

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170083	Ext	Wokingham	Norreys	Major

Applicant Crest Nicholson Operations Ltd

Location Kentwood Farm West Warren House Road Wokingham

Proposal Reserved Matters application pursuant to Outline Planning Consent O/2013/2295 for the erection of 225 dwellings, associated amenity space, landscaping, garages, parking and carports, allotments, internal roads, pathways, drainage and the construction of a new access from Warren House Road (access, appearance, landscaping, layout and scale to be considered); the construction of a section of the Northern Distributor Road (NDR) within the development site, including footways and associated highway works (accessed from approved access on Warren House Road).

Type Reserved Matters for Major Application

PS Category 1

Officer Sophie Morris

FOR CONSIDERATION BY Planning Committee on 10th May 2017

REPORT PREPARED BY Delivery Programme Director

SUMMARY

The application site is situated to the north of Wokingham and forms part of the North Wokingham Strategic Development Location, as identified within the Core Strategy.

The site is located on the western parcel of the Kentwood Farm (Phase 1 or Mulberry Grove) development which has a total allocation of 510 dwellings. The Kentwood Farm development site is split by Warren House Road. The eastern section has planning permission for 274 dwellings (ref: O/2011/0699) and subsequent reserved matters approval relating to appearance, landscaping and scale for 274 dwellings (ref: RM/2013/1164). The planning committee also recently resolved to grant planning permission for an additional 10 units on the Kentwood East development (ref: 162212), subject to the completion of a S106 agreement. This was possible due to revised alignment of the Northern Distributor Road.

The development on the eastern parcel, Kentwood Phase 1, is well advanced and the roundabout forming part of the access to the application site on Warren House Road has been constructed.

This application site, Phase 2, is situated on the west side of the Kentwood Farm development site and was granted outline planning permission for up to 225 dwellings in October 2014 (O/2013/2295).

This proposal is the reserved matters application pursuant to the Outline permission relating to the 225 dwellings, associated amenity space, landscaping, garages, parking and carports, allotments, internal roads, pathways, drainage and the construction of a new access from Warren House Road (access, appearance, landscaping, layout and

scale to be considered); the construction of a section of the Northern Distributor Road (NDR) within the development site, including footways and associated highway works (accessed from approved access on Warren House Road).

Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings across Wokingham with associated development and infrastructure in the period 2006-2026. As a strategic response to this housing demand, Wokingham has identified that the majority of this new residential development will be delivered in four SDLs, of which North Wokingham is one. By concentrating its housing delivery in the four identified SDLs, Wokingham has been able to more strategically plan for and deliver the social, environmental and highways infrastructure necessary to support this significant population growth, whilst at the same time protecting other more sensitive areas of the borough from inappropriate and unsustainable development.

The submitted proposals are similar to Phase 1 scheme and considered acceptable as they are in accordance with the general parameters set out under the outline consent and the Council's adopted policies and guidance in terms of scale, design and appearance. The development would provide high quality development with appropriate levels of parking and amenity for future occupiers of the development. For these reasons, the scheme is recommended for approval.

PLANNING STATUS

- Within North Wokingham Strategic Development Area
- 7KM Thames Basin Heath SPA
- Archaeological Interest
- Flood Zone 1
- Great Crested Newt Consultation Zone
- Aerodrome Safeguarding for Wind
- Tree Preservation Order

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

Plans

1. This permission is in respect of plan no's listed below. The development hereby permitted shall be carried out in accordance with the approved drawings and documents listed unless otherwise agreed pursuant to the requirements of the attached conditions or otherwise agreed in writing by the Local Planning Authority.

Plan numbers being finalised to be included on Members Update

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

Cycle parking

2. No dwelling house shall be occupied until the cycle parking serving it has been provided in accordance with the details of such hereby approved. The cycle parking shall be thereafter permanently retained.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards

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

Refuse Storage

3. The internal and external spaces for the storage of refuse and recyclable materials for the dwellings hereby approved shall be provided prior to occupation of the relevant 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).

Phasing

4. Prior to the commencement of the development, a Phasing Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Strategy will define:

- a) the development to be delivered within each sub-phase of the development;
- b) timescales;
- c) 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;
- d) details to demonstrate that no more than 100 dwellings will be occupied without a separate emergency access being in place;
- e) details to demonstrate how the provision of 2 disabled parking bays for users of the SANG will be made continually available for the duration of the construction period.

The relevant development to be delivered under a) and shall be carried out in accordance with the approved Phasing Strategy unless otherwise agreed in writing with the Local Planning Authority.

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).

Highways Works

5. Prior to commencement of development, details and delivery schedules for the following works shall be submitted to and approved in writing by the Local Planning Authority:-

- a. The closure of the SANG vehicular access located to the north of Warren House Road roundabout;
- b. the new bus stops and associated infrastructure proposed within the site and the new bus stop and associated linking infrastructure on Warren House Road;
- c. the new pedestrian accesses onto the highway;
- d. the pedestrian access improvements into Neville Close on the eastern side of Warren House Road;
- e. the new vehicular access onto Warren House Road south

Such details should include engineering layout, culverting of any ditches, street lighting, visibility splays (including for pedestrian crossings). The details as approved shall be implemented prior to first residential occupation of Kentwood Farm West and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory development in the interests of highway safety and convenience in accordance with Core Policies CP3 and CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

6. The land within the visibility splays shown on drawing 30919/AC/016 Rev J titled 'Highways General Arrangement Plan' shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

7. Details of the marking out of the disabled parking spaces for the SANG as identified on drawing 30919/AC/020 Rev J 'Proposed Parking Strategy' shall be submitted to and approved in writing by the Council. The parking bays shall be marked out in accordance with the approved details prior to first occupation and shall be retained as such permanently thereafter.

Reason: To ensure the development provides an accessible environment for persons with impaired mobility in accordance with Core Strategy Policy CP2.

Northern Distributor Road (NDR)

8. Prior to commencement of the NDR hereby approved, details of its design up to and including a proposed interim termination point at the western end of the road shall be submitted to and approved in writing by the Local Planning Authority. The NDR and interim termination point shall thereafter be constructed in accordance with the approved details unless otherwise agreed in writing by the Council.

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).

