landscape and Ecological Management Strategy (LEMS). This shall be submitted to and approved in writing by the local planning authority for that sub phase of the development. Each detailed Landscape and Ecological Management Strategy (LEMS) shall be in accordance with the submitted Landscape & Ecological Management Strategy (EAD Ecological Consultants, September 2014) and the mitigation, contingency and enhancement measures contained within paragraph 10.5.1 – 10.5.21 of the submitted Matthewsgreen Environmental Statement (October 2014). The submitted Landscape and Environmental Management Plans (LEMPs) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

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

Contamination

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

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

26. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be

carried out to agreed timescales and approved by the LPA in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the LPA upon completion of the development.

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

Access and movement

Cycle parking

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

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

Details of car and motorcycle parking

28. The reserved matters to comply with Condition 2 shall include details of car and motorcycle parking in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. The vehicle parking shall not be used for any other purposes other than parking and the turning spaces shall not be used for any other purposes than turning.

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

Parking Management Strategy

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

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

Vehicle Parking

30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any Order revoking and re-enacting that Order within or without modification), any garage, carport or area of parking accommodation on the site shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. Parking shall be constructed in accordance with the approved plans and shall not be enclosed beyond any enclosure shown on the approved drawings without the prior written approval of the Local Planning Authority. Garages, carports and parking areas shall not be used for any business use nor as habitable space.

Reason: To ensure provision of adequate parking and reduce the likelihood of unplanned roadside parking in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6,

CC07 of the Managing Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010 and the North Wokingham Development Location Supplementary Planning Document (October 2011).

Construction details

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

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

Vehicle turning

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

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

Construction access

33. Details of any construction access(es) to be provided shall be submitted to, and approved by the Local Planning Authority, prior to commencement of development.

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

Detailed junction designs

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

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

Travel Plan

35. The development shall not be commenced until either a full travel plan has been submitted to and approved in writing by the Local Planning Authority or the developer has agreed to contribute to the WBC 'My Journey' scheme.

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

Walking and Cycling Strategy

36. Prior to the first occupation of any dwelling within the development, a Walking and Cycling Strategy for the whole development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed

strategy thereafter.

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

Public transport improvements

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

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

Flooding and Drainage

Flood Risk Assessment

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

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

Reasons: 1) To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. 2. To prevent flooding by ensuring the satisfactory storage of surface water from the site. 3. To prevent any loss of flood water storage. 4. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. 5. To prevent flooding by ensuring the satisfactory storage of surface water from the site and in addition to improve water quality. 6. To reduce the risk of flooding to the proposed development and future occupants. Relevant policies: NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 CP20 and the Managing Development Delivery Local Plan Policy CC10 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Surface Water Drainage Scheme

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

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

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1 and CP18 CP20 and the Managing Development Delivery Local Plan Policy CC10 and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

Drainage strategy

40. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Relevant Policies: NPPF and Core Strategy Policy CP1 and CC09 and CC10 of the Managing Development Delivery Local Plan (Feb 2014).

Scheme for the improvement of the existing sewerage system

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

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

Disposal of foul and storm water

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

Reason: In order to ensure satisfactory provision is made. Relevant Policy: NPPF and Core Strategy Policy CP1 and CC09 and CC10 of the Managing Development Delivery Local Plan (Feb 2014).

Waste and Water

43. Development shall not commence until a drainage strategy detailing any on / off site drainage works, have been submitted to and approved by the Local Planning Authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works as approved have been completed.

Reason: The development may lead to sewage flooding; in order to ensure sufficient capacity for to cope with the new development and to avoid any adverse environmental impact in accordance with NPPF and Core Strategy Policy CP1 and CC09 and CC10 of the Managing Development Delivery Local Plan (Feb 2014).

Impact Studies

44. Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to and approved by the Local Planning Authority in consultation with Thames Water. The studies should determine the magnitude of any additional capacity required in the system and a suitable connection point.

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

Emergency water supplies

45. Prior to first occupation of any relevant sub-phase of development fire hydrants, or other suitable emergency water supplies, shall be provided in accordance with a scheme including details of their location, specification and a programme for their provision which has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Borough Core Strategy Policy CP4.

46. Before first occupation of the school(s) and any mixed use buildings within the District centre measures sprinkler systems and/or other measures for controlling the spread of fire shall be installed in accordance with a scheme which has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Borough Core Strategy Policy CP4.

Sustainable Development

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

Development shall be carried out in accordance with the approved details and so retained thereafter unless otherwise agreed in writing by the Local Planning Authority. No dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that the Code Level stated above has been achieved and which has been submitted to the Local Planning Authority for approval.

Reason: To ensure a high standard of sustainable development in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1 and CP3 and the Managing Development Delivery Local Plan Policy CC04 and CC05, the Sustainable Design and Construction Supplementary Planning Document (2010) and the North Wokingham Strategic Development

Location Supplementary Planning Document (2011).

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

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

The subsequent reserved matters applications to comply with Condition 2 shall include details of the measures to fulfil the approved strategy and the approved measures shall be installed and functional before first occupation of the buildings they are intended to serve.

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

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

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

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

Reason: To reduce refuse and enable the efficient use of water in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010) and paragraphs * of the Environmental Impact Assessment dated * and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

50. The reserved matters to comply with Condition 2 shall include measures to reduce water consumption as far as possible. The measures shall be implemented in accordance with the approved details before first occupation of any building within the sub-phase and shall be retained thereafter unless their replacement would result in improved water consumption.

Reason: To reduce water consumption accordance with Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010) and the North Wokingham Strategic Development Location Supplementary Planning Document (2011).

51. The reserved matters to comply with Condition 2 shall incorporate internal and external spaces for the storage of refuse and recyclable materials for all dwellings within the sub-phase, the school and the commercial units within the neighbourhood local centre and provision in accordance with the approved details shall be made prior to occupation of any building and retained thereafter.

Reason: To ensure that adequate provision is made for the storage of recyclables in accordance with Wokingham Borough Core Strategy Policy CP1 and CC04 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

52. All dwellings, local neighbourhood centre, school and community facilities site shall be provided with ducting that shall enable the connection of broadband or similar technologies.

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

Community facilities and school

53. Unless otherwise agreed in writing, a one form entry primary school with provision to facilitate expansion up to two forms of entry and dual use of facilities for community use, on a site no less than 2.3 hectares shall be constructed in accordance with an approved Design Brief required by Condition 11 and a specification approved in writing by the Local Planning Authority and the school shall be available for use prior to the occupation of 200 dwellings.

Reason: To ensure education provision to meet the needs of the development in accordance with Wokingham Borough Core Strategy Policy CP20.

Odour

54. Prior to submission of reserved matters, a detailed odour assessment will be undertaken to assess any potential impacts from odour to the amenities of future residents from the nearby sewerage works. The assessment shall be submitted to and approved in writing by the local planning authority and the mitigation measures deemed appropriate shall be installed / implemented and be operational prior to first occupation.

Reason: To protect the amenity of future occupants from odour and to inform the location of development on the site and any necessary mitigation in accordance with the NPPF, Wokingham Borough Core Strategy Policies CP1 and CP3 or by a timetable to be agreed in writing.

Archaeological

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

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough. Relevant Policies: NPPF and TB25 of the Managing Development Delivery Local Plan (Feb 2014).

Noise

Proposed Development - Protection from external noise

56. Prior to the commencement of development, details of a scheme of works, for protecting the occupiers of the development (including the residual accommodation, open spaces and the school) from externally generated noise, shall be submitted to and approved in writing by the Local Planning Authority. All works forming part of the scheme shall be implemented before any dwelling is first occupied.

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

Noise from services associated with new buildings

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

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

Noise from services associated with new buildings - Noise Scheme

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

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

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

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

(iii) the intended operating times.

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

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

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

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

School – Protection from noise

61. The school hereby approved shall be designed and/or insulated so as to provide attenuation against externally generated noise in accordance with a mitigation scheme to be submitted to and approved in writing by the Local Planning Authority before its construction commences. The scheme shall ensure that all noise implications, but specifically the future noise implications of the Northern Distributor Road (assuming full traffic flows at the outset), the A329(M) and Toutley Industrial Estate are mitigated so that internal and external ambient noise levels comply with Building Bulletin 93 – Acoustic Design of Schools – a Design Guide or any document that supersedes it.

No part of the school building or external space shall be occupied or brought into use until the noise mitigation measures to serve it have been implemented in accordance with the approved details and the measures shall be retained thereafter.

Reason: to ensure that premises are protected from noise nuisance and disturbance, in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3 and CP20.

Plant

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

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

Restriction on Local Neighbourhood Uses

63. Before any development for uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential institutions) commences a scheme specifying the provisions to be made for the control of noise emanating from the premises and from delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to protect the amenities of occupiers of nearby premises from unreasonable noise levels in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

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

The scheme shall be implemented in accordance with the approved details prior to occupation of the premises and retained thereafter.

Reason: to protect the amenities of occupiers of nearby premises from unreasonable noise levels in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

Ventilation

65. Before any development for uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential institutions) commences, details of the kitchen extract ventilation systems or such other steps as may be necessary to minimise the effects of odour from the preparation of food associated with the development, including measures to control the discharge of smell and fumes shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to first use of the premises and retained thereafter.

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

Affordable and specialist housing provision

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

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

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

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

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

Non-residential development

68. Individual units for A class uses (Classes A1, A2, A3, A4 and A5) shall not exceed a maximum of 450 m² (gross internal floorspace).

Reason: To ensure that the development serves as a neighbourhood centre to meet day-to-day needs of the local population rather than a destination attracting visitors from a wider catchment area in accordance with Core Strategy Policies CP2, CP13, CP20 and TB15 and TB 16 of the Managing Development Delivery Local Plan (Feb 2014), and the North Wokingham Strategic Development Location SPD.

Public Open Space

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

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

Access to SANG

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

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

Informatives

1. You are advised, in compliance with The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

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

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

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

Sustainable Design and Construction SPD adopted 2010.

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

Affordable Housing SPD adopted June 2011.

2. S106

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

3. Work on Highway

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

4. Mud on Road

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

5. Highway Adoption

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

6. Highway Management

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

7. Utilities

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

8. Noise

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

9. Thames Water

Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Water Comments

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

Supplementary Comments

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

10. Environmental Permits

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

11. Local Labour

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

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

12. Construction Noise

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

13. Code for Sustainable Homes

The applicant has made a commitment that the development will seek to achieve at least Code Level 3 of the Code for Sustainable Homes and Code Level 4 for the affordable housing units. Furthermore to the provision of on-site energy generation and to achieve a minimum reduction of 10% of total energy consumption through on-site renewable energy generation.

14. Design Standards

The applicant is advised that the Council will expect the reserved matters to adhere to the Council's adopted Design Standards (e.g. Internal Floor-Space, Garden Sizes and Parking Provision etc).

15. Fire Hydrants

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

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

17. Construction / Demolition Noise

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

PLANNING HISTORY

F/2014/1216; Proposed change of use of land from agricultural to form Green Infrastructure incorporating informal Open Space with walkways and bridges across the Emmbrook. Pedestrian access to be formed from Old Forest Road (Approved 04/09/14).

Of relevance:

O/2013/2295; Outline Application for the development of up to 225 dwellings and associated works at Kentwood Farm West (Phase 2 of the North Wokingham Strategic Development Location) (all matters reserved) (Approved 27/10/14).

O/2011/0699; Hybrid application, Phase 1 of the North Wokingham Strategic Development Location.

A) OUTLINE APPLICATION FOR:

The development of 274 dwellings, garages, driveways, car ports (total 557 parking spaces), internal roads, pathways, sub-stations, gas governor, the construction of a new access from Keephatch road and two new access points from Warren House road with associated amenity space, incorporating allotments (Matters for approval: Access and Layout).

B) FULLPLANNING PERMISSION FOR:

1) The laying out of an area of Public Open Space (informal) and a Suitable Alternative Natural Greenspace (SANG) on land west of Warren House Road (to serve the proposal phase 1 and future development at Kentwood Farm), including a car park (6 spaces), pathways, associated landscaping and pathway features.

2) The construction of a 3.5 metre high landform (noise bund) and 2.5 metre fence for a distance of 405 metres on the west side of Warren House Road and 635 metres on the East side of Warren House Road, parallel with the A329(M).

3) The erection of a sewage pumping station with interim access from the present access from Warren House Road.

This application was consent at appeal (ref: APP/X0360/A/11/2157754);

O/2010/0943; Hybrid application on the site which was refused. Under this proposal, outline approval was sought for the development of 357 dwellings, garages and associated infrastructure and landscaping, with two new access from Keephatch Road and Warren House Road, the erection of a substation and gas governor and associated amenity space (matters for approval access and layout). (REFUSED)

C/2013/2500 – Kentwood Farm East (Phase 1)

Application for submission of details to comply with the following conditions of planning appeal decision O/2011/0699 (Partial Discharge):

- 4) Strategy for sub-phasing of development.
- 11b) Landscape, ecology and open space strategy (in relation to sub-phase 1).
- 13) Landscaping and external works (in relation to sub-phase 1).
- 20) Archaeology.
- 29) Section 38 / section 278 details including 3 proposed site access points.

Note Condition 11b is referred to as 11 under appeal (duplication error – 11 Affordable Housing provision)

C/2013/1161 – Kentwood Farm East (Phase 1)

Application for submission of details to comply with conditions; 4, 7, 8, 11b, 13 & 23 of appeal planning consent ref: O/2011/0699;

- 4) Strategy for the sub phasing of development.
- 7) Waste Management Strategy.
- 8) Detailed Design Code.
- 11b) Landscape, Ecology & Open Space.
- 13) Detailed scheme of landscaping.
- 23) Details of the measurements of the flows of watercourses.

RM/2013/1164 – Kentwood Farm East (Phase 1)

Reserved Matters application pursuant to Outline Planning Consent O/2011/0699 for the erection of 274 dwellings, garages, parking and carports (total 608 parking spaces) internal roads pathways substations gas governor the construction of a new access from Keephatch Road and two new access points from Warren House Road with associated amenity space incorporating allotments (appearance, landscaping and scale to be considered) (Approved at Committee 18th Sept).

VAR/2013/1162 – Kentwood Farm East (Phase 1)

Application for removal of conditions 11a (affordable housing) and 35 (road junctions) of appeal consent O/2011/0699 (amendment to S106 agreement includes these details) (Condition 11a – Approved / Condition 35 – no longer being proceeded with).

NMT/2013/1171 – Kentwood Farm East (Phase 1)

Application for non material amendment for minor alterations relating to condition 1 of planning consent O/2011/0699 (approved layout for siting of dwellings). (Approved)

VAR/2014/1846 – Kentwood Farm East (Phase 1)

Application to vary condition 35 of planning consent O/2011/0699 for the erection of 274 dwellings, garages, driveways and car ports. Condition 35 relates to off-site junctions, the variation proposes to delete this condition. (Approved)

O/2013/2295 – Kentwood Farm West (Phase 2)

Outline Application for the development of up to 225 dwellings and associated works at Kentwood Farm West (Phase 2 of the North Wokingham Strategic Development Location) (all matters reserved). (Approved)

F/2012/2031 – Erection of 30 dwellings with associated access, landscaping and car parking on Land east of Buttercup. (Approved)

Land East of Buttercup Close (planning ref: F/2012/2035) for 65 Plough Lane (planning ref: F/2011/0182 / appeal ref: X0360/A/11/2152037/NWF) for proposed erection of two 4 bedroom detached dwellings with associated access, landscaping and parking.

Approved under planning ref: F/2013/2515 (30/05/14).

Scoping Opinion (ref: SO/2007/2997) was undertaken for 2500 dwellings, community centre, medical centre, retail centre, nursery and primary school. This set out that an environmental statement was required.

SUMMARY INFORMATION

Site Area	Approx. 34 ha
Thames Basin Heath SPA	7km
Dwellings	Up to 760
School	2.3 ha site
Public Open Space	Approx. 8.5 ha
Childrens Play	LEAP (800m ²) and NEAP (1600m ²) plus a contribution for off-site provision
Allotments	1.34ha - Off-site provision
Parking	Dependant on Housing Nos. but in accordance with parking standards

CONSULTATION RESPONSES

- **Berkshire Archaeology:** No objection - although results provide evidence to support the view that there are no buried archaeological remains of such significance to be a constraint to the development, in order to ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage a condition is recommended for a programme of archaeological work in accordance with a written scheme of investigation to be undertaken.
 - **Countryside Officer (Biodiversity) and Public Open Space:**

No objection in principle subject to conditions concerning hedgerows, veteran trees, Landscape and Ecological Management Strategy, scheme to maintain the ecological permeability of the site (especially with regard to reptiles, amphibians and hedgehogs)

Satisfied that the applicant has undertaken sufficient survey effort to establish the nature of biodiversity interest of the site and its vicinity.

Protected Species - satisfied that the submitted surveys demonstrates that this development is unlikely to adversely affect the local great crested newt, white-clawed crayfish, hazel dormouse, badger, water vole and otter populations. However if these protected species or signs of these protected species are encountered at any point during development then all works must stop immediately and local Natural England office informed.

Satisfied that the scheme complies with the Public Open Space standards set out in policy TB08 of the MDD DPD through a combination of on-site provision and contributions towards offsite provision.
 - **Environmental Health:** No objection subject to conditions on; Construction Environmental Management Plan, pilling, hours of work, noise, contamination and remediation, lighting, deliveries.
- Demolition and construction activities
Operations are likely to cause disturbance to neighbouring residents. Reference is made to the implementation of a 'Construction

Environmental Management Plan' to minimise impacts on neighbours. This plan needs to be agreed with the LPA prior to commencement of the development. Additionally working hours should be controlled and, if piling on site is required auger piling should be employed to minimise disturbance to neighbours.