9. Prior to the commencement of development, details of the NDR pedestrian/cycle connections linking the Kentwood East site to the Kentwood West site to include the Warren House Road roundabout area NDR foot/cycle path, shall be submitted to and approved in writing by the Council. The details as approved shall be completed to road safety audit stage 3 stage prior to completion of road safety audit stage 3 for the Kentwood West NDR works hereby approved. Once constructed, the works shall be permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory development in the interests of highway safety and convenience in accordance with Core Policies CP3 and CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Landscaping

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

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

11. Prior to commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of landscaping details on the Warren House Road roundabout. The details as approved shall be implemented prior to completion of road safety audit stage 3 for the Kentwood West NDR works and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance in the interests of highway safety and convenience in accordance with Core Policies CP3 and CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

12. Prior to commencement of the allotments, details including specifications, and typical construction details for the sheds, raised bed planters, and noticeboards shall be submitted to and approved in writing by the Council. The allotments shall be provided in accordance with the approved details and maintained thereafter unless otherwise agreed in writing by the Council.

Reason: In order to ensure the allotments are completed to a satisfactory standard and visual appearance. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Residential Amenity

13. Prior to the occupation of units 13, 14, 17 and 18 within apartment block A, the lower panes serving the kitchen areas shall be fitted with obscured glazing and shall be fixed shut in accordance with drawing numbers 2556-A-3010-B and 2556-A-3011 B. Once installed, the lower panes shall be permanently retained in this form.

Reason: To ensure an appropriate residential environment for occupiers of the development in accordance with Core Strategy Policies CP1 and CP3

Informatives

1. This permission should be read in conjunction with the outline planning permission and associated Section 106 legal agreement.
2. You are informed that this permission here relates only to the Reserved Matters submitted pursuant to condition 2 of the Outline Permission. It does not convey any written approval from the Local Planning Authority as may be required for any other of the conditions of the outline permission; details for which shall need to be submitted separately to and approved in writing by the Local Planning Authority.

3. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
4. The applicant is informed that parking will need to be restricted along the main routes (Northern Distributor Road and bus route) and on turning heads.
5. 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.
6. 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.
7. All highway works will require separate consent of Highways Authority under S278 of the Highways Act
8. 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 the developer has either a) secured the payment of the estimated cost of the highway works under the Advance Payments Code provisions as set out in section 219 of the Highways Act 1980, or b) made a legal agreement with the highway authority under Section 38 of the Highways Act 1980 and provided a Bond of Surety.
9. 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.
10. Utilities - Any works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
11. 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.

12. This consent does not include approval of materials to be used in the external surfaces of the housing, of external lighting, of tree protection, full details of hard and soft landscaping, of boundary treatments, of contamination, of construction accesses, of parking management, of surface water and foul drainage, of water capacity, of ecological permeability, of reptile mitigation, of hedgerow protection, of archaeology, and of noise protection; details of which shall need to be submitted to and approved separately in writing by the LPA pursuant to conditions 3, 6, 9, 13, 14, 20, 22, 33, 34, 36, 37, 38, 40, and 41 (as relevant) of the outline consent.
13. A construction management plan will need to be submitted to and approved in writing by the LPA pursuant to condition 7 of the outline consent. Hours of construction are controlled by condition 8 of the outline consent.
14. You are advised that the permitted development rights of the properties hereby approved have been restricted by conditions 5 and 19 of the outline permission.
15. You are advised that where 'prior to commencement of development' is cited within conditions 4,5,8,9,10 & 11 listed above, this is with the exception of 'commencement' for the purposes of site clearance and ground works.

RELEVANT PLANNING HISTORY

The application Site

Kentwood Farm West – Phase 2

O/2013/2295 – The Parent Permission: Outline Application for the development of up to 225 dwellings and associated works at Kentwood Farm West (Phase 2 of the Kentwood Farm Development) (all matters reserved) – **Approved 27/10/14**

153108: Reserved matters application pursuant to outline planning consent O/2013/2295 relating to detailed layout for the construction of the Northern Distributor Road (including footways and associated highways works) on Kentwood Farm West – **Approved 27/06/16.**

Deed of Variation (DoV) pursuant to S106 of O/2013/2295: To vary on site affordable housing requirements and secure a commuted sum; to vary trigger for completion of allotments: Pending

The adjacent Site

Kentwood Farm East (Phase 1)

O/2011/0699 and RM/2013/1164 (as amended): Planning Permission for 274 dwellings and associated infrastructure (including highways, open spaces, SANG, noise bund and allotments) – Planning Permissions have been granted and development is nearing completion

162212 – Phase 1D: Full application for the proposed development of 6no two bedroom flats, 3no two bedroom houses and 1no three bedroom house, plus associated access, car parking and landscaping – these dwellings are in addition to those secured under outline planning permission O/2011/0699 and associated Reserved Matters –

Committee resolution to approve, subject to S106 agreement.

162213: Amendment to RMs previously approved under application RM/2013/1164 in relation to the layout of 6 dwellings at the eastern corner of the site: Committee resolution to approve subject to completion of DoV to original S106, such DoV to include variation to the trigger for NDR delivery on Phase 2 (Kentwood West) site: Pending

SUMMARY INFORMATION

RM Site Area	8.4ha
Existing units	None
Proposed units	225
Number of bedrooms per unit	18 x 1bed; 82 x 2bed; 94 x 3bed; 27 x 4bed; 4 x 5bed
Proposed density - dwellings/hectare	27dph
Number of affordable units proposed	56 (25%)
Public Open Space proposed	1.4ha
Proposed parking spaces (excluding 8 for allotments and 2 disabled bays for SANG)	512 – 2.27 per dwelling

CONSULTATION RESPONSES

WBC Highways	No objection subject to conditions
WBC Drainage	No objection subject to further details submitted under discharge of conditions application
WBC Landscape Architect	No objection subject to condition 10 and further details submitted under discharge of conditions application
WBC Ecology	No objection subject to further details submitted under discharge of conditions application
WBC Green Infrastructure	No objection subject to conditions
WBC Waste Services	No objection
WBC Affordable Housing	No objection
Berkshire Fire and Rescue	No additional fire hydrants required; Plans have not been reviewed for safety provisions, this is the responsibility of the Building Regulations Department
Environment Agency	No comment
Highways England	No objection
Natural England	No comment provided that the SANG and Thames Basin Heath mitigation element remains unaffected
Berkshire Archaeology	No response
Thames Water	No response
SGN	Due to presence of low/medium/intermediate pressure gas main in proximity to the site, no mechanical excavations to take place above or within 0.5m of low pressure system, 0.5m of medium pressure system and 3m of intermediate pressure system. Positions of mains should be confirmed using hand dug trial holes.
Berks, Bucks and Oxon Wildlife Trust	No response
Hurst Village Society	Little attention given to the increase in traffic along Forest