Noise

The noise assessment considers existing noise levels from road traffic such as the A329(M) and industrial noise from Toutley Depot, and the impact on the proposed development, as well as the impact of noise generated by the development including the North Wokingham Distributer Road (NWDR). Three different scenarios/routes have been tested.

- Existing dwellings

Noise predictions show that no mitigation will be needed for existing properties due to the additional traffic generated by the development and the NDR.

- Proposed development

To achieve standard set by the Council in its Managing Development Document (MDD) for new dwellings mitigation measures will be need to be put in pace to protect internal noise levels. This can be achieved by installation of glazing with specific sound reduction properties and the use of trickle ventilation fitted with sound attenuation. Windows will need to be shut to achieve internal noise standards. A similar approach would be adopted to protect the school's internal noise levels. Mitigation measures for different parts of the development will need to be agreed with the Council once the final layout has been agreed.

- Industrial

No specific concerns are raised about noise from Toutley Depot.

Residential Gardens

Gardens and other green spaces are predicted to meet the No Observed Adverse Effect Level (NOAEL) and Lowest Observed Adverse Effect Level (LOAEL) during the day and LOAEL during the night. Levels are set in the Councils MDD. No mitigation measures are identified to protect external noise levels. However, consideration should be given to the layout and orientation of buildings to protect noise levels where possible.

Noise from services associated with new buildings

It is important to make sure that residents do not suffer excessive noise from, for example, chillers, ventilation systems etc.

Air quality

The air quality assessment considers that potential impact of the development for 2026. Three different scenarios have been considered depending on the route of the NWDR. The impacts on levels of nitrogen dioxide (NO₂) and fine particles (PM₁₀) have been predicted for a range of sensitive receptors across the proposed site as well as nearby residents and it is predicted that the development will have an insignificant to minor adverse impact on air quality. Levels are predicted to be below air quality objectives set for these pollutants for the protection of health.

Although no consideration has been given to any potential impacts on air quality in Wokingham centre for NO2 due to traffic pollution and it is recommended that an assessment is undertaken of potential impacts on air quality in Wokingham Centre and any mitigation that might be required.

Land quality

A phase 1 Geoenvironmental Desk Study has been undertaken. Possible contamination could have arisen associated with the previous uses on the site including agricultural use, farm yard and light industrial units. Contamination could also have arisen associated with historical uses of sites nearby including a landfill and electrical substations. Further site investigations will be needed to assess the significance of any contamination and any mitigation needed to make sure the site is suitable for use once developed. Any ground water issues should be referred to the Environment Agency for their comments.

Light

It is unclear if any flood lighting is going to be installed to service the multi purpose recreation area or other green spaces. Any floodlighting should require prior approval to protect the amenity of residents living nearby.

Activities associated with the local shops/amenities and assisted living/older person accommodation

In order to protect the amenity of people living in close proximity to these premises delivery times should be restricted.

Odours from the preparation of food should be assessed and mitigated where needed to protect the amenity of people living in close proximity to these premises.

▪ **Environment Agency:**

No objection subject to conditions. The proposed development will only meet the requirements of the National Planning Policy Framework (NPPF) if the following measure(s) are implemented and secured by way of a planning condition on any planning permission granted. Without these conditions the development would pose an unacceptable risk and we would object to planning permission being granted.

FRA and Drainage Strategy

Development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and drainage strategy for Matthewsgreen Farm.

Surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development needs to be submitted.

Water Quality and Sewerage

The applicant has liaised with Thames Water in order to determine if there is sufficient capacity within the foul drainage network however there is insufficient capacity within the network to accommodate the development and upgrades will be required. Precise details of these upgrades (including timing, to coincide with any phased development)

are yet to be determined. The EA's preference for foul drainage is for connection to the existing foul water drainage network.

For a development of this size and in this location (already served by the sewer network), the EA is unlikely to accept any other option based on existing technologies and methods. Only if significant environmental advantages can be demonstrated will any alternative options be considered.

Scheme for the improvement of the existing sewerage system needs to be submitted.

▪ **Highways and drainage**

No objection in principal subject to conditions and the agreement of the developer to the necessary highway upgrades in accordance with the Council's modelling which will include contributions towards NDR and associated highway network improvements works such as Coppid Beech Roundabout Improvements. The proposal includes improvements to pedestrian / cycle links and contribution towards the Council's Borough wide Travel Plan.

▪ **Landscape and Trees:**

No objection in principle subject to conditions relating to additional information being submitted regarding; Boundary Treatments, Landscape details, Retention of existing trees/shrubs/hedges, Protection of existing trees (areas need to be accurately calculated in accordance with BS5837:2012 and space is provided within the public open space for these RPA's which is outside the development zone including drives and parking), Landscape Management Plan and Earth mounding / contouring.

▪ **Highway Authority**

No objections

▪ **Natural England:**

No objections, SANG being provided the SANG is transferred to WBC with an appropriate commuted sum to cover management in perpetuity.

The Landscape and Ecological Management Plan which will be submitted as part of each Reserved Matters Application will contain full details of the green links that will be provided to link each phase of the residential development to the SANG, as currently outlined in the Green Infrastructure Parameter Plan - Figure 3.4. This is to ensure that new occupants do not have to walk through a construction site to access the SANG. The green links will be available for in perpetuity, and will provided before first occupation respectively for each phase of residential that comes forward. The specific detail of the green links will be agreed with your Authority in consultation with Natural England.

▪ **Conservation**

No objection - the application site is located to the north west of Wokingham, within open fields adjacent to an area of the town's C 20th suburban expansion. There are no designated heritage assets within the application site or within the immediate surrounding area.

Matthews Green Farm itself appears to have been much altered and is now in light industrial use (see Ordnance Survey maps below). The late C 19th farmstead appears as a C-plan yard of buildings with the farmhouse to the north. By the turn of the C 20th the farmhouse appears to have been demolished and another built to the east of the

yard. The farm yard buildings themselves appear to have been substantially altered or replaced during the period 1872 and 1936. As a result, this former farmstead has lost any architectural or historic interest that might justify its retention.

The proposed development is not considered to result in any material impact on the setting of designated or undesignated heritage assets. There are therefore no objections on heritage grounds.

▪ **Health and Wellbeing**

No objection – development should be well designed to lifetimes homes, include storage, and good accessibility and access to public space. It is unlikely that the Burma Hills Surgery will be expanded and therefore developers must be required to build two additional clinically equipped rooms that could be used for a satellite doctor's surgery in the new Community Centre.

▪ **Waste Services**

No objection.
General waste collection principles:

- Residual waste - 120 litres per property per week in 80 x 80 litre bags
- Recycling – 55 litre boxes given free on request
- Chargeable garden waste service @ £60 per annum for 240 litre wheeled bin or 75 litre sacks at £1 each

Weekly waste & recycling collection (Self-contained dwellings) – These must be within 25 metres of vehicular access (adopted or built to adoptable standards)

Weekly waste & recycling collection (multi occupancies) – bin stores must be within 10 metres of vehicular access (adopted or built to adoptable standards)

Bring recycling – It is recommended that community hubs or other communal facilities should have a glass recycling site.

▪ **Thames Water**

The receiving network is known to be at, or approaching capacity. Thames Water request that an impact study be undertaken to ascertain, with a greater degree of certainty, whether the proposed development will lead to overloading of existing infrastructure, and, if required, recommend network upgrades.

▪ **Sport England**

Sport England raises no objection to the principle of the development however seeks provision of sports facilities. As no on-site facilities are proposed, Sport England welcomes off-site financial contribution to ensure that the development adequately contributes towards the provision of indoor and outdoor sports facilities made necessary by the development.

▪ **Network Rail**

Network Rail is keen to work with the consortium as plans for this site and the surrounding area progress. Restrictions on drainage or landscaping affecting Network Rail sites.

▪ **Thames Valley Police (RPS):**

Contributions should be provided for policing.

▪ **Southern Gas Networks:**

No response at time of writing.

REPRESENTATIONS

• Local Stakeholder / Residents comments:

94 letters / emails of representation received, summary of the concerns raised are as follows (officer response is provided in the appendix):

Objections – Highway Matters:

- Proposed NDR route based on using Toutley Road and Old Forest Road is unacceptable as it would result in significant congestion and impacts to existing resident's amenities. Option B is only solution.
- Old Forest Road / Reading Road junction is already congested and cannot accommodate additional traffic from this development.
- Development should commence after NDR is constructed.
- The current proposals do not reflect Option B for the NDR.
- Increase in local traffic resulting in traffic and congestion within the local area.
- Highway safety implications due to the amount of additional traffic / cyclists / pedestrians users on the road.
- Will result in noise / pollution from additional traffic and increase in road usage.
- No new accesses onto Matthewsgreen Road should be permitted as road is already congested. Would result in rat running and further congestion and traffic safety issues locally. Users already speed along Matthewsgreen Road. If any access permitted these should only be cul-de-sac access to prevent rat-running.
- Development and construction traffic should be restricted to use of the NDR only to prevent congestion, pollution and amenity issues to existing local residents.
- Construction traffic should use Twyford Road only.
- Construction traffic during development needs to be controlled to outside of peak times.
- NDR needs to be in place early on to accommodate construction traffic and traffic from this development.
- Sufficient parking should be provided on the site with larger garages will be required for the proposed development.
- Improvements to Reading Road are required before construction commences.
- Reading Road is already congested and cannot accommodate additional traffic.
- Safety strategy required for Milton Road and other local roads required.
- It is already difficult to cross junction of Toutley Road / Matthewsgreen Road, development would only make this issues worse.
- Increased traffic over the Old Forest Road rail bridge which cannot accommodate more traffic.

- Proposal will result in increased traffic onto other roads within north Wokingham such as Plough Lane, which are already congested.
- The proposed park and ride is not suitable, too small and no use to residents in the west.
- Council should encourage the use of non-car transport and improve pedestrian / cycle links to town centre and wider area.
- Contractor parking should be delivered on site.

Other Matters

- A noise bund would be preferable alongside A329M.
- Development will cause disruption to existing residents through construction methods, for instance more noise, air pollution and vibration.
- Existing services and infrastructure cannot cope (schools, nurseries, health, public transport, sewerage etc.). WBC needs to make representation to the relevant government departments regarding the inadequacy of the existing infrastructure.
- The development does not integrate well into the existing community – the proposed development is inward looking given the position of local centres and community facilities to north.
- The proposed new local centre, community centre and school should be moved south of NDR / to the corner of Toutley Road thereby incorporating Joel Park, Emmbrook Village & the new Matthewgreen development.
- More play facilities are needed.
- Provision should be made for new community facilities and Emmbrook Scouts.
- Proposals will result in detrimental impacts on the visual amenity of the site and surrounding area.
- Impact to residential amenity from loss of amenity from noise / air pollution, overbearing impacts, loss of privacy and loss of light.
- Proposed building scale are uncharacteristic compared to the surrounding area. Should reflect existing area.
- Overdevelopment of the site and borough. Development would result in increased densities.
- Results in further urban sprawl.
- Development should be delayed until other developments around the Borough are completed.
- Proposed flats are out of keeping with existing character of the area.
- Any flats should be in the heart of the development.

- Location of SANG in the north is unusable and should be relocated.
- Development could result in flooding to existing houses and infrastructure.
- Confirmation required that Cantley Sports Field will not be developed. Improvements to Cantley are required.
- Loss of good arable farm land and buildings.
- Loss of employment from the existing commercial site.
- No reassurances that assistance will be given to find new premises for light industrial units displaced.
- There should be a reduction in the height of the proposed street lights.
- Detrimental impact on countryside and result in loss of green space for flora / fauna and ecology / wildlife.
- Loss of rural features, hedgerows, trees which will impact on visual amenities of the area and local biodiversity. Existing trees and landscaping should be protected.
- No provision for doctors surgery in the proposed development. Matthewsgreen area needs one.
- Overdevelopment of Wokingham Borough as a whole.
- No proposals for disabled access or safety.
- Dwellings lack storage space for modern day families.

Additional comments:

- Records/Figures from the Environmental Statement should not be read as absolute.
- More assessment for noise implications needed particularly with respect to the commercial uses to the north.
- Should be a designated telephone number for any breach of condition and a quick response.
- Broadband / IT connections need to be improved in this area.

Support:

- Development will retain significant hedgerows / trees
- Development allows for Option B of the NDR.
- Provision of housing for the elderly.

Responses from Local Councillors:

- Location of new primary school should be south of NDR.
- No points of access or egress onto Matthewsgreen Road or Toutley Road should be

allowed except for cul-de-sacs forming part of the new development. Principle access to new development should be from Twyford Road and proposed NDR.

- Recommended that developers move the proposed School to the south side of the NDR and move the Care Home north.
- Request that suitable play equipment be located to the south of the NDR within the confines of the development to allow safe use and inclusive to the new residents.
- Request conditions on the application to restrict construction hours.
- Two plots of land large enough requested for a Community Centre and Emmbrook Scout Headquarters

The Wokingham Society:

- Permission should only be granted subject to the primary provision of the proposed new access road onto the development from Twyford Road.
- Construction traffic to enter the site through the Twyford Road entrance.
- Recommended that developers move the proposed School to the south side of the NDR with Scout/Community facilities.
- New traffic modelling to be required, particularly at pinch points Emmbrook Rd/Reading Rd & Emmbrook Rd/Commons Rd junctions.
- Detail plans of the future development including time scale and community facilities.

Emmbrook Residents Association:

- The WSTM3 2010 baseline understates the current volume of traffic in Emmbrook and does not reflect the true distribution of this traffic.
- The developer's traffic surveys took place during the summer holiday season, with the manual counts, in particular, taking place just one week before the schools broke up for the summer recess.
- The developer failed to survey two heavily trafficked junctions in Emmbrook, namely the Reading Road/Emmbrook Road and the Emmbrook Road/Commons Road junctions.
- The developer's solution for mitigating the forecast over capacity of the Reading Road/Old Forest Road junction will not work even if the traffic congestion on the west bound carriageway of the Reading Road is solved.
- The existing residents of Toutley Road and the cul-de-sacs off it will be severely impacted by the magnitude of the extra traffic introduced by making this totally unsuitable road part of the NDR
- The proposed development egresses onto Matthewsgreen Road are likely to be used as rat runs due to the traffic calming measures that will be necessary on the section of the NDR passing through the development, particularly in view of its alignment past the school and through the local centre.

- The noise measurements used to conclude that only minimal measures are needed to mitigate the motorway and commercial estate noise were carried out under a most favourable set of weather conditions and cannot be taken as representing the normal noise levels on the site
- The plan to route the NDR through the most populated and used part of the development may conform to the latest fashion in town planning but is clearly perverse and unsafe
- Although it may conform to the planning principle of placing statement buildings on the main thoroughfare, the proposed location of the school could not be much worse from a health and safety perspective
- The developer's assertions over the suitability of the local links to support sustainable modes of transport to the site contain misrepresentations and inaccuracies.
- The developer concedes that during the construction of the development there is a need to mitigate the adverse effects the construction will have on the existing community, but defers addressing them until a later date.
- The development does not integrate with the adjacent settlements as required by the north Wokingham SDL SPD.
- No community facility is to be provided for the residents although evidence shows that existing centres are very well used by existing residents and are a vital amenity to the community.

Wokingham Town Council:

- Scheme needs to take into account that the SANG is proposed within the Ashridge flood plain and should be designed accordingly.
- Mitigation needed for potential flooding of Emmbrook School.
- Option B of the proposed NDR should be considered rather than the Toutley Road option.
- This Option B should be completed before the construction of the proposed housing.
- Option B prevents the dissection of the School and Community centre.
- Widening of NDR to allow for commercial, private and cycle lane.
- Toutley Road is deemed unsuitable for site access.
- Potential impact of traffic lights, could cause more congestions on roads.
- The need for the proposal to comply with parking standards at the minimum.
- Dwellings should have off road parking at a higher level than suggested in the parking standards.
- Increased public transport opportunities –bus routes.

- Local centre should be sufficiently large to accommodate two doctors room.

Joel Park Residents Association:

- Route and time of construction traffic through Matthewsgreen Road and neighbouring roads during development stage.
- Traffic implications of development
- Noise pollution from construction
- Parking during construction stages – on and off site
- The ability for children to safely arrive and depart from school.
- Timing of NDR
- Provision of safe walking and cycling lanes on Matthewsgreen Road.
- The provision of green space.
- Provision of community centre/village hall
- What the s106 contribution is going towards.

Berkshire, Buckinghamshire & Oxford Wildlife Trust:

- Lack of information on the proposed measures to avoid adverse impacts on protected bird species.
- No clarification of 'Emm Brook Corridor' ownership or status – therefore unable to suggest whether SANG meets the Natural England Guidelines.
- Functionality of Old Forest Road SANG unclear.
- Council should ensure that Strategic Access Management and Monitoring payment is adequately secured.
- Should the council be minded to approve, a detailed ecological management report should be provided and implemented. Regarding protected habitats and particularly slow-worm habitats.
- A Sensitive Lighting Strategy should be submitted regarding the impact of lighting on protected species.
- The applicant should seek to enhance biodiversity on the site of development.

Emmbrook Scout Group:

- Local scout group require new facility to ensure they remain located within the local area. As such accommodation should be made on the site for a scout facility.

Reconsultation

13 additional letters / emails of correspondence received following re-consultation, most raised no new concerns. A summary of the concerns raised are as follows:

- Proposed widening of pavement will widen into the land leading up to front boundaries to the detriment of occupiers.
- Pleased various road improvements have been made, including cycleway being created.
- Lack of proper bus network.
- Option A of the NWDR should be dismissed – option B is preferred.
- Detrimental impact on the 'Sainsbury's' intersection – causing increased delay.
- Tywford Road & Toutley Road not suitable for increased traffic.
- Utilities Report Sewerage – the report says that in section 5.6 receiving capacity is insufficient and therefore further detailed engagement with Thames Water is required.
- Unable to find the amended plans to the website.
- Loss of working farm – when there is a need to increase food production.
- Objection to eight year build program.
- Once works have been completed weight restrictions should be reinstated.

Berkshire, Buckinghamshire & Oxford Wildlife Trust (Additional)

- Recommended planning condition for the avoidance of adverse impacts on protected species (reptiles), protected habitats (hedgerows) and to achieve a net gain for nature.
- Should the council be minded to approve, a condition should be placed which required detailing of how loss of hedgerow will be avoided, mitigated and compensated.
- Should the council be minded to approve, a condition should be placed which required detailing of how adverse impacts on Reptiles will be avoided, mitigated and compensated.
- Should the council be minded to approve, recommended a planning condition is included which requires the development to be implemented in accordance with an appropriately detailed landscape and ecological management plan, based on the principles outlined within the Environmental Statement and Appendix 13.

PLANNING POLICY

National Planning Policy Framework

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

Managing Development Delivery Development Plan Document (MDD Local Plan) adopted February 2014: CC01, CC02, CC03, CC04, CC05, CC06, CC07, CC08, CC09, CC10, TB05, TB07, TB08, TB21, TB23, TB25 and SAL05.
Appendix 2 (Car Parking Standards).

North Wokingham Strategic Development Location SPD adopted October 2011.

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

Affordable Housing SPD adopted June 2011.

Sustainable Design and Construction SPD adopted 2010

ADDITIONAL INFORMATION

- Summary note responding to comments raised (see appendix 1)

PLANNING ISSUES

The Site and Surrounding Area

- 1) The application site comprises approximately 34 hectares and is situated approximately 2km to the northwest of Wokingham town centre and south of the A329(M). The site forms part of the Strategic Development Location (SDL) as identified within the Core Strategy Policy 20 and North Wokingham SPD.
- 2) The Core Strategy proposes 1500 new homes within North Wokingham. 180 of these are already consented (150 constructed) at Plough Lane, therefore leaving a balance of 1320 to be constructed at the two other allocated sites. The NW SDL is made of two main development areas, this site which is the main development site is located in the west. The Kentwood Farm site, which is made up of two sites, Kentwood East (274) and West (225) have consent for up to 499 dwellings. The Core Strategy / SPD identifies the Matthewsgreen site as providing 810 new dwellings. The SPD Masterplan and Infrastructural requirements are set out below.
- 3) The site comprises mainly agricultural land, consisting of open fields, ditches, hedgerows and a mixture of trees in terms of age and type including 32 mature large oaks. These are primarily located along the site boundaries, although there are some free standing trees throughout the site. A more recent tree line has been planted running across the site in the north western corner of the site. There is also a small existing commercial operation located on the southern boundary which comprises some small business units and two residential properties which accesses onto Matthewsgreen Road.
- 4) The southern boundary is made up of Matthewsgreen Road with the existing residential developments fronting onto the site. Toutley Road in the west has a similar layout but has two dwellings directly adjacent the site but which do not form part of the application. Twyford Road forms the eastern boundary. The Ashridge stream watercourse runs along the northern boundary of the site to the Emmbrook river in the west. To the north of this watercourse is Toutley industrial estate and more agricultural land.
- 5) The nearest neighbourhood centre is located close to the site at Emmbrook retail parade or Clifton Road shops on the corner of Matthewsgreen Road and Toutley Road. This is formed a small number of retails units, some of which are vacant. There are flats above these shops. A public house, Dog and Duck is located adjacent the parade. There are two schools, Emmbrook Secondary School and Emmbrook Primary School located close by to the southwest of the site. Across Twyford Road is Cantley recreational ground which accommodates some sports clubs and pitches.
- 6) The site topography varies however the southern part of the site is generally higher with the majority of the site sloping away from Matthewsgreen Road in the south towards the Ashridge watercourse. Only the south western corner falls from north to southwest. There is approximately a 10m levels difference between north and south.
- 7) There is a Public Right of Way (No. 8) which runs through the site from Toutley Road

to Matthewsgreen Road. This will be retained.

- 8) The Matthewsgreen Farm site will also contain a new local neighbourhood centre, community facilities and a primary school.

Proposal

- 9) The proposal is for an outline application for a phased development of up to 760 dwellings. This includes 60 units of assisted living homes / older person accommodation, a new local centre (including retail), a new primary school, community facilities including health provision, associated areas of open space, childrens play facilities, drainage / attenuation, parking etc. Allotments and sports provision (with the exception of the school playing pitch) will be located off-site
- 10) The development site also comprises some units that are in employment use to the south of the site in addition to two dwellings. These will be demolished as part of the final phases and replaced with new housing.
- 11) Only access is to be considered at this time, all other detail matters such as landscaping, design, scale and appearance are for consideration at the later date, as part of the reserved matters. Therefore consideration needs to be given to the proposed accesses, the proposed parameters including layout, building heights, land uses, delivery of the Northern Distributor Road (NDR) through the site and any impacts to the local environment, residential amenities and the highway network.
- 12) The proposal provides a section of the NDR which would run east to west through the heart of the site with the two main accesses proposed on Twyford Road and potentially Toutley Road. The Twyford Road access will be formed by a new roundabout junction linking with Bell Foundry Lane while a new junction onto Toutley Road. The design of this junction will be determined following the decision over the preferred route of the NDR. Four residential accesses are proposed onto Matthewsgreen Road and Toutley Road, two of which will link with the NDR.
- 13) It should be noted that as the Council is still considering the final alignment / route of the NDR, the development also provides two options for the NDR to run north avoiding Toutley Road altogether. These are intended to ensure that the development would not prejudice any future alignment of the NDR from running north out of the site should this be the preferred route.
- 14) Given the sites location within 7km of the Thames Health Basin Special Protection Area (SPA), there is a requirement to provide SANG as part of any residential development to mitigate its impacts upon the SPA. The area for SANG is provided on a separate site nearby, Old Forest Road. This proposal was approved last year and comprises a new SANG / open space area and will be implemented should this scheme be approved. As part of this scheme improvements are also required to the links from this site to the SANG (paths and bridges within the Emmbrook Vale park and two new pedestrian crossings on Old Forest Road and Toutley Road.
- 15) As this is an outline planning application all matters are reserved for determination at a later date. However an indicative masterplan has been submitted which indicates that the site can accommodate the residential development, open space, play areas, school, local neighbourhood centre, community facilities and associated infrastructure as proposed.
- 16) It is envisaged that the development is likely to replicate the developments elsewhere within the SDL in terms of design and layout. The residential units are likely to comprise mostly 2 storey dwelling houses with private gardens, some town

houses and apartments of up to 3 storeys in height. These are likely to be located adjacent to the local centre, along the NDR and at key vistas. The density of the proposal is approximately 30 dwellings per hectare which is in accordance with the Core Strategy / NW SPD.

- 17) Affordable housing provision is proposed at 35%. Of this 22% (168 units) are proposed on-site with a commuted sum for the remaining to be provided off-site.
- 18) Phasing will be covered condition (condition 3) however the applicant has indicated in the Design and Access Statement that the Twyford Road junction and the NDR will be constructed early on. The first phases are proposed on the western part of the site. The school also needs to be delivered early on, before 200th occupation and therefore it makes sense to construct the NDR early on.

Layout and Design

- 19) As outlined, the application is an outline proposal with all matters reserved, therefore issues such as layout or more detailed matters such as design are not included within this application for consideration at this time. However the development is likely to be informed by the appearance and character on the consented schemes at Kentwood and Plough Lane and the surrounding existing developments. Any future application will be expected to accord with the Council's Borough Design Guide, in terms of internal floor standards, garden sizes, separation distances, parking standards etc.
- 20) The indicative masterplan shows that the scheme will be outward looking with buildings fronting onto Matthewsgreen, Toutley and Matthewsgreen Roads. This is an important design measure to ensure that the development integrates with the surrounding area. It is noted that there is some room for improvement on the south western part of the site where buildings appear to be side on but this detail can be reworked as part of the reserved matters.
- 21) Overall the indicative layout shows the site will comprise primarily family housing with some flats. The majority of the site will comprise two storey buildings but within key vistas, adjacent the NDR and local centre, could contain taller three storey buildings. This reflects the character of the wider area and Wokingham in general. The proposed location of the school, community facilities and local neighbourhood centre would be well linked to the surrounding areas to enable local residents to easily walk to them and allow the facilities to benefit from each other. It is considered that the proposed land use parcels, location and distribution of the amenity areas and building heights all appear broadly acceptable.
- 22) Permeability within the site and to the surrounding area appears appropriate also. Some pedestrian / cycle links could be improved however this can be addressed as part of the reserved matters.
- 23) Recycling facilities will also be provided on this site, the location of which will be considered under the reserved matters.

Open Space and Allotments

- 24) The site will accommodate a number of public open space amenity areas (green infrastructure) throughout the site. The main area being located on the northern parcel of the site adjacent the proposed school. Children's play areas will also be sited within these areas. There nearby SANG area on Old Forest Road which has already been approved will also provide additional amenity open space locally.

- 25) No allotments are provided on-site however the developer is proposing to make a contribution towards provision off-site.

Policy and Principle of development

- 26) The requirement for new housing is supported by Core Strategy Policy CP17 which seeks the delivery 13,230 new homes by 2026.
- 27) On the basis of the need to provide new housing, Wokingham Borough responded by identifying four Strategic Development Locations in the Wokingham Core Strategy (each with an SPD). The concentration of the majority of houses in four locations enables not only the delivery of houses but also importantly, the delivery of associated infrastructure.
- 28) In the Core Strategy Examination in Public, the Inspector stated that the overall strategy of concentrating new dwellings in four key locations was the most "suitable and balanced way forward" and would enable the provision of fully funded social, environmental and transport infrastructure. He also stated that sites within the SDL boundary, which are to be developed, should not be specified in the Core Strategy but should be determined through a master planning process which is to be approved as SPD, as endorsed by the Inspector at paragraph 3.19 of the Adopted Core Strategy. It is important to note that the Strategic Development Locations were considered the best way to ensure not only the delivery of sufficient high quality houses but also the delivery of satisfactory and necessary infrastructure.
- 29) The application site is located within the North Wokingham Strategic Development Location (SDL) and therefore the broad principle of development here is acceptable. Within North Wokingham SDL, there is a phased allocation for around 1500 new dwellings to be provided (810 units on this site).
- 30) It is important that the SDL sites are treated as a single development site and not simply an area comprising of a number of development sites. In this respect the SDL approach is that the location of facilities, dwellings and infrastructure within the SDL is to be determined by the overarching Masterplan SPD. The Masterplan for North Wokingham SDL envisages that developments would be delivered through a phased, co-ordinated approach which would allow for a comprehensive development of the whole SDL. This encompasses the provision of new infrastructure (roads, leisure, schools, recreation etc), upgraded and new neighbouring centres and community facilities.
- 31) Policy CP20 of the Core Strategy is the policy within the Adopted Core Strategy that specifically deals with the North Wokingham Strategic Development Location.
- 32) Policy CP20 states:-

Within the area identified at North Wokingham, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 1) *Phased delivery of around 1,500 dwellings including affordable homes in accordance with policy CP5;*
- 2) *Appropriate retail facilities;*
- 3) *Appropriate employment located west of Twyford Road, north of Matthewsgreen Farm and east of Toutley Industrial Estate;*
- 4) *Social and physical infrastructure (including provision for one new primary school if required);*
- 5) *Measures to maintain separation from Binfield/Bracknell and Winnersh;*
- 6) *Necessary measures to avoid and mitigate the impact of development upon the*

Thames Basin Heaths Special Protection Area in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's latest standards. This will include sufficient Suitable Alternative Natural Greenspace (subject to monitoring of the quality and quantity standards).;

- 7) Improvements to transport capacity along the A321 and A329 including the provision of a new route from the A329 (near the M4 over-bridge) to the vicinity of the Coppid Beech roundabout;*
- 8) Measures to improve accessibility by non-car transport modes along the A321 and A329 corridors; and*
- 9) Measures to improve access by non-car modes to Wokingham town centre (including the station interchange).*

The development will be guided by a Development Brief Supplementary Planning Document produced with the involvement of stakeholders including all interested landowners in the area covered by the Strategic Development Location as defined on the Proposals Map.

A co-ordinated approach to the development of the Strategic Development Location will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

Strategic Development Location SPD

- 33) The SDL Supplementary Planning Document for North Wokingham (NW SDL) was originally adopted in 2010 however subsequently the Southern Parishes Planning Group lodged a challenge with the High Court with respect to the validity of the adopted SPD's in January 2011.
- 34) As a result, the Council decided to go back out to consultation on new draft SDL SPD's and the North Wokingham Strategic Development Location SPD and Infrastructure Delivery and Contributions SPD for the Strategic Development Locations was readopted October 2011.
- 35) The SPD's were originally adopted after extensive public consultation and assessed and the approach accepted at the Kentwood appeal and subsequent applications therefore form a material consideration and carries significant weight in assessing any schemes within the SDL.

Loss of employment uses

- 36) The application site includes some existing light industrial / office units along the southern boundary which will be demolished and replaced as part of the proposed overall residential development. It is proposed that this will be undertaken during the final phases of development. A condition is recommended to ensure that these units are vacated and demolished before occupation of the neighbouring houses to ensure the residential amenities of the new occupiers are protected from bad neighbour uses.
- 37) The Core Strategy Policy CP15 (Employment Development) states that any proposed changes of use from B1, B2 and B8 should not lead to an overall net loss of B use floorspace in the Borough. However in this instance given that the site is providing new housing and the proposal is already accommodating 50 units less than set out within the SPD, it is considered appropriate to include this land in the development proposals at this time. This allows for the development to be masterplanned from the start, if not it is likely that the industrial uses on this site could have negative implications to the quality of the development and environment and the overall housing numbers that are achievable on the site. Moreover it is

considered that given the timescales involved, this phase is likely to come forward in 2023 – 2025, although the loss of any employment provision is regrettable, it is considered is considered appropriate given the above. The Council does not want to see local businesses fail and will be prepared to work with the occupiers of these units to help find them suitable alternative premises.

Local Neighbourhood Centre and Retail

- 38) Appendix 7 of the Core Strategy requires that provision should be made to enhance existing neighbourhood facilities to extend the range of services available at neighbourhood level. MDD policy TB17 (Local Centres and Neighbourhood and Village Shops) advises that proposals that enhance the facilities in these local centres will be supported. The proposal includes a new local neighbourhood centre comprising up to 3500 sqm of retail / commercial floorspace in accordance with the Core Strategy CP20 and NWSPD.
- 39) The proposed new local centre, which will include small-scale retail provision, is shown at a different location than that shown on the Preferred Spatial Framework (Figure 3.1 of the North Wokingham SDL SPD) however this plan was intended to form a guide to the location of on-site infrastructure. The final location was always intended to be worked as part of a thorough assessment of the site constraints and opportunities through the application process.
- 40) The proposed location of the local centre in the middle of the site near the primary school has been determined following more detailed assessment work and consideration as part of the application. The new school is located away from the existing schools to reduce traffic impacts locally and for the retail units to be realistically viable, these shops need to attract passing trade from the NDR and trade from the school. Moreover the site levels (drainage) would mean that the local centre if constructed as shown in the SPD would need to be constructed early on. This is more likely to mean that the retail units are less viable and would be converted before the area's local population is sufficient to support the new shop units. It was also considered more difficult to promote retail in the south western area of the site given the existing shops are unattractive however the development, by increasing the population locally and by providing good links to the existing shops, is likely to help with the viability of the local Clifton Road / Emmbrook shops.
- 41) For these reasons, it is considered that the location of the new local neighbourhood centre is acceptable provided suitable and attractive links are provided to it from the existing areas.

Infrastructure

- 42) The Infrastructure Delivery and Contributions SPD sets out the necessary infrastructure, phasing, funding and planning obligations required to allow for the sustainable development of the SDLs. The SPD advises that the means of delivery should be provided by the developers of the SDLs as part of the development. Any works will be calculated as proportionate costs of the development and where off site works are required these will necessitate pooled contributions for the works.
- 43) As advised the main aim of the Strategic Development Locations SPDs is to ensure that development goes hand in hand with the provision of essential physical and community infrastructure. The key infrastructural requirements identified at North Wokingham are;
- Provision of Northern Distributor Road (formerly called Relief Road) (NDR);
 - Provision of park and ride and interchange improvements at Coppid Beech

roundabout. This includes the Coppid Beech Roundabout Improvements;

- Improved pedestrian, cycle and bus links throughout the SDLs and to the Town Centre;
- Provision of Station Road link;
- Station Improvements;
- Contributions towards southern distributor road;
- M4 Junction 10 improvement works;
- Provision of new Primary School;
- Expansion of existing Secondary School;
- Special Educational Needs, Early years and childcare provision contribution;
- New Community Centre (GP surgery, community facilities, meeting rooms, retail etc);
- Two drop in Neighbourhood Police / Management facilities;
- Contribution to Library provision;
- Expansion of existing Children's Centre;
- Sports facilities (Cantley);
- Need for enhancement of retail facilities at existing centres at Clifton Road, Bean Oak Road and Ashridge;
- Housing Provision (35% affordable, wheelchair assessable etc);
- Expansion of Toutley Industrial Park (to NW of SDL);
- Provision of SANG / Country Parks;
- Open Space and play areas;
- Allotments and Public Rights of Way;
- Sustainable provision (SUD's, renewable)
- Provision of Noise Bund (Kentwood Farm)

(The junction at Ashridge has been discarded under the NDR Study undertaken by the Council as it was found to be ineffective)

- 44) Appendix 1 to this report sets out how the application meets Infrastructure Delivery SPD requirements.
- 45) In considering development, both the Core Strategy and SPDs, advise that the Local Planning Authority will seek overarching infrastructural applications for each SDL in order to deliver the infrastructure requirements and that these outline applications should include highways, transport, community buildings, affordable housing, schools, open space and SANG for consideration. As part of the Kentwood Phase 1 appeal decision, it was demonstrated that an SDL wide outline application was not required to support development within the SDL subject to an appropriate IDP being submitted.
- 46) The IDP should demonstrate how the proposals provide the infrastructural requirements and services laid down in the Core Strategy and SPDs in a coordinated manner and do not prejudice delivery of the SDL.