	Road to and from Bracknell and A321; speeding along these roads is already an issue which will be exacerbated. <i>Officer note:</i> Transport impacts were assessed at outline stage and appropriate mitigation was agreed.
St.Nicholas Hurst Parish Council	Whilst application is for reserved matters, still concerned that insufficient attention has been paid to accompanying infrastructure and effect of additional traffic on surrounding roads. <i>Officer note:</i> Transport impacts were assessed at outline stage and appropriate mitigation was agreed.
Bracknell Forest Council	No response
Sport England	No response

LOCAL REPRESENTATIONS	
Letters of notification were sent out to over 500 neighbouring property addresses. The application was also advertised by way of site notice and press advert.	
<u>Responses</u>	
<u>Local Residents</u>	
22 representations have been received directly from local residents. The following matters are raised:	
Objections:	
<ul style="list-style-type: none"> • Overdevelopment • Increased traffic and congestion • Highway safety and lack of local amenities • Mini-roundabout at junction of Keehatch and Warren House Road already a danger spot – will be exacerbated with increased traffic (<i>Officer note;</i> transport impacts were assessed at outline stage and appropriate mitigation was agreed) • New location of access road at south of site will create dangerous situation – occupants leaving Ashridge road already have limited visibility (<i>Officer note;</i> the junction will be subject to Road Safety Audit to ensure highway safety) • Pedestrian access unclear – concern over safety (<i>Officer note;</i> highway details will be submitted under condition 6) • Concerns over NDR and speed of traffic travelling along it through the housing developments (<i>Officer note;</i> NDR is designed to 30 mph) • The NDR will increase traffic through Mulberry Grove estate which is already used as a cut-through from Warren House Road to Keehatch Rd – Increase in cars will increase danger to pedestrians (<i>Officer note;</i> roads within Mulberry Grove designed to accommodate traffic) • Scale of development seems excessive for the amount of greenspace; local infrastructure would be overloaded; not enough schools and doctors in the area to provide for the development (<i>Officer note;</i> proposal is policy compliant) • Re-siting of allotments will result in loss of outlook and privacy to occupants on Warren House Road (<i>Officer note;</i> housing meets WBC separation standards) • Revised design appears more crowded with loss of open space • Allotment design appears smaller (<i>Officer note;</i> size is policy compliant) • Not enough provision for local cycle routes (<i>Officer note;</i> new cycle route will be formed along NDR and improvement will be carried out into the town as part of developments) 	

Comments:

- Proposed pedestrian walkway looks like pedestrians would be required to cross Warren House Road at multiple points:- would be sensible to put a walkway all around the inside of the proposed site (*Officer note*; The development proposes a footpath along the inside of the site adjacent to Warren House Road)
- Any road crossing to be located on Warren House Road should be designed so as to not disturb residents (*Officer note*; no road crossings are proposed)
- Trees and hedgerows should be protected as much as possible (*Officer note*; trees and hedgerows will be protected through measures agreed within conditions)
- Plans on website not clear as to which layout is correct for the site

Support:

- One letter advised that plan layout 2556_c_1005 would be supported, not Appendix A Masterplan (*Officer note*; plan 2556_c_1005 is the correct plan submitted under the RM application. Appendix A Masterplan formed part of the Outline submission)

Wokingham Town Council Comments:

Comments on allotments:

Each site to be 'spade ready' and to have the following:

- flat, even ground with at least 60 cm of sifted topsoil
- plots to be 2.5 poles in size with defined paths, 1 metre wide, between the plots for access for the disabled
- there to be no trees in the vicinity of the allotment boundary
- the boundary to be set with sturdy, metal deer-proof fences, 1.8 metres in height, with lockable gates
- composting or mains water and sewage disposal connected toilets for the disabled
- centrally located compartmentalized tool/ equipment lockers with an integral rainwater collection system
- a water-butt on each plot with a lockable lid
- a durable hard-standing area for car parking – one space per five plots
- a mains water supply with non-return valve taps for every six plots
- two large outdoor noticeboards

Officer comment: The allotment specification was detailed within the S106 agreement and whilst details have been submitted to support the reserved matters application, and are overall considered acceptable, the final details relating to the allotments will be secured within the detailed landscaping condition and proposed condition 12.

General layout comments:

- Parking

WTC accepts that the proposed parking provision complies with the current standards but would like to see more of the spaces allocated to residents. In the longer term WTC would like to see the parking standards revised to reflect the level of car ownership in the town. *Officer comment:* The overall parking provision/allocation across the site is considered acceptable and in accordance with WBC parking standards. Allocation of spaces can reduce flexibility particularly with affordable housing units.

- Road Widths

WTC would like to see the 4.8m road at the southern end of the development widened to 5m as a shared surface to allow vehicles to pass without causing damage to the verges.

Officer comment: The road at the southern end of the development has been widened to 5m.

- SANG Car Park

While recognising that the SANG is for the benefit of the adjacent development, there should be a provision for disabled parking nearby. *Officer comment:* The scheme now includes the provision of 2 disabled parking bays close to the access to the SANG.

- Bus Stop

The proposed bus stop on Warren House Road will create an obstruction to traffic at peak times and consideration should be given to providing a lay-by instead. *Officer comment:* Bus operators do not favour bus lay-by to pull in as they are not let out which impacts upon quality/use of the service. Buses will only stop a maximum of every 15 / 30 mins and would therefore result in limited impacts.

PLANNING POLICY

National Planning Policy Framework (NPPF)

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

Managing Development Delivery 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

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

Affordable Housing SPD adopted June 2011.

PLANNING ISSUES

The Site and Surrounding Area

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the North Wokingham Strategic Development Location (SDL) and comprises around 8.4 hectares. The site lies approximately 1km to the north west of Wokingham town centre and to the south of the A329 (M).
2. The site currently comprises an open field, with ditches, hedgerows and a mixture of trees, in terms of age and type. The topography of the site is relatively similar throughout and slopes gently in an east to west direction. Warren House Road is located on the eastern boundary of the site where there is a new roundabout which will provide access to the site and links with Kentwood Farm East development site (approved for 274 dwellings). This forms part of the Northern Distributor Road (NDR). Directly to the east of Warren House Road there is an existing employment site, known as Kentwood Industrial area within the SDL boundary, which does not

form part of the application site.

3. Located directly to the north of the site lies the SANG created under the Phase 1 Kentwood Farm (East) development and beyond that the A329(M) and open countryside. The SANG created under the Kentwood East site is large enough to serve both Kentwood Phase 1 (East) and the Phase 2 (West) site, which is the subject of this RM application.
4. To the south, there are existing residential developments comprising mostly two storey housing, which will remain separated from the development by Warren House Road. Keephatch Road links onto the south eastern corner of the site.
5. To the west are open fields, Ashridge Farm which is listed, and the sewerage works which are located approximately 700m to the west. The site is bounded to the east, west and south by an existing hedgerow with a small number of mature trees within these hedgerows, most notably along the western boundary.

Application Proposals

6. Reserved Matters approval (RMA) is sought for Kentwood Phase 2 (or West) for the construction of 225 dwellings and a section of the Northern Distributor Road (NDR), which will serve as the primary access to the majority of the dwellings on the site. A second access to serve dwellings within the southern part of the site is also proposed off Warren House Road to the south. The development incorporates associated internal access roads, parking, landscaping and open space, including a Locally Equipped Area of Play (LEAP), allotments, footpaths and Sustainable Urban Drainage (SuDS).
7. A stand alone reserved matters approval was granted under application 153108 in June 2016 for a section of the NDR through the site (discussed later in the report). The layout of the NDR within this current RMA has been amended slightly from the original approved design and therefore approval is sought for these minor changes within this application.
8. This RMA seeks approval of appearance, landscape, layout and scale in accordance with Condition 2 from the outline permission.
9. A variety of housing typologies are proposed including terraces, semi-detached and detached houses, three storey apartment buildings, flats over garages (FOGs) and coach houses. The development would deliver 56 (25%) affordable dwellings on site. The buildings would range from 1 to 3 storeys with two storey buildings located along the edges of the development site.

Principle of development

10. The principle of development on the site was established by outline planning permission ref: O/2013/2295 and forms part of the allocation within North Wokingham (Core Strategy Policy CP20). Appropriate evidence was also provided at the Outline planning application stage to satisfy the LPA that the section of the NDR could be delivered along the proposed route without significant or unacceptable impacts. As such, this application is also concerned with considerations relating to the detailed design of the road under the parameters established at the outline application stage in as far as it satisfies the NDR requirements set out by the Council's Executive Committee.

11. The outline application was subject to an Infrastructure Delivery Plan (IDP) and s106 legal agreement, which included requirements for on-site provision (affordable housing, the NDR, open spaces, allotments) together with contributions towards off-site infrastructure and services such as roads, education, sports facilities and health services. The land to the north of the site and west of Warren House Road comprises the SANG. The SANG was approved as part of the Kentwood Farm East site, and is large enough to serve both phases 1 and 2 of Kentwood Farm development with respect to the mitigating the impacts of the development upon the Thames Basin Heaths Special Protection Area. The SANG is now open and is anticipated to be transferred to the Council with a maintenance contribution in late summer 2017 once snagging issues have been resolved.
12. A number of the objections received as a result of the consultation process of this application have made reference to issues such as traffic impacts, provision of local amenities, and impact upon local services etc. However, such issues were assessed at the outline planning application stage, and any resulting impacts in respect of these matters as a result of the development were dealt with by way of mitigation measures secured at the outline application stage. As mentioned in paragraph 11 above, the outline planning permission S106 agreement included contributions in respect of off-site highways works, sports facilities, education and health contributions, and are therefore not for consideration within the remit of this reserved matters application.
13. Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for the purposes of the Reserved Matters application submissions. It is important to note however that the parameter plans do not absolutely 'fix' matters of detailed design and that deviations from those plans may be accepted under the Reserved Matters applications where the deviations do not substantially alter the original planning permission approved and where the impacts do not result in significant harm to the local area. This is common practice for large scale developments.

Detailed Design

14. Core Strategy Policies CP1 (Sustainable Development) and CP3 (General Principles for Development) requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03 (Green Infrastructure, Trees and Landscaping) and TB21 (Landscape Character) and the North Wokingham SDL SPD.

Layout

15. The overall layout of the site has not altered significantly from the indicative masterplan provided at the time of the outline planning application and the total number of dwellings for the site remains at 225 as originally shown, resulting in a density of 27dph. The key differences between the outline indicative masterplan and the reserved matters layout relate to the elimination of a north/south route through the site, and the location of the allotments and play area within the site.
16. At the time of the determination of the outline permission, the final alignment of the NDR had not been agreed, and was therefore indicative at that time. Although the route as proposed within this reserved matters application was indicated at the

outline stage, a further possible option assessed was to use Warren House Road, and as such a further north/south link was indicated through the site. However, at its Executive Meeting of 24th September 2015, WBC agreed the deliverable route option of the NDR, which confirmed the alignment of the NDR will span across the Kentwood (West) site, and continue across the north of Ashridge Farm, rather than diverting south along Warren House Road. Negotiations are underway to secure the land for the road.

17. The layout of this RM application therefore now only includes the confirmed section of the NDR alignment which runs east to west across the site, separating the north and south sections of the development. This section of the NDR will be accessed from the existing roundabout situated on Warren House Road to the east of the site and will provide the main access into the application site. Three smaller access roads then radiate from the main NDR route to serve clusters of properties. The design of this section of the NDR is discussed later within the report. The application also includes an access onto Warren House Road to the south, which will serve a number of dwellings located in the southern part of the site. This enhances permeability of the site but does not cause harm to the local highway network along Warren House Road.
18. The other differences to the layout from what was indicated at the outline application stage, relates to the location of the allotments and play area. The allotments were initially indicated at the outline stage to be located in the south eastern corner of the site. They are now proposed on the west side of the site above the NDR. It should be noted that this was the original and preferred position for the allotments. Condition 35 of the outline planning permission required the submission of a detailed odour assessment to be undertaken to assess any potential impacts from odour upon the amenities of future residents from the nearby sewerage works. The condition further required any mitigation measures deemed appropriate to be installed/implemented and be operational prior to first occupation.
19. A conditions application was submitted pursuant to the requirements of condition 35 in May 2016 (ref: 161257) and discharged in August 2016. The submission included a detailed odour report which referenced scheduled improvements to the sewage treatment works and detailed an odour buffer zone. Thames Water and WBC Environmental Health raised no objection to the report, but recommended that the future RM application should ensure no dwellings (permanent residency) would be located within the identified odour zone to ensure residents' amenity is protected. Therefore, the proposed location of the allotments was revised in order to ensure that the residential dwellings within the development are not located within the identified odour buffer zone.
20. The LEAP play area located within the southern part of the site was originally proposed immediately adjacent to the southern side of the NDR. However, the current proposed location is considered more appropriate as it would be overlooked by two apartment blocks which will help to provide natural surveillance to discourage anti-social behaviour and will provide a safer and quieter play environment.
21. The buildings within the development are similar to those within Phase 1 and will line and address both the NDR as well as both sides of the access routes. Two of the apartment blocks will be located on either side of the NDR at its junction with the roundabout on Warren House Road. The location of these buildings will help define