Overview

- 47) At the Kentwood appeal, the Secretary of State (SoS) found that the developers approach was acceptable however required that the Council needed undertake further highway assessment work (Northern Highway Study or NDR Study) to determine the requirements for the road network within North Wokingham.
- 48) It is noted that fundamental to the delivery of the NWSDL is the provision of a Northern Distributor Road (NDR) and that without its provision, the scale of NWSDL residential developments would not be acceptable due to its impact on the local and strategic road network. This view was agreed with by the Inspector at the

Examination in Public (EiP) for the Core Strategy and again by the SoS at the Kentwood appeal.

Highway Provision / Approach

- 49) Policy CP20 of the Core Strategy seeks improvements to transport capacity along the A321 and A329 and the provision of the Northern Distributor Road (NDR). The proposed NDR route, as outlined in the Masterplan runs from the A329 (near the M4 over-bridge) Forest Road in the west, through the SDL development (not using existing roads) and eventually to Coppid Beech Roundabout, where a park and ride is proposed to be located.
- 50) Although at the Examination in Public the Council's preferred option was for a partial NDR, which would link Forest Road with the application site and include a new Ashridge Interchange with east facing access onto the A329(M), following the NDR Study options assessment, this option was not found to be the most suitable option. Instead the full NDR from Coppid Beech to Reading Road was found to be the most appropriate option and the Council is proceeding on this basis.
- 51) A final decision is yet to be made by the Council's Executive Committee on the alignment of the NDR west of Bell Foundry Lane. The application does not prejudice any of the NDR options.
- 52) Appendix 7 clearly sets out the principles that should be achieved by the SDL approach:

"Development should be integrated into the existing town through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the town, in order to disperse wider traffic movement and allow for direct journeys, thus supporting the feasible use of more sustainable modes of travel, including buses.

These new connections should be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.

In particular, direct pedestrian and cycle access to the proposed Park & Ride facilities at Coppid Beech and any other public transport interchanges within or near to the site should be provided to facilitate more sustainable movement across a wider area. These will need to take into account various opportunities along the current A329(M) corridor which are currently under consideration".

Connections with the existing highway network should be provided for higher and lower order streets to ensure a high degree of integration with the existing town, to help disperse traffic movement and to facilitate public transport movement through the site. This will tie in to the Council's town centre traffic reduction scheme and reduce the need for residents living in the vicinity of the North Wokingham SDL to drive through the town centre in order to access local strategic highways.

An internal network of Greenway routes should be provided to connect to existing routes within the town and to provide safe routes for primary and secondary school children. Where possible, existing cul-de-sacs should be opened up to connect into this network.

Easy and safe access to the Park & Ride facility at Coppid Beech and any of public transport interchanges within or near to the site should be provided. These will create opportunities for the new and existing communities to 'walk and ride' and

'cycle and ride' to Bracknell, Reading and national rail links at Wokingham station.

Easy and safe access to the new park and ride must be provided to create an opportunity for 'walk and ride' and 'cycle and ride'.

Facilities and stops for local bus services to link to Wokingham town centre and mainline railway station should be provided.

A Personalised Travel Planning Service should be delivered for new home owners to inform them of their transport options.

Improvements to transport capacity along the A321 and A329 could include a variety of measures such as: -

- i) widening the existing highway;*
- ii) provision of bus lanes;*
- iii) signalisation of junctions;*
- iv) delivery of new sections of road connecting into the existing network such as an additional junction on the A329(M); and*
- v the provision of improvements to permeability east-west in a route north of Wokingham Centre from the M4 over-bridge to Coppid Beech. Any measures will need to be modelled to ensure it is an effective solution and should be capable of delivery at an appropriate time in the delivery of the development".*

The Inspector at the Inquiry found this approach to be sound and stated that he considered that the development of North Wokingham could not be achieved without the Northern Relief Road. Para. 5.41 of the Inspector Report on the examination of the Core Strategy, states that;

"From my knowledge of the area and residents' comments, it would be surprising if the addition of a large number of new homes did not put unacceptable pressure on the roads if a full new link to the A329 were not provided".

- 53) It is noted that the consortia agreed at the Inquiry that the approach comprising an outline application to determine infrastructure was acceptable and could be achieved.
- 54) More recently the Inspector at the Managing Development Delivery Local Plan (which has now been adopted February 2014) considered that it is appropriate for the Council to continue to rely on the Core Strategy.

The Applicant's Transport Assessment

- 55) The applicant has submitted a Transport Assessment (TA) with supplementary technical notes and drawings to support the application. The TA assesses the existing highway network and identifies what is required to mitigate the impacts of the development in terms of junction and highway improvements based on the Council's modelling and NDR Study. It also identifies the proposed pedestrian, cycling and public transport linkages to and from the site.

Development Traffic Generation

- 56) The applicant's TA estimates that the proposed development will generate 546 vehicular movements in the am peak period and 500 in the pm peak, including residential, school and retail related car/ HGV trips. The development is proposed to generate 113 bus passenger trips in the am peak and 50 in the pm peak.

Consideration of the Proposal and Northern Distributor Road (NDR)

- 57) The proposal includes three alternative route options for the NDR within the application site, as indicated on the Development Accesses Masterplans. Option A, which is also indicated on the submitted illustrative masterplan, runs through the centre of the site from the new junction at Twyford Road/ Bell Foundry Lane to connect with the existing Toutley Road (whilst avoiding tree T9).
- 58) NDR Option B runs from the new junction at Twyford Road/ Bell Foundry Lane west into the site until the proposed local centre where the NDR would extend north and over the existing flood plain into land under the ownership of WBC. The NDR would not connect to Toutley Road under Option B.
- 59) NDR Option C runs from the new junction at Twyford Road/ Bell Foundry Lane and continues west past the school and local centre. Adjacent to Toutley Road, the NDR would extend north through the site into the Highway Depot. The NDR would not connect to Toutley Road under Option C.
- 60) WBC's Executive Committee is yet to decide upon the final alignment of the NDR west of Bell Foundry Lane, therefore to ensure that this application does not prejudice WBC's decision, the necessary land for all three of the NDR alignments within the site would be secured via legal agreement until such time as WBC has determined a final NDR alignment.
- 61) The NDR has been designed in accordance with the Council's requirements. It is noted that the NDR route within the site will allow for a minimum 6.1 metre carriageway with 3 metre grass verge on either side. A segregated 3.5 metre footway/cycleway is proposed on both sides of the road. The NDR is expected to have a speed limit of 30 mph. Flexibility is required to permit varying widths along its length allowing for centralised features to act as traffic calming measures, pedestrian and cycle crossings, as well as the use of verges along the route for other design features and bus stops.
- 62) The applicant has used the Council's SATURN model, trip rates and trip distribution to assess the future impact of their development on the highway network for all NDR alignment scenarios, as requested by WBC. This assessment methodology has been agreed to be robust.

Development Highway Accesses

- 63) The development will be accessed to the east from a new roundabout located at the junction of A321 Tywford Road and Bell Foundry Lane. A Traffic Regulation Order (TRO) is proposed to extend the existing 30mph speed limit further north beyond this new roundabout junction on Twyford Road. Pedestrian crossing facilities will be provided on all approaches to the new roundabout. The road safety audit identified a minor issue (lack of hazard paving proposed to inform pedestrians they are entering a shared footway/cycleway) however this can be addressed at the detailed design stage.
- 64) Along the southern boundary, it is proposed to provide two new priority junction accesses from Matthewsgreen Road into the site. A stage 1 road safety audit has been carried out and raises no safety issues that cannot be addressed during the detailed design stage. It is proposed to retain the existing access to Matthewsgreen Farm. Vision splays for these three accesses are proposed to comply with highway standards. Separate footways, dropped kerbs and tactile paving crossing facilities will be provided for each access.

- 65) Along the eastern boundary, it is proposed to provide two new priority junction accesses from Toutley Road into cul-de-sac residential plots within the site. Visibility splays for these two accesses are proposed to comply with standards. Separate footways, dropped kerbs and tactile paving crossing facilities are proposed for each junction, although the final details of the northern Toutley Road access will be dependent on the future NDR alignment decision.
- 66) Additional pedestrian and cycle access points are also located on the site boundary linking with Matthewsgreen Road, Toutley Road and the A321 Twyford Road. This help to integrate the development into the wider area.

Traffic Modelling and off-site highway improvements

- 67) The TA has assessed an interim year of 2017 for phases 1 and 2 of the development comprising 173 dwellings without the provision of the NDR through the site. A future year of 2026 has also been assessed, comprising the full development and eight potential NDR alignment scenarios. The TA has also assessed the requirement to provide off-site infrastructure to accommodate the cumulative impacts from the NW SDL.
- 68) The findings identify that the key junctions that will need to be improved by the first phase of development to address forecast capacity and queuing / delay issues are:
- A329 Reading Road/ Old Forest Road junction;
 - Toutley Road/ Matthewsgreen Road/ Emmbrook Road junction;
 - Matthewsgreen Road/ A321 Twyford Road/ Milton Road junction.

A329 Reading Road/ Old Forest Road

- 69) The TA demonstrates that this junction has capacity issues in 2014 (baseline year). By 2017 and that the junction is forecast to be over capacity early on in the development and as such improvements are required at an early stage.
- 70) As such the TA promotes a new traffic signal junction layout at the A329 Reading Road/ Old Forest Road junction, which will address forecast 2017 and 2026 capacity issues and queuing on Old Forest Road. The improvement scheme also includes pedestrian and cycle routes along Reading Road and crossing facilities on Old Forest Road and Reading Road. The proposed works have been designed in conjunction with the Council's highway department and are considered acceptable.
- 71) A stage 1 road safety audit has been carried out and raised two matters that will need to be addressed. It is recommended that the scheme will need to include loops within the driveways south of the junction to activate an all red stage to enable vehicles to exit the driveways safely. Also, due to the proposed pedestrian crossing island on Reading Road, further work is required to ensure that vehicles can safely access and egress No. 234 under the traffic signal arrangements. However it is considered that these issues can be addressed as part of the next stages of any detailed design.
- 72) It should be noted that these works are required in any case, even if NDR options B and C are decided as being the route for the NDR. Should these routes be chosen, Old Forest Road can have works undertaken to the northern end to make this road a lower priority route for traffic along the NDR and thus not desirable for traffic from the development. This detail will be designed following decision over the NDR options.

Toutley Road / Matthewsgreen Road / Emmbrook Road

- 73) The TA demonstrates that the existing junction operates within capacity in 2014 however by 2017 it is forecast to be over capacity (am peak) and as such requires improvements to mitigate the development impacts.
- 74) The TA promotes a widening of Toutley Road at its junction with Matthewsgreen Road and Emmbrook Road, to provide separate lanes for right-turning and left-turning traffic. This improvement scheme will be within the highway boundary and will address forecast (2017 and 2026) capacity issues and queuing at this junction. Subject to the provision of anti-skid surfacing on the approaches to the proposed zebra crossing north of the proposed carriageway widening, there are no other safety issues raised in the stage 1 road safety audit.
- 75) Highway officers reviewed the issues which have been highlighted by residents along Matthewsgreen and Toutley Roads, namely congestion and safety issues. It was determined that although the development will create additional traffic along these roads, they will continue to operate within capacity subject to the highway improvements and the measures proposed will improve safety along these (e.g. pedestrian crossings and widening of the footpath). Therefore it is considered that it would be unreasonable and unjustifiable to prevent any new accesses onto either Matthewsgreen or Toutley Roads. This includes the two roads within the development which will link onto the NDR. Good design practice and other measures (e.g. slowing traffic along these routes / pedestrian priority crossing) will ensure that the use of Matthewsgreen Road and Toutley Road will be less desirable and will not draw significant amounts of traffic onto them.

Milton Road / Matthewsgreen Road / Twyford Road

- 76) The TA demonstrates that this junction is approaching capacity issues in the 2014 baseline year. By 2017, the junction is forecast to be significantly over capacity.
- 77) The TA promotes a mini-roundabout improvement scheme at the current Matthewsgreen Road/ A321 Twyford Road/ Milton Road junction. This proposal will widen the approaches to the mini-roundabout to provide additional capacity and will also provide a dedicated refuge island for pedestrians to cross Milton Road. This improvement scheme will address forecast 2017 and 2026 capacity issues and queuing at this junction.
- 78) A stage 1 road safety audit has been carried out. The only recommendation raised is for swept path analysis to be carried out to ensure turning traffic does not encroach in to the opposing carriageway. This swept path analysis has been separately provided by the applicant and reviewed by highways. It is considered that there are no safety issues that would prevent this junction improvement scheme progressing to the detailed design stage.
- 79) The above junction works are considered appropriate to mitigate the impact of the development on the existing highway network and means that the development can be accommodated without resulting in significant congestion at these junctions.

Other off-site highway improvements

- 80) The transport modelling highlighted a capacity issue at the A321 Twyford Road / B3034 Forest Road junction, for which a mitigation scheme has already been secured by the Kentwood Farm West application. The Kentwood Farm application assessed the full impact of the SDL including the Matthewsgreen development therefore it is considered that no additional mitigation is required at this junction from this application.

- 81) The TA highlighted certain junctions along the A329 Reading Road such as Holt Lane and Oxford Road with current or future capacity issues. However it is acknowledged that potential improvements at these junctions are limited and that they are not necessarily routes that the Council would want to encourage additional traffic onto through junction improvement works.
- 82) The developer has agreed to pay suitable financial contributions to the Council towards improvements along the Reading Road corridor.
- 83) The TA highlighted that the Warren House Road / B3034 Forest Road / Maidenhead Road roundabout junction is forecast to come under pressure in 2017. An improvement scheme is promoted by the applicant to address future capacity issues, queuing and delay at this junction, and an appropriate S106 contribution will be secured for these works.
- 84) Following detailed review, the assessment methodology was agreed to be robust in assessing the potential impact of the full SDL. As such, the highway authority is content that the results submitted with both the TA and supplementary technical notes provide the information to robustly assess the junctions in question.

Pedestrian and Cycle Links

- 85) The Core Strategy and NW SPD seek to promote good linkages within Wokingham. The Northern Distributor Road (NDR) will include a new pedestrian/ cycle route along its full length providing connections between the proposed Park and Ride at Coppid Beech to A329 Reading Road in the west.
- 86) The TA, technical notes and drawings outline how the proposals will seek to promote walking and cycling by providing good pedestrian and cycling links through the site and to external routes to accommodate the anticipated levels of walking and cycling from this development.
- 87) The applicant proposes a range of new and enhanced pedestrian / cycling routes to improve sustainable access and links between the new and existing communities and facilities such as Cantley Park, schools, community facilities and the SANGs and will link into the Council's Greenway Study. An overview of these proposed improvements is demonstrated on Drawing 4676.050.

Cantley Park pedestrian / cycle route

- 88) The applicant proposes to provide a new off-road 3 metre wide shared pedestrian/ cycle route with low level street lighting through Cantley Park towards the town centre. This new route will connect to the development's internal network of pedestrian / cycle routes via a new toucan crossing on Twyford Road and a new pedestrian crossing island at the Milton Road mini-roundabout. Detailed design of this route, including all connections to the highway network, will be secured by condition or legal agreement. This will provide a safe and attractive route for pedestrian / cyclists to Cantley and into the town centre.
- 89) A stage 1 road safety audit has been carried out for the proposed toucan crossing on Twyford Road. Subject to the provision of skid resistance on the approaches to the crossing and hazard paving to inform pedestrians they are entering a shared footway/cycleway at detailed design stage, there are no other safety concerns raised.
- 90) This new cycle route proposal will be a key route towards the town centre and rail station and will aid in connections to Cantley Park which is the main sport / leisure

destination within North Wokingham.

Emmbrook pedestrian / cycle routes

- 91) The applicant proposes to provide a new zebra crossing on Toutley Road and on Emmbrook Road near the junction with Matthewsgreen Road. These crossings will enable safer pedestrian access from the development to the Old Forest Road SANG, Emmbrook School and other local destinations. Subject to the provision of anti-skid surfacing on the approaches to the pedestrian crossings, there are no other safety issues raised in the stage 1 road safety audits.
- 92) The applicant proposes to provide a new, surfaced pedestrian route through Emmbrook Vale Park, with improvements to the existing bridge crossings. On Old Forest Road a new pedestrian crossing to the SANG has been secured via planning condition for the SANG application (F/2014/1216).
- 93) Further pedestrian / cyclist improvements are to be secured along the north end of Toutley Road between the development and the Old Forest Road SANG, including the pinch point at the existing bridge on Toutley Road. The final detail of these improvements will depend on the chosen alignment of the NDR and will be secured by planning condition or agreement.

Matthewsgreen Road pedestrian/ cycle routes

- 94) The applicant proposes to provide a new zebra crossing approximately half way along Matthewsgreen Road near the existing footpath link through to Sewell Avenue. Subject to the provision of anti-skid surfacing on the approaches to the zebra crossing, there are no other safety issues raised in the stage 1 road safety audit.
- 95) A new section of footway is also proposed on the north side of Matthewsgreen Road to link the development to the zebra crossing and existing bus stop.
- 96) The applicant proposes to widen the existing footway along the south side of Matthewsgreen Road where possible within the highway boundary. These works have been indicated on plans and will increase the existing 1.2 metre wide footway to a recommended width of 2 metres linking to the proposed new pedestrian crossing island at the Milton Road mini-roundabout junction. This will provide a safe pedestrian route along Matthewsgreen Road for existing residents.
- 97) A range of additional pedestrian / cycling enhancements are proposed to the existing footpath connections through the estate between Matthewsgreen Road and Reading Road. Detailed plans of these indicative proposals will be secured by planning condition or agreement.
- 98) These improvements will provide attractive and safe accesses for existing and new residents on existing routes and to / within the new development, namely to the new local centre, school, community facilities, SANG and areas of open space in addition to Cantley and the town centre. These works will also help to encourage walking and cycling.

Public Transport Provision

- 99) The existing public transport provision in the vicinity of the site comprises hourly services that are too infrequent to attract commuters and do not adequately serve the peak hours. The Council is working with the applicant to secure funding for a new sustainable commercial bus service of at least half-hour daytime frequency to link the development to the railway station and town centre. It is anticipated that the bus

timetable could align with train arrival / departures which would help encourage use of public transport as opposed to the car and thus work to help reduce congestion.

- 100) It should be noted that the NDR has been designed to accommodate buses and the Council is working with the applicant to secure funding to deliver new bus stops on the NDR and enhanced bus stops on Matthewsgreen Road, including new bus shelters and real time bus information displays. A Public Transport Strategy will be appended to the S106 setting out how this new service / bus route will be provided to best serve the development.

Parking

- 101) The applicant's TA states that the site would provide car parking in line with the borough adopted standards. A total of 1,486 parking spaces including visitor parking are proposed within the application site. Additional parking spaces may be required for school drop-off purposes. The final detailed layout and distribution of parking, including provision of any motorcycle parking and disabled parking spaces, is to be determined at reserved matters stage.
- 102) The TA proposes to provide at least one secure cycle parking space per residential unit. In line with the borough adopted standards, at least 2-3 cycle parking spaces will be required for dwellings with four or more habitable rooms. In addition, adequate cycle parking will need to be provided for the local centre and other non-residential uses in accordance with standards. Full details of the cycle parking will be secured by planning condition.

Travel Plan

- 103) A Framework Travel Plan has been submitted and considers a range of potential travel planning initiatives that could be implemented on the site to help promote sustainable forms of transport.
- 104) The developer has agreed to contribute towards the WBC 'My Journey' Travel Plan scheme. Subject to the funding mechanism being agreed within the S106, this is considered the most appropriate way in delivering alternative modes of transport for residents. At the appropriate Reserved Matters stage, a separate School Travel Plan will be required for the proposed primary school.

Site Layout

- 105) It is noted that the detailed layout will be the subject of a future reserved matters application at which time it will be assessed. The Environmental Statement proposes that the internal layout of the development will comply with Manual for Streets (DfT, 2007) principles, with road speed limits of 30mph and use of shared surface spaces where appropriate. The TA proposes that wider footways could be provided throughout the local centre to improve the environment for pedestrians and cyclists.
- 106) A review of the illustrative masterplan raises a number of points that will need to be addressed at reserved matters stage, including pedestrian / cyclist permeability and links through the site. A continuous pedestrian / cyclist route of minimum width 3 metres should be provided within the southern edge of the site parallel to Matthewsgreen Road. Access to the school for all users will need to be carefully considered, and a network of safe walking and cycling routes for pupils will need to be demonstrated.
- 107) The section of the NDR in the vicinity of the local centre and school will need to be carefully designed at reserved matters stage. Although originally promoted in the

applicant's TA as a shared surface / pedestrianized area, this has now been amended on plans to refer to a 'Possible local centre shared surface area'. Detailed proposals for any shared surface area will need to demonstrate no adverse impact on the strategic NDR and comply with highway safety standards and a range of road safety audits taking into consideration vulnerable road users.

- 108) Delivery, servicing and emergency vehicles arrangements, including swept paths and unloading areas, will need to be clearly demonstrated on plans, to ensure that these larger vehicles can safely access and manoeuvre through the site. The reserved matters application should also set out the location of bus stops and related infrastructure within the site.
- 109) The applicant proposes to convert a public footpath (No. 8), which currently crosses the site from Toutley Road to Matthewsgreen Road, to a shared pedestrian/ cycle route. The route will need to be carefully designed and integrated within the development at reserved matters stage to minimise potential conflict with vehicle crossovers and estate roads.
- 110) Generally the above are considered to be achievable and would represent good design.

Summary of Highway Issues

- 111) During the technical approval and reserved matters stages any refining can be accommodated. However, given the improvements proposed by the developer which include improved connections to Cantley, improved off-site infrastructure, the provision of a bus service, improved walking and cycling routes to the Town Centre and agreed S106 Heads of Terms in line with the IDP, no objection to this outline application subject to conditions.
- 112) On this basis the proposals are considered acceptable in accordance with CP6 and 20 of the Core Strategy and SPD's.

Public Right of Ways - Development Permeability / Connectivity

- 113) There are a range of Public Right of Way (PRoW) footpaths within and around the North Wokingham SDL. Footpath No. 8 runs across the site from Toutley Road to Matthewsgreen Road. This will be retained and enhanced to include a new cycle way. This means the footpath needs to be upgraded to a bridleway however this does not affect this application proposal.

Infrastructure Delivery Approach

- 114) The Council within the adopted policies and SPD's set out that all schemes located within SDL's need to contribute towards the comprehensive delivery of infrastructure, services and facilities within SDL's. This approach was supported by the appeal decisions for residential development at Shinfield Glebe, Plough Lane and Kentwood Farm Phase 1 and by the more recent consents at Kentwood Phase 2 and Land East Buttercup Close. Failure to contribute to a wider infrastructure, services and facilities required to facilitate the SDL would severely impact upon the Council's capacity to deliver its spatial vision up to 2026.
- 115) The SoS on the Kentwood Phase 1 appeal found that the provision of a comprehensive IDP was sufficient to ensure delivery of infrastructure and services in a coordinated manner and this would not prejudice the Council's spatial vision.

Infrastructure associated with Proposal

- 116) As part of this application, the applicant has advised that they are willing to agree to contributions for the provision of infrastructure (where they are in accordance with Community Infrastructure Levy Regulation 122) which mitigate against their proposal. The submitted Infrastructure Delivery Plan contains costs of how the burden of delivery will be divided out between the three main SDL developers (Crest, Bovis and Gleeson). A draft S106 which sets out the heads of terms has been agreed.
- 117) The IDP, which is an updated version from the Phase 1 scheme, now includes the Council's updated work and costings from the NDR Study and Cantley Masterplan. It seeks to apportion out the costs for infrastructure and services required to mitigate this phase of the development between the North Wokingham Consortia.
- 118) To summarise the applicant has agreed, in accordance with the requirements set out in Appendix 7 of the Core Strategy and Infrastructure SPD and Kentwood IDP, to contribute towards the following in order to mitigate the schemes impacts:
- Affordable Housing – 35% (30% on-site with extra care facility (or 22% without extra care) / 5% (13% without care) commuted sum for off-site provision
 - Education – Primary, Secondary, Post 16 and SEN
 - Healthcare
 - Community Facilities
 - Sports Hub Contribution
 - Sports Halls
 - Swimming Pools
 - SANG and Strategic Access Monitoring and Maintenance
 - Country Park and Countryside Access
 - Amenity Open Space / Childrens Play Maintenance Commuted Sums
 - Biodiversity
 - Children's Play
 - Highways including contribution towards the Strategic Highway Improvements (e.g. FNDR and Coppid Beech roundabout improvements)
 - Railway Station Improvements
 - Station Link Road
 - Coppid Beech Park and Ride
 - Travel Plan
 - Off-site highway works

- Sustainable links to the town centre and wider area
- Libraries
- Allotments (off-site)
- Burial
- Communities
- Legal and Monitoring fees.

119) Officers have agreed these in line with the requirements of the Core Strategy and Supplementary Planning Documents and the proposals are considered acceptable.

Community and Social Infrastructure Delivery

120) In terms of providing sustainable communities, the core aim is that the SDL sites should provide community centres or hubs, in which provision is made for a range of local services including shops, community meeting rooms, health services, education, childcare facilities etc. The SPD for North Wokingham establishes that new facilities should be provided within the Matthewsgreen development site in order to ensure that additional pressure is not placed upon existing facilities.

121) The Kentwood East or Phase 1 scheme established that a total contribution of £750,000 would be provided for a new community facility / centre for the SDL to be provided within the Matthewsgreen area of the SDL.

122) The new community facility is one of the main benefits that this development will bring to the local area and to local residents. Given that no decision has yet been made as to the most favoured way of providing this new community infrastructure, officers have negotiated with the developers to leave this open for a period to allow a decision at a later stage following more consultation locally. In summary the options available include;

1. Incorporating the facility with the new school building. The benefit of this approach is that it would lower the overall build cost and provides opportunity for a shared hall which could be used by both the local community and the school. This would be designed to ensure the building could be used during school hours and would have rooms which would be independent of the school. Parking requirements could also be shared.
2. Separate community facility / building from the school. This again could be located next to the school / local neighbourhood centre site bringing the benefits identified above.
3. Contribution towards a community facility off-site.

123) It is considered that of the three options, options 1 and 2 represent the most realistic approach and best value to obtaining a good standard of a community centre which would benefit both the existing and new residents. It is considered to make good sense to keep the community facility close to the school site and local neighbourhood centre as this would mean sharing of facilities and would also help with the cross viability between the community facility and new shops / café's. Providing a new facility off-site but locally is likely to result in additional land / demolition / design costs. The approach undertaken will secure land and a contribution towards the community facility and no decision needs to be taken at this stage.

- 124) The SPD identifies that the community building should be provided / secured as part of the first phase of the development at Matthewsgreen. However as the developer is not delivering the facility the timing would be up to the Council and local stakeholders. However it should be noted that as the school needs to be delivered by the 200th occupation, this is likely timeframe for a new facility to be delivered on the site.
- 125) As is advised, the NDR will be provided early on and Phase 1 of the development would provide a link to the location proposed for the school, community facility and local neighbourhood centre. This would mean that a safe and attractive access could be provided to the local residents at an early stage.
- 126) There is an identified need for some additional health facilities in the local area, in the form of two treatment rooms and these could be delivered as part of any community facility.
- 127) It is noted that there have been requests for funding to go towards improvements to Ashridge / Norreys centre however there are a number of issues with this. Firstly Ashridge does not have a community building or identified site that could serve the new development and secondly spreading resources from the SDL developments across the areas would be at the expense of the new centre and could prejudice its delivery by resulting in funding issues with providing a new facility. However it should be noted that the Council is looking at ways of improving the Ashridge / Norreys area and providing enhanced communities facilities and there is potential funding towards this from the Keeppatch application proposal if approved.
- 128) A new neighbourhood centre will provide well designed modern facilities which will provide a much needed heart to the centre of the North Wokingham SDL which is vitally important when creating a new community and sense of place. The provision of provide a number of small retail / café units within the site will help to integrate the new community in this part Wokingham. Locating this next to the new community facility would also help to establish the new community.
- 129) With regard to an identified need for a new premises for the scouts the Council are exploring suitable options and have ensured that there are no restriction on land at the school / community facility site or the open space. This has to be considered taking into account issues such as noise, storage and parking. And the Scouts desire not to share the building.

Education

- 130) There is a requirement for a new 1FE primary school (210 pupils) to be provided on the site and the Council is seeking that the school is expandable to 2FE (420) in the future should this be required. The proposal includes a 2ha site for the school and this could accommodate up to 2FE school as well as providing adequate room for parking and drop offs.
- 131) With respect to the delivery of the school, the Council's preference is for the Council to deliver the school. This would be achieved through a developer contribution and the provision of a serviced plot. However the option remains that the developer can also build the school should the Council require this or should developer need to step in to deliver the school should the Council fail to. This option is secured within the s106 and the decision will be made on the school at a later date by the Council. On current projection figures the school is required by the 200th occupation, therefore the plot needs to be provided early on in the build programme.

- 132) As is advised, the NDR will be provided early on and Phase 1 of the development would provide a link to the location proposed for the school from the existing development area.
- 133) One issue raised by local residents / stakeholders is with respect to the siting of the school to the north of the site and north of the NDR. Although the comments are noted regarding the location of the school and the preference for both this and the neighbourhood centre to be relocated to the south of the site, there is no planning justification for doing this. As such the scheme could not be refused on this basis.
- 134) The issue over safety has been addressed under the highways section however schools are commonly found adjacent busy routes. A recently approved example which is similar and shows how this configuration can work is the school at Buckhurst in South Wokingham SDL. Provided safe attractive routes are included in the scheme (pedestrian crossing / barriers etc.) than there should be no additional safety concerns for pupils or adults attending the school, community facilities or neighbourhood centre. In any case if the school / neighbourhood centre was located on the southern boundary then residents to the north would still face the same issue of crossing the NDR. The same can be said for play area.
- 135) In terms of its siting to the north of the site and away from the existing development, the decision was taken to move it away from the existing schools along Matthews Green Road to avoid additional local congestion. In siting the school to the north the applicant has proposed safe and attractive pedestrian / cycle links through the development which link to the existing wider areas. For example the main green amenity link to the southwest of the site will link the school / neighbourhood sites with the existing development sites, Emmbrook / Clifton Road shops and the existing schools.
- 136) The current location also offers the opportunity for the school to use the linear green park next to the watercourse and Cantley Park.
- 137) The closest secondary school is nearby at Emmbrook Road and safe pedestrian links will be provided as part of this scheme. The applicant is making a contribution towards secondary places.
- 138) It should be noted that primary and secondary school places may not all be taken up solely by these schools but other schools within the borough, for example at Holt and Forest Schools, St Crispins or by the new schools within the South Wokingham SDL developments.
- 139) Since the Kentwood appeal the Council has undertaken further work with regards to the requirements of Special Education Needs (SEN). This demonstrates that there is a requirement for SEN places / provision of new facilities within existing sites within the borough and that new developments need to contribute towards SEN provision.
- 140) The applicant has agreed to this and is proposing contributions based on the Planning Advice Note.

Sports and Leisure

- 141) No formal play pitches or sports facilities are being provided on the site with the exception for the school playing pitch. This will be available as a dual use facility for both the school and community. Instead the applicant has put forward that the leisure facilities to serve the development should be located at Cantley Recreation Ground and at other facilities within Wokingham.

- 142) The basis for sport provision is established in policy and by previous appeals. Since the Kentwood appeal the Council has completed a review of sports / leisure facilities (Open Space Audit) within the borough. This looked at the shortfall, future needs and how these facilities can be provided. As part of this review a specific North Wokingham study was undertaken called the Cantley Masterplan. The plan identifies the longer term options for development at Cantley and specifically looks at the requirements of the SDL's. The report looks at various options how to undertake qualitative and quantitative improvements to Cantley. A key component of this report was that the report identified that additional land for playing pitches and associated facilities (parking, changing rooms) would be required in addition to improving the existing facilities at Cantley, in order to provide sufficient sports facilities and land for developments within NW SDL.
- 143) Although this document has not been adopted, it was out for consultation and conclusions within in are based on Sport England standards and costs and costs identified by other developments SDL within Wokingham. Given the above and as no other alternative proposals have been put forward by the developers within the NW SDL, it is considered that the evidence contained within the Cantley Masterplan is relatively robust and provides a robust starting point to negotiate contributions towards the sport and leisure infrastructure that is required for developments within the NW SDL. For these reasons, contributions towards sports requirements are not based on Planning Advice Notes (PAN) and include land costs. This approach was agreed by the schemes at Kentwood Farm West or Phase 2 and Buttercup Close applications.
- 144) There is a requirement to provide additional Sports Hall and Swimming Pools, these are based on the PAN.
- 145) It should be noted that since the sports report was published, the Council is now looking to provide new modern sports facilities at an alternative site in South Wokingham in addition to improving the facilities at Cantley. Therefore any contributions are likely to be shared between the facilities.
- 146) Officers and the developers have agreed to this approach as it seeks to provide the most efficient use of resources while providing new sports infrastructure.

Other community requirements

- 147) Other requirements set out in Appendix 7 of the Core Strategy and Infrastructure SPD relate to healthcare requirements have also been addressed within the developers legal undertaking (s106). As advised there is a requirement for additional health care facilities in the Matthewsgreen area and these should be provided in the form of two treatment rooms. These could be provided as part of the new community facilities. No requirement has been identified for a new surgery in North Wokingham.
- 148) The proposals also provides a 60 bed care facility on the site, this forms part of affordable provision housing and will include elderly / dementia care housing (20 x 1 bed extra care and 40 x 2 bed extra care including 12 units dementia care). The location of these facilities next to the community facilities and neighbourhood centre are considered appropriate as they allow easy access to services and facilities locally for future residents.
- 149) Given that health requirements can change, the legal agreement allows the Council flexibility to review this requirement at a later date.