the main entrance into the development. The affordable housing is located on the northern side of the site. Car parking strategies use both on plot and on street parking provisions. Parking courts have also been provided selectively to accommodate WBC's parking standards and help reduce the visible numbers of parking. This is addressed later in the report. Officers consider that the overall layout works with the contours of the land and accommodates the drainage requirements of the site.

Scale

22. The scale of development broadly follows the parameter plans that were considered and approved under the outline planning permission and follows that being constructed on Phase 1.
23. The houses within the development are all 2 storeys in height while the five apartment blocks are three storeys, with the locations of these reflecting the locations indicated at the outline application stage. The separation distances to existing dwellings located on the southern side of Warren House Road to the south and within the more recent adjacent Kentwood East site are sufficient such that the development will not result in unneighbourly impacts such as loss of daylight, sunlight, outlook or privacy.
24. The scale of the development is therefore considered acceptable and in line with the indicative heights plan shown at the outline stage.

Design and Appearance

25. A variety of housing typologies are proposed within the site including terraces, semi-detached and detached houses, flats over garages (FOGs), coach houses, and apartment buildings. The architectural approach reflects that set out in Phase 1, is traditional and incorporates forms and detailing consistent with the local vernacular, including that used on the adjacent Kentwood Farm East site (Mulberry Grove).
26. The palette of materials comprises facing brickwork, render to key buildings, vertical tile hanging, plain and artificial slate roof tiling, bay and cottage style windows, and finial features to key locations. Elevational detailing to the apartment blocks and FOGs has been improved since the initial submission and it is considered the overall approach to the design and external finishes would be compatible and complementary with the adjacent Kentwood East Phase 1, and also appropriate to the character and appearance of the surrounding area and would provide a successful and well designed scheme. Samples of the proposed materials to be used are required to be submitted for approval under condition 3 of the outline permission.
27. The range of housing types and styles will ensure that there is diversity in the built form and a range of housing for future occupants. The diversity in terms of the style of the dwellings is achieved through the detailing such as heights, materials/design and roof form. This will help to provide a clear and legible neighbourhood.
28. Overall the proposed design, scale and appearance are considered good quality and reflect that already being constructed on Phase 1.

Affordable Housing, Dwelling Mix and Standard of Accommodation

29. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. The mix of dwellings proposed is as follows:

	Market	Affordable	Total
1 bed flat	12	6	18
2 bed flat	27	21	48
2 bed house	15	19	34
3 bed house	84	10	94
4 bed house	27	-	27
5 bed house	4	-	4
Totals	169	56 (25%)	225

30. The affordable housing delivery requirements of the development were established at the time of the outline planning permission. The outline application requires 35% affordable provision, and comprised 29% provision on site and a commuted sum towards off-site provision. As part of the reserved matters application, the applicant seeks to reduce the on-site provision of affordable housing from 29% (65 units) to 25% (56 units), with an increased commuted sum of £125,000 per unit towards the additional 9 off-site units. They also advise that they wish to deliver their onsite affordable housing through Home Group, who is not currently listed within the S106 as a registered provider. However, WBC housing department have reviewed the above proposed changes to the S106 and consider the changes to be acceptable, together with the proposal to use Home Group. The additional commuted sum for the affordable housing and agreement to use Home Group will be secured through a Deed of Variation to the Outline permission.

Borough Design and Space Standards

31. All of the dwellings have been designed to National Space Standards. In addition, the dwellings are required to be constructed to achieve appropriate internal ambient noise levels which will be assessed under a separate conditions application pursuant to condition 41 of the outline consent.

32. The Borough Design Guide sets a minimum garden depth of 11m. The proposed layout complies with these requirements with all houses meeting or exceeding the minimum threshold with the exception of units 163 and 164, where the garden depths are marginally less at 10.5m. However, the overall size and usability of these gardens are considered to be acceptable when their width and overall layout is taken into consideration. Furthermore, the units are private and therefore buyers have the choice of purchase or not. In addition, permitted development rights of the properties have been removed by conditions 5 and 19 of the outline permission so as to restrict unacceptable encroachment into these important garden spaces.

33. The flats within the apartment blocks all have balconies which are large enough to accommodate a small table and chairs, which will offer private amenity space to these residents, and units located at ground level have a designated area of defensible space. The three proposed Coach Houses would also have a useable private outdoor area. Although two of the three FOGs would not have a designated outdoor space, it is considered that the general residential amenities of the occupiers of these units would be acceptable, given the overall provision of communal on site open space and the proximity of these units to the SANG.

34. The Borough Design Guide establishes minimum separation distances of 10m front-to-front across the street, 22m back-to-back and 12m back-to-flank and the proposed layout broadly complies with this guidance. There are minor infringements of the 22m back-to-back separation distance in 3 locations, between houses located in the southern section of the site. However, these infringements occur where part of the rear elevation of the houses protrude out slightly further than the main façade. It is considered that the overall provision of privacy between the dwellings would be acceptable. The rear elevation of one of the FOGs would be located 11m from the rear elevation of the dwellings it backs onto, rather than 12m. However, as there are no windows proposed on the rear elevations of the FOGs, the privacy of future occupants would be protected.
35. The west elevation of the apartment Block A will have windows serving the kitchens facing out towards the rear gardens of adjacent dwellings. Whilst these windows are not large, a condition is recommended requiring that the lower panes of the windows at first and second floor levels are fitting with obscured glazing and fixed shut and maintained permanently in this way (condition 13). This will ensure that the occupiers of the closest properties to the west elevation of the block will have acceptable levels of privacy and this can be protected.
36. It is therefore considered the development will provide good levels of amenity for future occupants, along with a good mix, balance and quality of dwelling types, tenures and sizes so that a wide range of housing needs can be met. This will ensure that the development is sustainable in meeting the housing needs of the community. The development is therefore considered to accord with the relevant policies of the development plan in this regard.

Neighbouring Residential Amenity

37. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
38. All dwellings on the site are sufficiently distant from all neighbouring properties and have been designed such that they would not introduce unacceptable relationships of overlooking and loss of outlook, daylight, sunlight or privacy. Separation distances to existing dwellings to the south and east of the site, where the new development would be closest to existing properties, would all achieve separations in excess of the standards set by WBC's Borough Design Guide.
39. Noise, disturbance and inconvenience during the construction period will be managed and minimised as far as is reasonable through good practice and through the existing conditions of the outline consent; which require the submission (for the Council's approval) of a Construction Environmental Management Plan and which restrict the hours of construction activity. These matters do not fall for consideration under this Reserved Matters planning application.

Trees, Landscaping and Open Space

40. The development will be set within the context of a series landscaping proposals across the site. The existing hedgerow located along the east, south and western boundaries is proposed to be retained where possible. Where sections of hedgerow

are lost as a result of required openings, replacement hedges are proposed elsewhere within the site. The landscaped areas within the north section of the site comprise the area around the attenuation pond and allotments, together with the planting proposed for the immediate setting of the housing which will include sections of hedge or blocks of shrubs within front gardens to run parallel with the highway/footway. This will help create a sense of enclosure and creating a green corridor along the access roads. Street trees are also proposed along the NDR, at intervals along the access roads and within the parking courtyards. This approach is considered acceptable as it is important in terms of not only breaking down the hard landscaped appearance of the roads but also in creating a pleasant residential environment for future and existing residents.

41. The Locally Equipped Area of Play (LEAP) will be located in the southern part of the site in accordance with the parameters secured under the outline permission. This area will break up the built form, providing a focal point in this part of the development. Whilst proposed details of the play equipment to be provided have been submitted in support of this application, further consideration of these details will be included within the detailed landscaping condition submission as required under condition 9 of the outline permission. Details relating to the proposed layout of the allotments were also submitted in support of the application, and whilst these are considered to be overall acceptable, with the designated area being in accordance with the S106, the detailed landscaping of this area will also be secured under the landscaping condition, and further details relating to specifications of the sheds, raised bed planters and noticeboards will be required by condition (condition 12).
42. The proposed landscaping, garden spaces and general open space within the site, together with the proposed boundary treatments, will act to soften the built environment and would reduce and mitigate the impact of the development upon the landscape. Wherever possible, existing trees and hedgerows are to be retained as integral features of the development and extensive additional tree/hedge planting is proposed. The protection of existing trees and hedgerows within and adjacent to the site is covered by condition 12 on the outline which requires the submission of an Arboricultural Works scheme. These details have been submitted for consideration under conditions application 171031. The landscaping provisions are considered to add significant quality to the residential environment.
43. The timescale for the delivery of the open space within the development, including the LEAP is set out within the S106 agreement of the outline planning permission. These areas will be maintained thereafter for a year by the developer before being transferred (with maintenance contribution) to Wokingham Borough Council. The allotments will be handed over to Wokingham Town Council as set out within the S106. It is considered that the overall landscaping proposals will ensure an appropriate setting for the development both visually, but also in terms of the residential amenities of future occupiers. However, as previously mentioned, the detailed landscaping proposals including along the NDR, the allotments and LEAP will be considered within the details submitted under the conditions applications. Detail such as boundary treatments, which also play an important part to the overall setting and appearance of a new development, will also be considered under a separate conditions application.

Ecology and Biodiversity

44. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
45. The layout presented within this RM application will result in some encroachment into the 5m hedge buffer zone which was reserved within condition 36 attached to the outline permission to ensure protection of the hedgerow. These encroachments occur as a result of the positioning of 6 of the visitor parking bays along the southern and eastern boundaries which raised concerns relating to the proposed ongoing hedgerow maintenance strategy. Whilst details relating to ecological impacts are being considered under conditions application 170084, officers sought further clarification under this application in relation to these areas of encroachment and the impacts. The ecology officer and trees and landscape officer have reviewed the additional information which related to the positioning of service margins, and are now satisfied that the proposed Hedgerow Mitigation and Compensation Strategy (submitted pursuant to outline condition 36 under application 170084) would not be undermined by the encroachments into the hedge buffer zone. The details of this matter and other ecological impacts are being considered and will be agreed and formally secured pursuant to the relevant conditions of the outline consent, under current application 170084.