Affordable Housing

- 150) Policy CP5 of the Core Strategy and the North Wokingham SPD seek to provide a maximum of 50% and a minimum of 35% of Affordable Housing on the SDL sites. The Affordable Housing provision is based upon 70:30 split between social rent and shared ownership housing as detailed within the Affordable Housing Viability Study.
- 151) The applicant is proposing 22% provision of affordable housing on-site (168 units) with the remainder being commuted off-site. This approach has been agreed and has been used on other SDL sites. This approach also comprises the option of providing a 60 bed extra care facility on site. The Council has negotiated that this can be reassessed against the need for extra care at the time this development phase is commencing. As such this approach is considered acceptable.
- 152) All of the affordable housing units should be built to Homes and Communities Agency Design and Quality Standards, and meet out space standard requirements outlined in Policy TB07 of MDD DPD. They should also be designed to meet the lifetime homes standard and the development should be tenure blind in its design with the affordable housing be located in clusters of no more than 20 dwellings.

Relationship with nearby properties

- 153) Although the proposal is for an outline application, there are no significant issues apparent in relation to future impacts upon neighbouring amenities from the indicative masterplans submitted with the application. There are only two residential which are not included in the application proposal that are sited directly adjacent. These are located along Toutley Road. Although these will be affected by the proposals, the indicative plan shows two storey dwellings adjacent these which will back onto these properties. Any proposals would have to comply with the Council's adopted separation and design standards and therefore it is considered that no significant issues would result. In any case the detailed layout and design will be assessed as part of the reserved matters.
- 154) Although there are impacts to the properties located on Matthewsgreen and Toutley Road, these properties will be located on the opposite site of the road and provided the development is in accordance with the Council's design standards the impacts would not be significant and are considered acceptable in terms of its impacts upon amenity. The indicative plans show building heights and land use, these are acceptable in principal.
- 155) On this basis, no in principle objection is raised at this time regarding the impact of the development upon residential amenities.

Impact on Listed Buildings and Heritage

- 156) There are no listed buildings or heritage assets located within the immediate area and as such the proposed development there is no significant impacts resulting to the setting of designated or undesignated heritage assets.

SANG

- 157) The site is located within 7km of the Thames Basin Heath Special Protection Area (SPA) and therefore the development is required to mitigate the impact of the new residential development on the SPA, which is a requirement of Habitats Regulations. Policy CP 7 Biodiversity of the Core Strategy reinforces this requirement. In mitigating developments impacts, larger developments should provide a Suitable Alternative Natural Greenspace (SANG) to encourage residents not to travel to the SPA. In order to do this, these should be of high quality and of a sufficient size.

- 158) The methodology used for the calculation of the quantity of SANG required by this development (2.16ha per 1000 population) is considered adequate to avoid any impacts on the designated Thames Basin Heaths SPA.
- 159) The proposed SANG for this development has already been approved under planning application ref: F/2014/1216. This is located off-site on land to the northwest of this site. This site provides sufficient SANG and open space to provide adequate mitigation for the new residential development on the SPA. The SANG will need to be transferred to the Council with a maintenance contribution which will be secured as part of the s106. The laying out of the SANG and works are required before any occupation.
- 160) The SANG comprises informal open space comprising mainly open grass areas, planting, ponds and Emmbrook river (which will form a wetland) and a network of informal public footpaths including two new bridges to form a circular walk. The SANG area is intended to provide a local a natural landscape which promotes ecology and will prevent people travelling to the SPA.
- 161) No parking is required for this SANG given the proximity of the development site however improvements to the paths linking the SANG site to the development site are required (Emmbrook Vale park and pedestrian crossings on Toutley Road and Old Forest Road).
- 162) The Council's Countryside Officer and Natural England did not object to the proposed scheme for the SANG. There on basis of the links to the SANG being installed prior to occupation, there is no objection.

Public Open Space Provision

- 163) As this is an outline application no details of public open space are provided except for the general locations of these within the site. The indicative masterplan shows that there are seven amenity areas of open space in addition to the buffers adjacent the existing hedgerows / trees to be retained. These areas will also include basins or dry ponds which will act as flood attenuation ponds which would serve as part of the Sustainable Urban Drainage System (SUDs) strategy. These areas should be designed to be multi use.
- 164) The main area is the linear area to the north which runs adjacent the watercourse. The layout of this is likely to be informal while the other areas are likely to be more formal in their appearance. These include the "village green" which is located directly adjacent and to the south of the new local centre. This area is connected with to the south western corner of the site along Matthewsgreen Road by a linear park. This will form the main pedestrian connection route for existing residents to the school, community centre and local centre and for new residents to Matthewsgreen secondary school and the existing Emmbrook shopping parade. It is also hoped that the new development and this link will help renovate the existing retail parade in this area which is poor in quality. The provision of an attractive open space should help this.
- 165) There are also a number of smaller amenity areas throughout the residential development, two of which are adjacent Matthewsgreen Road, one linked with the Public Right of Way near to the proposed formal pedestrian crossing along Matthewsgreen Road. These areas, in addition to the existing Emmbrook Vale park and new SANG area to the northwest, will help create a network of green amenity spaces for both new and existing residents.
- 166) As advised allotments are proposed on off-site and the applicant has included a

contribution for new allotments. This will be in accordance with the requirements set out within Appendix 4 of the Core Strategy (0.34 ha based on 0.52 ha / 1000 population). This approach is considered acceptable in this instance.

- 167) The development will also provide some children's play areas on-site, these include both formal and informal play areas. A larger Neighbourhood Equipped Area of Play (NEAP) (1300m²) which comprises formal equipment and includes a MUGA is proposed to be located next to the school site. A smaller local equipped play area (LEAP) (800m²) is located next to the local centre. The location of these is considered to be appropriate as these can be used by the school and is likely to help with the viability of the neighbourhood centre.
- 168) There are also a number of informal or natural play areas located throughout the open spaces. All areas will be overlooked.
- 169) Overall the proposal provides a shortfall of children's play on the site however this will be supplemented by providing a contribution towards off-site provision. This contribution will help provide larger quality areas of play both locally and in the wider area. The Council is proposing destination play areas (such as the one at Dinton Pastures), one of which is proposed in North Wokingham. The contribution could go towards this facility and this is likely to be used by both existing and new residents.
- 170) For this reason it is important that pedestrian / cycle links between this site and Cantley Park are improved and are safe. As such the applicant is proposing improvements from the site across to Cantley Park and on Matthewsgreen / Twyford Road.
- 171) The proposals are considered acceptable and the details will be controlled by conditions and assessed in detail at the reserved matters stage.

Other Issues – Countryside Parks

- 172) A contribution towards Country Parks and Countryside Access is included in accordance with PAN as it is considered that the proposed Public Open Space / SANG areas will not provide a Country Park experience. Therefore it is likely that future residents of this scheme would visit the boroughs existing Country Parks including Dinton Pasture and California Country Park. For this reason contributions should be included to mitigate the developments impact.
- 173) On this basis the proposals are acceptable.

Environmental Assessment

- 174) Given the scale of the application, the applicant has undertaken an Environmental Assessment (ES) to review the potential impacts of the application on the environment and wider area and outline what mitigation is required. This looks at visual impacts, flooding and drainage, noise, air quality, impacts on the environment such as on biodiversity and ecology, community effects and construction impacts.

Landscape, Trees and Visual Character

- 175) The applicant has undertaken a Landscape and Visual Assessment as part of the submission. This includes surveys showing the location and condition of all trees and hedgerows on the site. The site contains number of large trees, including 32 mature oaks and hedgerows which are primarily located along the boundaries of the site. However there are 11 oaks which are located away from the boundaries within the site. There is also a newly planted tree line which dissects the north western corner

of the site. As part of the assessment of the SDL sites, individual trees and hedgerows were given protected status.

- 176) The proposals should seek to retain the majority of the more significant trees on the site, such as the large oak tree on Toutley Road, and reinforce planting wherever possible. The hedgerow along the eastern boundary is considered to be important however some of this hedgerow will be lost due to the new access on Twyford Road for the NDR. Replacement hedgerow will need to be installed within the site and the long term management will need to be considered (Condition 22).
- 177) The hedgerows and trees to be retained will require protective buffers however as the scheme is an outline with only approval for the broad parameters such as locations for development and access being sought, this can be controlled by condition (Condition 22). Although some of the hedgerows along the southern and western boundary will also be affected by the new accesses, most of these will be retained and enhanced which will help reduce the visual impacts of the development on the existing residents. This will also help to retain biodiversity on the site.
- 178) As with the other sites within North Wokingham, it is expected that along the primary route (NDR) significant new tree planting will be installed. On the reserved matters it will be important to ensure that sufficient space is maintained around street trees to allow for adequate protection of these trees and for root protection of the retained trees to be maintained. This will be dealt by condition and considered in detail under the reserved matters (Condition 13 - 18).
- 179) The Council's Tree and Landscape Officer has not raised any in principle objections, although it is noted that some concern has been raised with respect to the level of protection afforded to some of the existing trees and hedgerows to be retained. However as advised the plans are indicative at this stage and these issues will be assessed in detail as part of the reserved matters.
- 180) The location of the SUD's will need to take account of the root protection areas of the trees / hedgerows and this appears to have been when siting the SUD's. The SUD's scheme should also be a multi-functional especially when dry.
- 181) For these reasons, the proposals are considered acceptable subject to retention and protection of the existing trees and hedgerow on the site (Conditions 15 - 17).

Flooding/Drainage

- 182) The applicant undertook a Flood Risk Assessment which determined that the residential part of the site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. Only the parcel to the north, next to the Ashridge stream, which is approximately 10m lower is located in Flood Zone 2 and 3. This area does not have any development or SUD's sited within it. This is acceptable.
- 183) Although drainage has been fully assessed in detail at this stage, the EA are satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. The benefit of SUD's over the existing field use is that these should improve the current situation by preventing water from running of the land too quickly.
- 184) To ensure no harm occurs a surface water drainage scheme for the site, based on sustainable drainage principles, needs to be worked up. This will be submitted for review as part of the reserved matters (Condition 39).

- 185) Thames Water has advised with respect to existing drainage infrastructure, that there is insufficient capacity within the network to accommodate the new development. Therefore upgrades will be required. As such a detailed drainage strategy (including timing, to coincide with any phased development) will have to be worked up and submitted for approval prior to commencement of the scheme (Condition 40).
- 186) As such, conditions are recommended for details of the drainage strategy for the site. Given these can be addressed through engineering measures there is no reason to consider the development will cause additional significant flooding issues locally or elsewhere. It should be noted that this is standard practice for outlined applications of this scale and these requirements do not warrant refusal of the application on this basis.

Ecology

- 187) The applicant has undertaken surveys of the site to establish the nature of biodiversity interest of the site and its vicinity. The proposals identifies that the site does support some protected species such as reptiles and bats and mitigation is proposed in the form of habitat creation such as new ponds and grasslands, sensitive lighting design and nesting boxes for bats / birds will be provided. It also identifies that where hedgerows are lost new hedgerows will be provided. The Ecology Officer has reviewed the assessment and has not objected to the principle of the proposals however has recommended precautionary conditions.
- 188) The development has the potential to have an adverse effect on the buffer zones required to protect the boundary hedgerows on the site which have been identified as UK Biodiversity Action Plan (BAP) Priority Habitats, as such a condition is recommended for of a detailed hedgerow mitigation and compensation strategy (Condition 22).
- 189) It has been identified that part of the site appears could support a reptile habitat and population. However it has been demonstrated that the development is unlikely to adversely affect the local great crested newt, white-clawed crayfish, hazel dormouse, badger, water vole and otter populations. Nevertheless should any of these protected species or signs of these species be encountered during development then all works must stop immediately to prevent harm to these species and allow appropriate mitigation to be carried out.
- 190) The survey data submitted with the application confirms that the site supports a population of native reptiles, slow worms, which are protected species. However given the local population, the ES proposes that the mitigation should in the form of a translocation scheme within the site. The proposal is for the slow worms to be relocated to the retained grassland on the SANG site. Although the majority of this area is within the floodplain, there is sufficient land available for this to provide a suitable receptor site.
- 191) On this basis conditions are imposed requiring a detailed reptile mitigation strategy to be submitted as part of the reserved matters applications (Condition 21).
- 192) The north western part of the site is also used by bats. it is considered however that the applicant has provided sufficient mitigation to address the overall impact on roosting bats and foraging and commuting bats can be accommodated within the scheme. This would require consideration of the lighting design levels. As such a condition is recommended to mitigate the impacts to the local bat population from harm during construction and subsequently (Condition 8).

- 193) It is noted that neighbours have raised concerns over the loss of this land in terms of its impact to local wildlife. Although this is regrettable, the site is allocated for housing and subject to biodiversity enhancements being provided (such as bird and bat boxes), the proposed development is considered not to result in significant impacts to biodiversity or ecology either on the site or within the local area and is therefore acceptable.
- 194) The application will also provide a contribution towards biodiversity enhancements in accordance with the PAN.

Air Quality

- 195) Policy CP20 seeks to ensure that development proposals minimise the emission of pollutants on the wider environment.
- 196) Appendix 3 of the adopted Sustainable Design and Construction SPD provides guidance on air quality considerations for new development and advises on whether air quality assessment may be required.
- 197) The applicant, as part of the Environmental Statement, assessed the impacts of the development from traffic and construction up to 2026. This includes looking at the impacts upon air quality / pollutants from the development, NDR and A329(M) on the new housing, school and on existing properties. The results of the assessment demonstrate that proposals will remain within the air quality standards set by government within the local area. It is predicted that the development will have an insignificant to minor adverse impact on air quality and that levels are predicted to be below air quality objectives set for pollutants for health. As such no additional mitigation is required. The impacts are principally from construction and traffic however neither of these are considered to be significant. Moreover construction will be controlled by an effective Construction and Environment Management Strategy or Plan for the site (Condition 9).
- 198) Environmental Health have advised that no assessment of the impacts within Wokingham Town Centre have been undertaken. However the town centre is currently not designated as an Air Quality Management Area and the applicants are proposing measures to promote alternative sustainable means of travel including travel plan, pedestrian / cycle improvements and improved bus service. These will help to encourage alternative travel from the private vehicle. Therefore reduce the impact to air quality in the town centre. The levels of predicted traffic from this development in the town centre are also not predicted to be significant. As such no additional mitigation is required.
- 199) It should be noted that it is unreasonable to prevent any development or construction traffic from using the existing public highway however movements can be controlled via the condition which is standard practice for larger sites (Condition 9).

- 200) For these reasons, no objections are raised to the proposals subject to conditions.

Noise

- 201) The main noise sources that affect this development site are A329(M), Toutley industrial site and NDR. It should be noted that National Planning Policy Framework does not expect noise to be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.
- 202) The ES assesses noise impacts and concludes that the majority of the site falls

within areas where noise is not a problem. This includes impacts upon existing properties from noise and also to proposed properties adjacent to Toutley. However the ES does indicate that some properties, those with facades facing onto the NDR could fall into areas where noise can be an issue, particularly during the daytime. Those properties affected will require some additional protection measures against noise, for example enhanced noise reduction double glazing and trickle ventilators with sound attenuation (Condition 56 - 65). It is noted that the target internal noise levels will only be achieved on some properties if the affected windows are kept shut. Although keeping windows shut on properties is never an ideal solution, it must be noted that the NDR is required to allow development within North Wokingham which is key to the Council's housing delivery strategy. Moving the dwellings further away from the NDR would reduce the overall housing numbers on the SDL sites which would lead not only to viability issues in delivering the infrastructure required but would also result in issues with housing provision elsewhere. Additionally residents moving into these properties should be aware of the NDR and therefore can make an informed choice as these moving into these properties as with properties along London / Reading Road or in the town centre. It should also be noted that this situation exists with other dwellings along the NDR / SDR. However it is considered that reasonable internal noise levels for resting and sleeping can be achieved in dwellings by high specification double glazing and alternative means of acoustic ventilation being included in the design. This is controlled by condition (Condition 56 - 65). Houses can also be designed to be orientated to protect from noise. This would be considered as part of the reserved matters.

- 203) Environmental Heath are satisfied with this approach elsewhere (Kentwood Farm).
- 204) Residential units located in the neighbourhood centre would also need to be carefully designed to reduce noise impacts from commercial measures such as ventilation systems, chillers etc.
- 205) As the scheme is outline and the masterplan is indicative only, the layout and design will be assessed in detail at the reserved matters stage. On this basis, no objection is raised.

Land Contamination

- 206) The ES advises there is no evidence of contamination on the site which were found during investigation. The site has historically been in continuous agricultural use, with the exception of the area in farm yard and light industrial uses. There is no evidence of contaminating activities operating on or within the immediate area and it is concluded that the risk of contamination is considered to be very low. However as a precautionary measure conditions are recommended to assess the significance of any contamination and any mitigation needed to make sure the site is suitable for use once developed (Condition 25 & 26).
- 207) The Environmental Health Officer has reviewed the information submitted and has not raised any objections to the proposals.

Pollution

- 208) The ES has highlighted the risk of potential adverse impacts on the environment during excavation and the construction process, from dust, mud on the roads and noise. However this would be no greater than is found on other construction sites and the applicant would be required to provide Construction Environmental Management Plan, prior to construction to minimise any impacts. This would be enforced by planning condition (Condition 9).

- 209) Other issues such as flood lighting to service the multi purpose recreation area or other green spaces will need to be considered. Any floodlighting will require approval to ensure protection for the amenity of residents living nearby.
- 210) The proposed units within the local neighbourhood centre will need to be considered to protect the amenity of people living in close proximity to these premises. Issues such as the location of extraction fans and delivery times will also need to be considered.
- 211) On this basis, no objection is raised.

Archaeology Report

- 212) The site surveys show the site has limited potential with no buried archaeological remains of such significance being found. However in order to ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage, a condition is recommended for a programme of archaeological work in accordance with a written scheme of investigation to be undertaken (Condition 55).

Energy Efficiency and Renewable Energy

- 213) Policy CP1 of the Core Strategy and policies CC04 and CC05 of the Managing Development Delivery Local Plan address issues of sustainable construction, while the Council's adopted Sustainable Design and Construction SPD sets out the requirements for new developments,
- 214) Although this is not a consideration at this outline stage, it is expected that the development will achieve at least Code Level 4 of the Code for Sustainable Homes for all housing units (Condition 47). For non-residential buildings, these should be designed to achieve at least BREEAM 'very good' certification other than the Primary School which will be designed to achieve at least BREEAM 'Excellent' certification (or such national measure of sustainability for house design that replaces that scheme or the equivalent relevant codes at the time of construction).
- 215) The development should also seek to achieve a minimum reduction of 10% of total energy consumption through either on-site renewable energy generation or fabric approach (Condition 48).

CONCLUSION

The proposed development is located within the North Wokingham SDL and would provide early delivery of a key section of the NDR in addition to a new school, local neighbourhood centre and community facilities. The NDR, which is one of the Council's four strategic roads for the planned delivery of new housing within Wokingham, would also provide wider benefits to Wokingham in addition to those to the local highway network. It should be noted that the requirement for NDR is based on the delivery of the SDL's and that without the NDR the delivery of development in North Wokingham could not be accommodated. Also without development, the NDR and other beneficial infrastructure and services could not be delivered due to a shortfall in funding.

The scheme also does not compromise any future alignments of the NDR once the alignment of the NDR is finalised by the Council. The development will include numerous highway improvements locally to improve existing capacity and safety, provide improvements to / new routes for walking and cycling and increased bus service which will promote more sustainable travel choices to the car.

The proposal is shown to be outward looking and the character and appearance of the development will reflect the wider local area in terms of building styles, layout and building heights. There are no significant issues resulting to existing residential amenities. The proposal will also provide new amenity facilities, open space locally, in addition to childrens play facilities and a playing pitch. The location of the new neighbourhood centre, school and community facilities are considered acceptable and will benefit existing local residents.

Local residents and stakeholders concerns have been noted and addressed by officers where necessary and it is considered that the development adequately mitigates its impact where required.

It is acknowledged that there are clear short term impacts from all the new housing developments however these are also key to the Council delivering housing in a strategic comprehensive manner; that is the SDL's. The SDL approach is to deliver new and improved infrastructure and services as part of the new housing and this has been successful. Before the SDL's came forward housing was provided without supporting infrastructure and services however as part of the SDL approach the Council is now delivering major infrastructure and services to Wokingham, notably four new strategic roads (NDR, SDR, Arborfield Relief Road, Eastern Relief Road), seven new schools, new community facilities, new sports hub in South Wokingham, new bus services and new designated cycle-ways (Bracknell to Reading and along distributor / relief roads). These could not have been achieved without the SDL approach while new housing is a requirement of national government policy.

For these reasons the proposal promotes the comprehensive and coordinated development approach outlined within the Core Strategy, NWSDL and the Infrastructure Delivery and Contributions SPDs. The development will make the necessary contributions towards the delivery of infrastructure and services required for the development including the provision of a new neighbourhood local centre, primary school and community facilities. The proposed development also makes adequate provision for affordable housing provision within the scheme.

On this basis, it is considered that the proposal is in accordance with adopted policies, standards and associated guidance would not result in significant harm to the occupiers of the neighbouring properties, future occupiers, the highway network or to the environment. For these reasons the proposals are considered acceptable subject to conditions.

NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported

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Appendix 1: Public Responses (Summary)

O/2014/2242 – Matthewsgreen

Responses from Local Councillors:

- Location of new primary school should be south of NDR.

Noted however no planning justification for this.

- No points of access or egress onto Matthewsgreen Road or Toutley Road should be allowed except for cul-de-sacs forming part of the new development. Principle access to new development should be from Twyford Road and proposed NDR.
1. Main access from east is from Twyford Road. Eastern access has not yet been determined until NDR alignment is finalised. Secondary accesses are proposed, as indicated on Figure 3.1 of the adopted North Wokingham SDL SPD onto Toutley and Matthewsgreen Roads. In accordance with Appendix 7 of the Core Strategy, the development would be integrated into the existing town through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the town, in order to disperse wider traffic movement and allow for direct journeys. Accesses from the development site onto existing roads is acceptable as existing roads have capacity. Various improvements will also be undertaken to Toutley and Matthewsgreen Roads.
- Recommended that developers move the proposed School to the south side of the NDR and move the Care Home north.

Noted however no planning justification for this.

- Request that suitable play equipment be located to the south of the NDR within the confines of the development to allow safe use and inclusive to the new residents.
 - a) Noted however no planning justification for this.
- Request conditions on the application to restrict construction hours.

Condition added.

- Two plots of land large enough requested for a Community Centre and Emmbrook Scout Headquarters

Land to north secured for community use as part of s106.

The Wokingham Society:

- Permission should only be granted subject to the primary provision of the proposed new access road onto the development from Twyford Road.
2. The developer now proposes to provide the new site access on Tywford Road at an early stage. The exact details of construction routing, delivery hours and contractors' parking will be dealt with by a planning condition.
- Construction traffic to enter the site through the Twyford Road entrance.

Covered by condition.

- Recommended that developers move the proposed School to the south side of the NDR with Scout/Community facilities.
 - New traffic modelling to be required, particularly at pinch points Emmbrook Rd/Reading Rd & Emmbrook Rd/Commons Rd junctions.
3. Wokingham's Strategic Transport Model (WSTM3) has been used by the applicant to assess the impact of the proposed development under all potential NDR alignments (eight scenarios in total). The Emmbrook Road/ Commons Road junction is shown to have sufficient capacity in the future year under all scenarios in both the am and pm peak periods. The Emmbrook Road/ Reading road junction is shown to have sufficient capacity in the future year in the am peak under all scenarios. In the pm peak, there will be a capacity impact at this junction under three of the eight NDR scenarios. As with the Holt Lane/ Reading Road junction any capacity improvements, if possible at this location, may attract a higher level of traffic along this route.
- Detail plans of the future development including time scale and community facilities.

Condition on phasing.

Emmbrook Residents Association:

- The WSTM3 2010 baseline understates the current volume of traffic in Emmbrook and does not reflect the true distribution of this traffic.
4. The WSTM3 2010 baseline traffic flows would not reflect the current (2014) level of traffic, given annual traffic growth trends. The applicant has carried out ten manual traffic count traffic surveys and five week-long automatic traffic count surveys in 2014 to establish the baseline traffic situation for the proposed development. These surveys have been reviewed and accepted by highways officers.
- The developer's traffic surveys took place during the summer holiday season, with the manual counts, in particular, taking place just one week before the schools broke up for the summer recess.
5. The applicant's traffic surveys were carried out during school term time, on 11th -17th June and 15th July.
- The developer failed to survey two heavily trafficked junctions in Emmbrook, namely the Reading Road/Emmbrook Road and the Emmbrook Road/Commons Road junctions.
6. See point 3.
- The developer's solution for mitigating the forecast over capacity of the Reading Road/Old Forest Road junction will not work even if the traffic congestion on the west bound carriageway of the Reading Road is solved.
7. A new junction design has been proposed for the Reading Road/ Old Forest Road junction, in liaison with highway officers. The proposed new traffic signal junction has been modelled under the worst case scenario 2026 traffic flows and demonstrates adequate spare capacity in 2026. This junction is proposed to be mitigated for the first phase of development.

- The existing residents of Toutley Road and the cul-de-sacs off it will be severely impacted by the magnitude of the extra traffic introduced by making this totally unsuitable road part of the NDR
8. The decision on whether Toutley Road or any other road forms part of the NDR is to be made by WBC Executive Committee. The applicant has adequately assessed the impact of their development under all NDR scenarios.
- The proposed development egresses onto Matthewsgreen Road are likely to be used as rat runs due to the traffic calming measures that will be necessary on the section of the NDR passing through the development, particularly in view of its alignment past the school and through the local centre.
9. The traffic calming measures initially shown for the NDR have now been amended to a '*Possible local centre shared surface area*' in line with the scope of the strategic transport modelling carried out. Details of the internal layout of the site would be the subject of a Reserved Matters application.
- The noise measurements used to conclude that only minimal measures are needed to mitigate the motorway and commercial estate noise were carried out under a most favourable set of weather conditions and cannot be taken as representing the normal noise levels on the site
 - b) EHO has reviewed and is satisfied scheme compliant subject to conditions for noise attenuation on houses such as double glazing etc.
 - The plan to route the NDR through the most populated and used part of the development may conform to the latest fashion in town planning but is clearly perverse and unsafe
10. The internal site layout and the NDR would need to be designed to comply with highway safety standards and would be subject to a rigorous system of road safety audits, technical checks and site inspection before being formally adopted as public highway.
- Although it may conform to the planning principle of placing statement buildings on the main thoroughfare, the proposed location of the school could not be much worse from a health and safety perspective
 - The developer's assertions over the suitability of the local links to support sustainable modes of transport to the site contain misrepresentations and inaccuracies.
11. A range of sustainable transport measures are now proposed as part of the application, including footway widening works, new zebra crossings, new toucan crossing, new footpaths and cycle paths. The developer has agreed to contribute towards the Council's borough-wide My Journey travel plan initiative.
- The developer concedes that during the construction of the development there is a need to mitigate the adverse effects the construction will have on the existing community, but defers addressing them until a later date.

Covered by condition.

- The development does not integrate with the adjacent settlements as required by the north Wokingham SDL SPD.

12. The proposed masterplan shows a number of pedestrian and vehicular connections from the site to the surrounding settlement area, to provide permeability and accessibility to existing services and sites.
 - No community facility is to be provided for the residents although evidence shows that existing centres are very well used by existing residents and are a vital amenity to the community.

Included in s106 (contribution for Council to delivery or direct deliver)

- Scheme needs to take into account that the SANG is proposed within the Ashridge flood plain and should be designed accordingly.
- Mitigation needed for potential flooding of Emmbrook School.

FRA has been tested and found to be robust. Development will include SUDs.

- Option B of the proposed NDR should be considered rather than the Toutley Road option.

13. See point 8.

- This Option B should be completed before the construction of the proposed housing.

14. The final alignment of the NDR is to be determined by WBC. The development will directly provide the section of the NDR west of Twyford Road through their site, will also pay a strategic transport contribution towards the wider NDR offsite. The applicant has assessed the impact of their phased proposals for 2017 and 2026, and has outlined an appropriate package of highway mitigation to deal with the impact of their development, in accordance with the requirements of the National Planning Policy Framework.

- Option B prevents the dissection of the School and Community centre.

Alignment of NDR not finalised yet. Layout not determined.

- Widening of NDR to allow for commercial, private and cycle lane.

15. The NDR through the application site will comprise a 6.1m – 7.3m wide carriageway, with off-road segregated 3.5 metre wide footway/cycleways on both sides of the NDR.

- Toutley Road is deemed unsuitable for site access.

16. Whilst details of the proposed Toutley Road access/es will depend on WBC's choice of NDR alignment, the applicant has demonstrated that the proposed new access/es will conform to the necessary highway safety standards.

- Potential impact of traffic lights, could cause more congestions on roads.

17. The introduction of traffic lights at the Old Forest Road/ Reading Road junction will alleviate capacity issues and queuing. The proposed junction improvement scheme has been modelled in Linsig and demonstrates adequate spare capacity and performance in 2026.

- The need for the proposal to comply with parking standards at the minimum.
18. The applicant's Transport Assessment proposes that the development will comply with WBC's adopted cycle and car parking standards. The internal parking layout would be reviewed and determined at the Reserved Matters application stage, and will be the subject of a planning condition. Residential garage size will need to comply with the standard dimensions set out in WBC's parking study report.
- Dwellings should have off road parking at a higher level than suggested in the parking standards.
19. See point 18.
- Increased public transport opportunities –bus routes.
20. Discussions are ongoing with the developer and it is anticipated that S106 contributions will be secured to provide a new bus service of approximate half hourly daytime frequency. In addition, enhanced and new public transport infrastructure will be secured, including new bus stops and shelters.
- Local centre should be sufficiently large to accommodate two doctors room.

Can be delivered as part of Community facility.

Joel Park Residents Association:

- Route and time of construction traffic through Matthewsgreen Road and neighbouring roads during development stage.
21. These details will be secured by planning condition (Construction Environmental Management Plan).
- Traffic implications of development
22. The applicant has assessed the impact of their phased proposals for 2017 and 2026, and has outlined an appropriate package of highway mitigation to deal with the impact of their development, in accordance with the requirements of the National Planning Policy Framework.
- Noise pollution from construction

Covered by condition.

- Parking during construction stages – on and off site
23. See point 21.
- The ability for children to safely arrive and depart from school.
24. For the proposed Matthewsgreen Primary School, the routes to school within the development will be determined at the Reserved Matters application stage. For this outline application, a number of new pedestrian/ cycle connections to surrounding areas and dedicated road crossings will be secured by legal agreement. The impact of construction vehicles on existing roads and schools will be reviewed via a CEMP.

- Timing of NDR

25. See point 8.

- Provision of safe walking and cycling lanes on Matthewsgreen Road.

26. The application proposes a range of highway improvements to Matthewsgreen Road, including widened footways, enhanced bus stop infrastructure and new pedestrian crossing facilities in the vicinity. A new pedestrian/ cycle route will additionally be sought within the development site running parallel to Matthewsgreen Road, the details of which will be the subject of a Reserved Matters application.

- The provision of green space.
- Provision of community centre/village hall

Included in proposals (s106).

- What the s106 contribution is going towards.

27. See S106 list.

Berkshire, Buckinghamshire & Oxford Wildlife Trust:

- Lack of information on the proposed measures to avoid adverse impacts on protected bird species.
- No clarification of 'Emm Brook Corridor' ownership or status – therefore unable to suggest whether SANG meets the Natural England Guidelines.
- Functionality of Old Forest Road SANG unclear.
- Council should ensure that Strategic Access Management and Monitoring payment is adequately secured.
- Should the council be minded to approve, a detailed ecological management report should be provided and implemented. Regarding protected habitats and particularly slow-worm habitats.
- A Sensitive Lighting Strategy should be submitted regarding the impact of lighting on protected species.
- The applicant should seek to enhance biodiversity on the site of development.

Council's Biodiversity Officer is satisfied with proposals subject to conditions

Emmbrook Scout Group:

Local scout group require new facility to ensure they remain located within the local area. As such accommodation should be made on the site for a scout facility.

- c) Land secured as part of s106 for community use.

Additional Public Objections – Highway Matters:

- Proposed NDR route based on using Toutley Road and Old Forest Road is unacceptable as it would result in significant congestion and impacts to existing resident's amenities. Option B is only solution.

See point 8.

- Old Forest Road / Reading Road junction is already congested and cannot accommodate additional traffic from this development.

See point 7.

- Development should commence after NDR is constructed.

See point 14.

- The current proposals do not reflect Option B for the NDR.

See points 8. All NDR options through the site have been demonstrated on plans and the necessary land would be secured via legal agreement to be dedicated as public highway.

- Increase in local traffic resulting in traffic and congestion within the local area.

See point 22.

- Highway safety implications due to the amount of additional traffic / cyclists / pedestrians users on the road.

See points 11 and 22.

- Will result in noise / pollution from additional traffic and increase in road usage.

EHO has reviewed scheme and advised no significant issues.

- No new accesses onto Matthewsgreen Road should be permitted as road is already congested. Would result in rat running and further congestion and traffic safety issues locally. Users already speed along Matthewsgreen Road. If any access permitted these should only be cul-de-sac access to prevent rat-running.

The Transport Assessment for this application includes 2014 traffic surveys of Matthewsgreen Road and junction modelling for both ends of this road, which demonstrate that there are currently no significant congestion issues. The future impact of increased traffic on local junctions has been assessed for 2017 and 2026 and appropriate mitigation has been proposed. The principle of new secondary accesses onto Matthewsgreen Road has already been set out in the North Wokingham SDL SPD (see point 1). It is proposed that the internal layout of the development (to be determined at reserved matters stage) will comply with Manual for Streets principles, with road design speeds of 30mph and shared spaces where appropriate. As stated in Manual for Streets, integrating new developments into the existing urban fabric is essential. Cul-de-sacs tend to create introverted layouts which fail to integrate with the surroundings.

- Development and construction traffic should be restricted to use of the NDR only to prevent congestion, pollution and amenity issues to existing local residents.

See point 2 and 34.

- Construction traffic should use Twyford Road only.

See point 2.

- Construction traffic during development needs to be controlled to outside of peak times.

See point 2.

- NDR needs to be in place early on to accommodate construction traffic and traffic from this development.

See point 2. Furthermore, the developer has agreed to construct the NDR through their site at an early stage, once WBC has chosen the final NDR alignment.

- Sufficient parking should be provided on the site with larger garages will be required for the proposed development.

See point 18. Construction parking included.

- Improvements to Reading Road are required before construction commences.

See point 7.

- Reading Road is already congested and cannot accommodate additional traffic.

Reading Road does accommodate a high flow of traffic, but the development's proposed traffic levels on Reading Road will account for only a small percentage of this flow. An improvement to the Old Forest Road/ Reading Road junction by the developer is required at an early stage of the development. A proposed junction improvement scheme has been agreed in principle and will be secured via S106 agreement. A further contribution towards Reading Road corridor improvement works has also been requested.

- Safety strategy required for Milton Road and other local roads required.