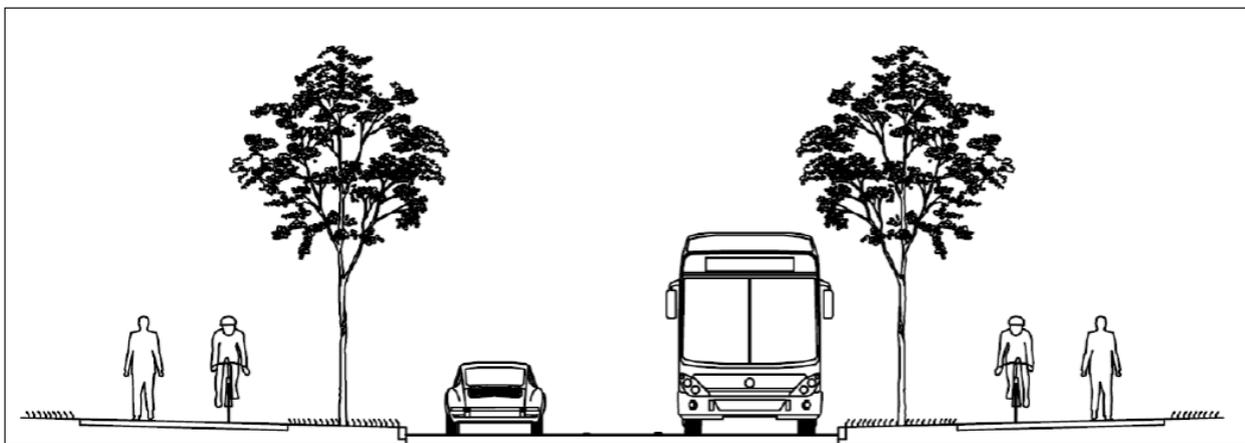
Transport, Highways and Parking

46. The current proposal includes the detailed layout of a section of the Northern Distributor Road (NDR) through the site which will connect with the existing roundabout located on Warren House Road and will eventually continue on to the west to connect with Bell Foundry Lane. As advised, the section to the north of Ashridge Farm will be delivered by WBC.
47. As previously mentioned, a standalone reserved matters application (ref: 153108) for this section of the NDR was approved in June 2016. The submission was a requirement within the Unilateral Undertaking associated with the appeal relating to the Kentwood Farm (East) development and required the applicant to submit a planning application for the works required to construct the Phase 2 Road within 3 years of the date of the grant of planning permission. The unilateral undertaking also currently restricts the occupation of more than 272 Dwellings within Phase 1 until the Phase 2 Road has been constructed to base course. A further clause requires the owner not to commence any Phase 2 (Kentwood West) Residential planning Permission until the Phase 2 road has been completed to an adoptable standard.
48. A Deed of Variation (DoV) relating to the Kentwood East site is currently being drafted in order to incorporate the additional 10 units (Phase 1d). As part of the DoV, WBC is also in discussion with the applicant with regards to amending the triggers for the construction of this section of the NDR in order to reflect a more appropriate timeframe for delivery. The onwards western section of the NDR is to be delivered by WBC, however, the tie in requirements on the western boundary of the application site is not currently known. Therefore, in conjunction with varying the construction trigger, the DoV will also detail a section of the NDR at the western boundary to be secured until such time that it can successfully be tied in either by WBC (subject to an additional S106 contribution) or by the developer. A condition is therefore recommended requiring details of how the NDR will be designed to be

terminated in the interim period until such time that the full section of the NDR across the site can be completed (condition 8).

Northern Distributor Road Design (NDR)

49. The current proposed layout of this section of the NDR differs slightly from what was approved under the stand alone permission. There is an additional access proposed off the northern side and the width of the road has been increased to a minimum of 7.3m. The NDR is designed to be an attractive route through the new residential areas, operating a 30 mph speed limit. It will take the majority weight of the new traffic in addition to existing development traffic. This part of the route will provide a key section of the Council's strategic NDR which as a whole is identified as a necessary piece of infrastructure required to facilitate the delivery of housing numbers identified for the North Wokingham SDL. The NDR delivery therefore is part of the Council's strategic response to providing the borough's identified housing needs and associated infrastructure necessary to accommodate the new development.
50. The NDR will provide an attractive tree lined route with shared pedestrian and cycle routes, as per the aspirations set out in WBC's Executive report. The cross section of the NDR will provide for two landscaped verges either side of the road separating the road from the pedestrian/cycle paths. The shared pedestrian and cycle ways will improve pedestrian and cyclist safety and encourage and promote usage of those routes, thus reducing dependence upon cars in favour of more sustainable modes of transport and also integrating the new developments better with the existing residential areas through permeable and navigable neighbourhoods with good linkages. Cyclist priority will be provided at minor junctions. A cross section of the NDR is provided below.



NDR Cross Section (Source: WBC Executive Committee Report)

51. The planning application established at the outline stage, the principles of the access points to the site and was accompanied with a full Transport Assessment. It was demonstrated at that time that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the transport interventions that were identified and secured through the planning conditions and the S106 agreement. In terms of the NDR delivery, the route presented within the current reserved matters application does not deviate from the established access points and the preferred indicative alignment approved under the outline planning application and accords with the NDR route alignment as approved by the Council's Executive Committee in September 2015.

52. The NDR will provide the primary street through the site, from which 5m wide secondary access streets will serve the site with smaller access roads then radiating from the main internal routes to serve clusters of buildings. A new access off Warren House Road to the south will be provided to serve the dwellings located in the southernmost section of the site. The routes within the site will have a clear hierarchy. All roads are designed in accordance with Manual for Streets.
53. The Reserved Matters application is supported by a number of documents/plans, including vehicle tracking, visibility splays and details of servicing which demonstrate the safety and functionality of the highway provisions. Some concern was raised within the consultation responses in respect of the new proposed access located off Warren House Road. This access has been reviewed in a Stage 1 road safety audit, and whilst there is no highway objection in principle to the new access, its detailed design will be the subject of planning condition 6 including an updated stage 1 road safety audit. The use of Warren House Road by a limited number of houses (47) will also not result in demonstrable harm to the highway network in terms of traffic congestion.
54. A number of offsite works will be required to the cycleway/footpath linking the NDR Kentwood East site to the application site to ensure a continuous 3m shared cycle/pedestrian route along the NDR. The land upon which these works are necessary are not within the application site boundary, however, they are either owned by the applicant or within the highway boundary. This matter was considered under the previously approved standalone NDR reserved matters application and a condition was imposed upon the approval. It is therefore considered appropriate to impose a condition in respect of these works as part of this reserved matters application (condition 9). A further condition is recommended relating to details of the proposed on and off site bus stop infrastructure, along with other associated proposed offsite highways works (condition 5).

Parking

55. In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, the development will incorporate parking in line with the Council's standards, as follows:

Type	No. spaces	Ratio (225 dwellings)
1. Allocated (including car ports excluding garages)	331	1.5
2. Unallocated	83	0.4
3. Visitor	45	0.2
Total Allocated + Unallocated + Visitor	459	2.0
4. Garages	53	0.5
Total Allocated + Unallocated + Visitor + 0.5*Garages	485.5	2.2

56. Allocated parking is proposed on the site by a combination of on-plot parking (drives, garages and carports), and communal parking areas serving the flats and houses. On-street parking will also be incorporated as a means of managing the flow of traffic and vehicle speeds. The on-street parking will be managed in accordance with details that will need to be submitted to and approved in writing by the LPA pursuant

to condition 22 of the outline permission.

57. A number of the unallocated parking spaces are located adjacent to the affordable housing and flat block in the north eastern corner of the site. As referred to in the consultation responses, Wokingham Town Council commented on this provision and considered that there should be more allocated parking in this particular location. However, the overall parking provision for the development meets with WBC standards, and the number and type of spaces are considered appropriate in relation to the units they are intended to serve. It should be noted that the Registered Providers generally prefer this approach to parking as it reduces management issues which may arise with allocated parking. The applicant advises that there are no known reported issues with similar parking arrangements on the adjacent Kentwood East site.
58. Where communal parking is proposed, both for the affordable and private apartment blocks, these would be overlooked by dwelling units and therefore offering security. These are necessary to accommodate the level of development and parking required within the development and as such the communal parking areas are considered acceptable. The visitor spaces are considered to be evenly dispersed throughout the site.
59. The existing SANG car park, which is not required, will be removed in conjunction with the implementation of the proposals. The SANG is proposed to serve occupants of both the Kentwood East and Kentwood West sites, and as such, is accessible on foot or cycle from both developments. However, WTC raised concern regarding the removal of the car park in respect of its use by persons with impaired mobility who need to drive to the SANG to be able to use it. As such, the proposals have been amended to include the provision of two disabled parking spaces located in the north section of the site, close to a second access into the SANG. A condition is recommended to ensure such spaces are marked out as disabled bays accordingly and maintained as such (condition 7). Management of these spaces to ensure they are available for use by disabled visitors to the SANG will need to be addressed within the details submitted under condition 22 of the outline permission, which requires the submission of a parking management strategy. A phasing plan condition is proposed which also requires details to be submitted to ensure that parking for persons with impaired mobility wishing to visit the SANG will be available throughout the construction period of the development (condition 4).
60. Refuse bins for the apartment blocks are located within integral stores within the buildings. WBC's refuse team no longer favour designated collection points within developments. Tracking information has been provided to demonstrate a refuse vehicle will be able to collect waste from the development in accordance with WBC guidance.

Cycle Parking

61. The Council's standards, as currently set out in MDDL Appendix 2 requires the provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings. For the houses it is proposed that cycle parking is provided on site within either garages or sheds, and the apartment blocks have integral cycle parking stores. Cycle parking for the FOGs is provided within internal stores located under the stairs and are accessed from their parking spaces.

Therefore, all dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements.

Flooding and Drainage

62. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by managing surface water in a sustainable manner. The site is within flood zone 1 which is the lowest level of flood risk.
63. Surface water run-off will be managed using a Sustainable Drainage System (SuDS) including attenuation in pipelines and an attenuation basin located in the north western corner of the site, before being discharged at the greenfield run-off rate. Sufficient evidence, including micro drainage calculations, have been provided and demonstrate that the surface water run-off generated up to and including the 1 in 100 year storm event (plus an allowance for climate change) will be accommodated on site so that it will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The development therefore will not exacerbate flood risk over its lifetime. WBCs Flood Risk and Drainage Advisor has reviewed the drainage strategy for the site and is satisfied with the details. The drainage strategy, whilst submitted to support the Reserved Matters Application, will in due course need to be formally agreed under separate application 170084.

Land Contamination

64. The site is agricultural in use and low risk in terms of land contamination. Matters of contamination will be considered and mitigated pursuant to the requirements of conditions 14 and 15 of the outline permission, and do not need further consideration under this Reserved Matters Planning Application.

Air Quality and Odour

65. The submitted Air Quality Assessment concludes that dust arising from construction activity will need to be controlled and that this should be included in a CEMP. Condition 7 of the outline application requires pre commencement submission of a CEMP for each phase and as such this matter will be dealt with under the required condition submission.
66. As previously mentioned, Condition 35 of the outline permission required submission of a detailed odour assessment prior to submission of reserved matters to assess odour from the nearby sewerage works. Details were submitted and approved under Condition 35 in 2016 (ref: 161257) and the extent of an exclusion zone around the works was agreed. The proposed layout of the development has had regard to the agreed exclusion zone in accordance with the approved details.

Noise

67. Conditions 41 and 42 of the outline application require the submission of mitigation schemes for internal and external noise before commencement of development at each phase so suitable mitigation measures can be agreed at that stage. For example mitigation is likely to include triple glazing along the NDR frontage.

Sustainable Design and Construction

68. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD DPD policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this.
69. Condition 26 on the outline permission required the development to achieve a minimum code level 3 for Sustainable Homes and all affordable housing to meet code level 4 or the equivalent code at the time of construction. However, the Government has implemented a new approach for the setting of technical standards for new housing. This has rationalised the pre-existing and many differing standards into a simpler, streamlined system. The Government set out its policy on the application of these standards in decision-taking and plan-making in a written Ministerial Statement. The statement withdrew the Code for Sustainable Homes and as such, WBC can no longer apply the requirement to build to Code Levels as a condition to planning permission. However, Part L of Building Regulations effectively requires the equivalent energy efficiency as Code Level 4.
70. Condition 27 on the outline also required the submission of details relating to how the development will seek to achieve a minimum reduction of 10% of total energy consumption through either on-site renewable energy generation or fabric first approach.
71. Details were submitted pursuant to conditions 26 and 27 under application 170084 which have subsequently been discharged on the basis that the requirement of condition 26 will be dealt with through Building Control regulations and details were submitted under condition 27 to demonstrate that a fabric first strategy will be adopted in respect of achieving a minimum 10% reduction in energy consumption. Committee therefore need not consider these matters further under this Reserved Matters planning application.

Impact on Listed Buildings and Heritage

72. Policy TB24 of the MDD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings. It was established at the outline application stage that there are 10 listed buildings within 500m of the site boundary, with the closest of these being Ashridge Farm to the southwest of the site. However, within the assessment of the outline application, it was concluded that the distance and intervening features between the site and the farm, together with the proposed retention of a green buffer/corridor along the western boundary of the site, would mitigate against any impacts to the setting of this listed group of buildings. There is nothing within the current plans that would alter that conclusion and it is considered that the impacts to the listed building would be limited and would not be significantly harmful to the setting of the building.

Archaeology

73. Condition 40 of the outline application requires a written scheme of investigation to be submitted and approved by the Council. The applicant has submitted details for consideration under condition 40 under conditions application 171031 and will therefore be determined separately in due course.

CONCLUSION

The reserved matters proposals do not substantially deviate from the principles and parameters established by the outline planning permission, and are similar in design and appearance to the development on the Kentwood Phase 1 site and accord with adopted policies and standards. This is a sustainable development that offers substantial public benefit in meeting the housing needs of the community and delivering on Wokingham's development aspirations for the North Wokingham SDL. The application will deliver high quality development in accordance with the Council's spatial strategy and there are no other material planning considerations of significant weight, such as impact upon amenity, appearance etc. that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

CONTACT DETAILS

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

Enclosures:

- 1) WBC parking calculation spreadsheet**
- 2) Application drawings**

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