Milton Road and other local roads have been assessed by the applicant to determine any possible and required improvements. Due to constraints such as highway boundary and landscaping/ trees on Milton Road, pedestrian and cycle improvements are extremely limited. As a result, a new off-road, lit pedestrian footpath/ cycleway is proposed by the applicant through Cantley Park towards the town centre. Furthermore a new pedestrian crossing island is proposed at the Milton Road/ Matthewsgreen Road mini-roundabout to assist people in crossing Milton Road. A comprehensive set of the wider highway works proposed by the developer is included as part of this application.

- It is already difficult to cross junction of Toutley Road / Matthewsgreen Road, development would only make this issues worse.

A new zebra crossing is proposed near this junction on Toutley Road to safely link the proposed development to Emmbrook Corridor.

- Increased traffic over the Old Forest Road rail bridge which cannot accommodate more traffic.

The proposed traffic signals at the Old Forest Road/ Reading Road junction will be linked to the traffic signals at the rail bridge on Old Forest Road to improve the free-flow of traffic along this corridor.

- Proposal will result in increased traffic onto other roads within north Wokingham such as Plough Lane, which are already congested.

NDR will take most of the new traffic.

- The proposed park and ride is not suitable, too small and no use to residents in the west.

Not relevant to this application.

- Council should encourage the use of non-car transport and improve pedestrian / cycle links to town centre and wider area.

See points 11 and 20.

- Contractor parking should be delivered on site.

See point 2.

Other Matters

- A noise bund would be preferable alongside A329M.

Not required by proposal.

- Development will cause disruption to existing residents through construction methods, for instance more noise, air pollution and vibration.

Covered by condition.

- Existing services and infrastructure cannot cope (schools, nurseries, health, public transport, sewerage etc.). WBC needs to make representation to the relevant government departments regarding the inadequacy of the existing infrastructure.

Covered by condition and improvement proposed as part of proposal (condition and s106)

- The development does not integrate well into the existing community – the proposed development is inward looking given the position of local centres and community facilities to north.

See point 1. Development integrates with wider area and will be outward facing. Location of local centre / school / community centre acceptable in planning terms.

- The proposed new local centre, community centre and school should be moved south of NDR / to the corner of Toutley Road thereby incorporating Joel Park, Emmbrook Village & the new Matthewgreen development.

Location to serve new community and acceptable in planning terms given adequate attractive and safe links will be provided.

- More play facilities are needed.
- Provision should be made for new community facilities and Emmbrook Scouts.

Part of application (s106).

- Proposals will result in detrimental impacts on the visual amenity of the site and surrounding area.

Site identified for development in Core Strategy / SPD. Detailed matters to be considered at outline stage.

- Impact to residential amenity from loss of amenity from noise / air pollution, overbearing impacts, loss of privacy and loss of light.

No significant impacts.

- Proposed building scale are uncharacteristic compared to the surrounding area. Should reflect existing area.

Outline permission, scale is considered to reflect wider area.

- Overdevelopment of the site and borough. Development would result in increased densities.

In accordance with SPD

- Results in further urban sprawl.
- Development should be delayed until other developments around the Borough are completed.

Not reasonable to delay as shown by Kentwood approval.

- Proposed flats are out of keeping with existing character of the area.

Primarily family housing but smaller units required also and in accordance with policy.

- Any flats should be in the heart of the development.
- Location of SANG in the north is unusable and should be relocated.
- Development could result in flooding to existing houses and infrastructure.

Submitted FRA has been tested and considered robust. SUDs included.

- Confirmation required that Cantley Sports Field will not be developed. Improvements to Cantley are required.

Not relevant to application. No proposals to develop Cantley as serves as sports hub.

- Loss of good arable farm land and buildings.
- Loss of employment from the existing commercial site.
- No reassurances that assistance will be given to find new premises for light industrial units displaced.
- There should be a reduction in the height of the proposed street lights.
- Detrimental impact on countryside and result in loss of green space for flora / fauna and ecology / wildlife.

Allocated site, acceptable subject to mitigation.

- Loss of rural features, hedgerows, trees which will impact on visual amenities of the area and local biodiversity. Existing trees and landscaping should be protected.

Existing landscaping features and trees retained where possible.

- No provision for doctors surgery in the proposed development. Matthewsgreen area needs one.

Provision could be made for treatment rooms in the Community Centre.

- Overdevelopment of Wokingham Borough as a whole.
- No proposals for disabled access or safety.

Development needs to comply with building regulations which address disabled access. See point 11.

- Dwellings lack storage space for modern day families.

Additional comments:

- Records/Figures from the Environmental Statement should not be read as absolute.
- More assessment for noise implications needed particularly with respect to the commercial uses to the north.
- Should be a designated telephone number for any breach of condition and a quick response.
- Broadband / IT connections need to be improved in this area.

Support:

- Development will retain significant hedgerows / trees
- Development allows for Option B of the NDR.
- Provision of housing for the elderly.

WOKINGHAM TOWN COUNCIL

Comments on Outline Planning Application O/2014/2242 (Land at Matthewsgreen, Wokingham)

Proposal for 760 dwellings with infrastructure at Old Forest Road providing a SANG and the construction of part of the North Wokingham Distributor Road (NWDR).

SANG

The scheme needs to take into account the fact that the proposed SANG is within the Ashridge flood plain and should be designed accordingly. With exceptional rainfall (as for example in 2013) the SANG may be unusable for a large part of the year.

The scheme also needs to acknowledge that Emmbrook School has previously been flooded and needs to be designed to mitigate future flooding in this area.

NWDR

Clause 1.16 of the Transport Assessment states that: "The Masterplan layout has also been produced to ensure that the development would not prejudice any of the NWDR alignment options from being delivered." However, the plans submitted clearly indicate that the development has been planned around the Alternative A route via Toutley Road, with the part of the NWDR running through the site showing alignment from Reading Road via Old Forest Road & Toutley Road to the A321 Twyford Road, exiting opposite Bell Foundry Lane. The possibility of another option (Option B) is referred to but not detailed. It is our opinion that Option B must be adopted, as it clearly emerged as the preferred route in the November 2013 public consultation.

We are also firmly of the view that construction of the NWDR, along the Option B route, should be completed before the housing is started, thus giving a defined route for construction traffic and a throughway for residents as the dwellings are completed. Failure to provide this will result in the side roads leading nowhere and traffic trying to use existing roads such as Matthewsgreen Road, Clifton Road & Glebelands Road.

Adopting Option B will also move the NWDR to the north of the new School and the Local Centre. A major road bisecting the school and the Local Centre is a cause for major concern over the safety for children and adults crossing this highway. Further consideration of the route of the NWDR must therefore include the effect of bringing this traffic over the narrow bridge on Old Forest Road and the effect on Reading Road of queuing traffic waiting to transit the traffic lights on this bridge. Any backlog which causes stationary traffic on Reading Road would be dangerous and would impede flow towards the Town.

Proposals to advise the existing population of major construction flows are admirable but rerouting the traffic onto the A321 and the Northern option of the NWDR would make this unnecessary. This is another reason that Option B needs to be progressed and constructed prior to the site being started.

HIGHWAY DESIGN & ACCESS

The road width as proposed shows a single carriageway of 6.1 metres wide which is insufficient to take the commercial and private traffic using it. In our opinion, the design road widths on the NWDR should be two-way, with cycle lanes & footpaths. Reducing the verge by one metre each side will still provide two metres of pathway, whilst increasing the road width by two metres.

Section 6.0 Public Transport states that buses will have half-width bays on each side of the NWDR which will force traffic to stop whilst the bus discharges/takes on passengers, or to manoeuvre around the bus by encroaching into the opposite carriageway. Whilst the NWDR is not a super-highway, it will carry increasing traffic and obstructing the flow in such a manner will cause accidents and rat-running. This will be self-defeating as this road is intended to take traffic out of the domestic side roads and the town centre. The historical experience of roads such as this is that traffic growth increases rapidly, so the vision of a narrow single carriageway, obstructed by traffic lights, parked buses and the inevitable occasional broken down vehicle needs substantial rethinking.

The main site access is currently shown as Toutley Road and for the above reasons, plus the narrow bridge on Old Forest Road, this is deemed unsuitable. A much more accessible route, and less disruptive to existing residents, would be via the A321 Twyford Road accessed from Forest Road. Construction traffic as a whole should be denied access to Matthewsgreen, Toutley and Glebelands Roads to avoid the congestion and disruption this would cause.

With regard to the Transport Assessment, paragraph 6.5 on page 48 and its associated table on page 49, we question whether traffic light control is likely to worsen what is already a very difficult situation for traffic on Reading Road. The table shows saturation above 85% and we would query what queuing times are anticipated at this junction. Unless the narrow bridge is replaced, there is a risk that tail-backs from this bridge to the Reading Road junction will further impede traffic flow on the Reading Road.

Regarding traffic, we would like reassurance that residential parking is going to provide sufficient space to avoid verge-parking and roadside usage, such as has happened in other recent developments. WBC parking standards are minimum provisions, and in our opinion, inadequate in the context of a relatively affluent Borough with high vehicle ownership and use, and ever-increasing vehicle ownership/use must be anticipated, since teenage children will soon add to parking pressures.

The drop-off area and parking allocation at the school must allow for parents to wait whilst picking up children, otherwise the approach road and the Local Centre parking opposite will be choked at school times. In our opinion, all dwellings should have off road parking, greater than current WBC standards, to reflect Wokingham's higher than average car ownership, so as to prevent parking half on road, half on pavement. Alternatively, all roads should be designed to be of two vehicle width.

Wokingham is an old market town and the compact retail centre is contained within a finite network of roads. As this development incorporates part of the planned NWDR, this must be of sufficient width to ensure that traffic flows freely and does not continue using the town centre. In addition, and as traffic increases on the 329(M), it will inevitably mean increased local traffic trying to avoid or circumvent the area.

If it is the intention to discourage car use, then there needs to be a bus service on at least an hourly basis, but preferably half-hourly, to link to Woosehill and Wokingham.

With regard to the Design and Access statement, section 6.0 on page 59 talks about a 30 minute bus service. In his report on the Examination in Public of the Core Strategy, the Inspector recommended a 15-minute service to ensure take-up by residents, rather than resorting to car travel. If we are to achieve our objective of doubling public transport use, as a percentage, by 2026 we must provide adequate bus services.

However, it should also be remembered that, whilst a regular bus service is ideal for casual visits to the shopping centre and market, cars will be used for heavier shopping and this must not be discouraged if we want to increase the viability of the independent retail sector at the heart of the town.

FLOODING

On the Northern edge of the site, whilst the provision of attenuating ponds will help to alleviate pressure on the Ashridge Stream area, as this is a clay-based area, heavy rainfall may mean that the Sang area is unusable for much of the year. Being contained by the A329(M) to the North, the M4 to the West and the Emmbrook Corridor means that particular attention must be paid to drainage, not only from the site but in the adjacent area as well. Provision of attenuating ponds in the South West may need to be considered to alleviate potential flooding of Emmbrook School and nearby properties. Construction must not be allowed to exacerbate the current threat of flooding here and detailed plans should be brought forward to address this.

COMMUNITY FACILITIES

Wokingham is credited with a high proportion of technology based employment/residency and acts as a commuter area for Bracknell, Reading and London, so the proposed application must consider the needs of the extra population in terms of viable access and use of the core services, parking and shopping area. The Community Facilities proposal indicates that Wokingham Health Centre will be the prime supplier of GP/Pharmacy services for the new development. This is unacceptable in terms of distance, parking provision and the impact of 1800 new patients on this surgery, some of whom will be from the Assisted Living and Dementia accommodation planned.

Currently there are only this Health Centre and Burma Hills Surgery in Ashridge Road available to the existing population, therefore a facility in the new Local Centre must be provided as a permanent feature.

Our opinion is that the Local Centre should be sufficiently large to accommodate two rooms for doctors' satellite surgeries and associated clinics, first because there is inadequate provision for doctor's access in north Wokingham (cf the Grimes Report 2014) and secondly to prevent car journeys into Wokingham.

It is also our opinion that the car park must be adequately sized to cater for both peak retail and peak Local Centre/School use.

Planning & Transportation Committee

10th December 2014

**WE THE UNDERSIGNED EMMBROOK CONSERVATIVE COUNCILLORS WISH THE
LPA AND THE PLANNING COMMITTEE TO NOTE AND ACT ON THE WISHES OF THE
MAJORITY OF OUR RESIDENTS AS LISTED BELOW.**

Dear Sirs,

Re: Planning application number 0/2014/2242, Matthewsgreen Farm, Matthewsgreen Road, Wokingham.

The above application has been submitted to Wokingham Borough Council for 760 dwellings. The stated rate of build is currently quoted as 90 houses per year. At that rate the construction is going to have a serious effect on the lives of the Emmbrook residents for over eight years if planning permission is granted.

Emmbrook village is a tightly constructed community with few access points, two of which are traffic light controlled single access points, namely Emmbrook Road and Old Forest Road plus additional access from Holt Lane past Holt School, Jubilee Avenue from Milton Road, with the remaining access being via Twyford Road and Mathewsgreen Road.

To impose construction traffic onto this area of the existing village is unacceptable and would impose a totally unsafe and unnecessary strain on the lives of all existing residents, no matter which access route was to be used. Thus we believe that the only access point to the development should be from Twyford Road.

** The first requirement therefore is that permission to build, should only be granted, subject to the primary provision of the proposed new access road onto the development from Twyford Road. (N.B. This might or might not be a part of the future Northern Distributor Road, subject to WBC findings to be published in the spring.) The developers are suggesting that the first developments will take place in the NW and SW corners of the site, the road provision should be sufficient to allow construction traffic to reach these points as well as providing sufficient onsite parking for all workers employed in the overall construction until completion.

** Because of the afore mentioned existing roads within Emmbrook village, a further requirement is for no points of access or egress onto Matthewsgreen Road or Toutley Road to be allowed, other than from cul de sacs forming part of the new development. Principle access for new residents should be via Twyford Road and the new Distributor road, due to the safety issues and congestion additional vehicles would cause to the existing settlement.

It is currently proposed that the new school will be built to the north of the new Distributor Road. We firmly believe that this has clear safety issues as many children will walk to school from the Southern side of the new development as well as from Emmbrook Village. Any children coming to the school from the new settlements to the East of Mathewsgreen will be more likely travel by car thus preventing the need for them to cross the busy distributor road.

** We strongly recommend that planning request that the developers move the School to the south side of the NDR and move the Care Home to the North.

Whilst provision is shown for a SANG at the end of Old Forest Road, there will be a clear need to provide for children within the new development with play equipment. If this is to be provided within the SANG it will be too far, away particularly for mothers of small children to take them.

** We request that suitable play equipment for the toddlers through to early teens be located to the south of the NDR within the confines of the development to allow safe use and for it to be inclusive allowing new residents to meet easily.

Construction times need to be limited to allow the residents both current and new to enjoy normal family life throughout the construction period.

**Therefore we would request that the planning committee impose operational work times on site that restrict work on the site to Monday to Friday between 8am and 6pm and Saturdays between 8am and 1pm. No work Sundays and during any public holidays.

Within the enlarged Emmbrook Community there is a clear need identified for a new location

for the Emmbrook Scout Headquarters to ensure it is large enough to include any new youngster that wishes to join from the existing or new residents. There is also a need, clearly identified by us Councillors, residents associations and the Churches Together in Wokingham, for the provision of land for a larger Community Centre for the integrated community of the enlarged Emmbrook along with a contribution for such a building. We would expect it to be of a physical size that it can meet the health needs of the community as well as the social needs.

**With the above in mind we would ask the developers to look at allocating two such plots of land within the development. We feel the latter would need to be alongside Toutley Road to ensure access from both elements of the future inclusive village without any need for additional vehicles within either the current or new settlement.

We are grateful to Emmbrook Residents Association, and the Joel Park Residents Association for supporting us in ascertaining the views of Emmbrook residents and for participating in our ongoing negotiations with the developers.

Lastly, we would like to thank the developers for their commitment to work with us all to date and in the future.

Signed,

Cllr Philip Mirfin—Borough Councillor and Town Councillor for Emmbrook South

.....

Cllr Ullakarin Clark—Borough Councillor and Town Councillor for Emmbrook North

.....

Cllr Sanjay Odedra—Town Councillor for Emmbrook North

.....

Cllr Gwynneth Hewetson—Town Councillor for Emmbrook North

.....

Cllr Barbara Bench—Town Councillor for Emmbrook South

.....

Cllr Tony Hewetson—Town Councillor for Emmbrook South

.....

N.B. Because of his position as a member of the WBC Planning Committee Cllr. Chris Singleton is unable to comment on any planning proposals.

Woodley Town Council

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

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

Telephone 0118 9690356

Fax

Case Officer : Connor Corrigan

Date 19/11/2014

Application No O /2014/2242

Type : Outline

Status : 0 New Application

Date Received : 24/10/2014

Applicant : Unknown
Land at Matthews Green Farm
RG41 1JX

Agent/Architect :

Location : Land at Matthews Green Farm
Matthews Green Road
RG41 1JX

Parish : Wokingham

N.G.R. :

Road Class :

Proposal : Adjoining parish consultation.

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

TOWN AND COUNTRY PLANNING ACT 1990 - LOCAL COUNCIL OBSERVATIONS

Woodley Town Council have considered the Application No O /2014/2242 and observations thereon are as follows :

No comment.



OMEGA

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172



Architectural & Landscape Development
24' Century Recreation Ctr
2197-A-1008-B

2197-A-1008-B



7400
24' Century Recreation Ctr

EMMA BROOK

EMMA BROOK

7400