

# Agenda Item 37.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
172005	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead South, Swallowfield, Arborfield	N/A SDL Major Development

<b>Applicant Location Proposal</b>	Crest Nicholson Operations Limited C/O Savills Arborfield Garrison and adjoining land	<b>Postcode</b> RG2 9LN
<b>Type PS Category Officer</b>	Reserved Matters 7 Alex Thwaites	
Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the construction of 114 apartments with communal space, access from the Nine Mile Ride Extension (NMRE), with associated internal access roads, parking, landscaping and open space, footpaths/ cycle ways, Sustainable Urban Drainage (SuDS), and substation (Parcel Q).		

**FOR CONSIDERATION BY REPORT PREPARED BY** Planning Committee on 13/09/17  
Head of Development Management and Regulatory Services

## SUMMARY

This application relates to land within the 'Southern Gateway' character area of the Outline planning consent granted under planning application O/2014/2280 which established the principle of access to the site together with development parameters. The designated 'Parcel Q' is located off the Nine Mile Ride Extension (NMRE), adjacent to the fourth phase of development (Parcels H, I and J).

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document together with the outline planning permission.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The outline application for Arborfield Garrison was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Arborfield Garrison and triggers for its delivery.

This current application is for reserved matters application for 114 apartments, which represents phase six of the Arborfield Garrison development. The application seeks permission for the details of appearance, landscaping, layout and scale only. Conditions applications have also been submitted in parallel to the reserved matters which seek approval for other detailed matters such as flooding and drainage.

The application is before the Planning Committee as it relates to a major development that is recommended for approval. It is considered that the development would be a sustainable development that represents the sixth stage of the Arborfield Garrison development and would not have a significant detrimental impact on the character of the area or on existing residents.

The site is located between Sheerlands Road and the Nine Mile Ride Extension (NMRE). The topography of the site varies, with the key aspects being the mature vegetation adjacent to Sheerlands Road and the NMRE that encloses the site to the north and east. The masterplan has been designed with these features in mind and utilises connectivity onto Sheerlands Road that is due to be downgraded for cycle and pedestrian use that will link the parcel to the Linear Park and wider SDL. The Sustainable Drainage Systems (SUDS) have been designed as part of the site layout and there is sufficient capacity within the site to accommodate the development.

The proposal consists of 114 Private Rented Sector (PRS) one and two bed units for rental. This differs from the previous parcels as it proposes a parcel of development solely consisting of apartment buildings to be managed for private rent. The advantages of this type of proposal is that it will bring forward accelerated delivery as well as a managed dwelling type that meets a different and growing housing need in the area. The Managing Development Delivery Document (Local Plan) (adopted February 2014) requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households. This parcel of development represents the sixth phase of development within the wider SDL which already boasts a mix of dwelling unit types and designs and therefore is not considered to be contrary to policy. The location of this parcel directly adjacent to the district centre and close all amenities, services and good public transport infrastructure is key to this type of approach being appropriate. The increase in the number of units in this location will also help with the viability of the district centre going forward.

In terms of Affordable Housing the proposal PRS schemes generally lend themselves to lower levels of affordable housing in order to ensure they remain viable. Therefore, in order for the scheme to remain viable and successful whilst also remaining compliant with adopted WBC policy and the previously approved outline, a S106 agreement will be required to vary the previous legal agreement to allow for all of the affordable housing (35%) to be provided as a commuted sum for off-site provision. This agreement will relate to Parcel Q solely and does not impact upon any further phases or development parcels in the Arborfield SDL.

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL.

In design terms, the proposal meets all the council's standards, in particular internal space, road designs and parking standards. Equally, the development comprises of a contemporary design that is reflective of the previously approved 'Parcel O1' and 'Parcel U2' that are currently under construction.

The proposals are considered to be acceptable and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

## PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Thames Basin Heaths Special Protection Area 5km – 7km Zone
- Site of Special Scientific Interest 500m Buffer - Longmoor Bog
- Affordable Housing Thresholds
- Farnborough Aerodrome Safeguarding Consultation Zone
- Potentially Contaminated Land - Sewage Works (Disused)
- TPOs Served
- Bat Roost

## RECOMMENDATION

**APPROVE RESERVED MATTERS** subject to the following conditions and completion of S106 'Deed of Variation' agreement inclusive of the following Heads of Terms:

- Affordable Housing Provision – 30% provided as a commuted sum for off-site provision (Parcel Q only)

## CONDITIONS

### 1. Outline Application Compliance

Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

### 2. Plans

The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise agreed in writing with the Local Planning Authority:

Plans and Document list to be finalised for Members update.

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

### 3. Landscape Maintenance and Management

Prior to the first occupation of the development a landscape maintenance and 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 maintenance and management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In order to ensure that provision is made to allow continuing enhancement and maintenance and management of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan*

*policies CC03 and TB21.*

4. Highway Construction Details

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, colour palette, service margin 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.

*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.*

5. Car Parking

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking spaces shall be permanently maintained and remain available as unallocated or disabled parking, for the parking of vehicles at all times.

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

6. Highway Details at Nine Mile Ride Extension Site Access

Notwithstanding the approved plans, prior to commencement of development full highway details of the site access onto the Nine Mile Ride Extension including the set-back pedestrian crossings shall first be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details 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.*

7. Temporary Bus Stop

No building shall be occupied until full details of temporary bus stop provision located on Nine Mile Ride Extension have been provided to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

*Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.*

8. Highway adoption plan

Prior to commencement of development, a highways adoption plan, to include all adoptable service and maintenance margins shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained thereafter.

*Reason: To ensure that the estate is 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 in accordance with Wokingham Core Strategy Policies CP1, CP6, and CC07 of the Managing Development Delivery Local Plan (Feb 2014).*

9. Bus Interchange

Prior to the first occupation of the development, full details of the bus interchange along the site frontage shall be submitted to and approved in writing by the local planning authority.

*Reason: To ensure that there is adequate highway land available for footpath and interchange along the site frontage. Relevant policy: Core Strategy policies CP3 & CP6.*

**Informatives**

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission. Equally, this permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act that accompanies planning permission O/2014/2280 dated 02/04/2015.

2. 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.

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 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.

6. 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.

7. 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.

<b>PLANNING HISTORY</b>		
SO/2010/0611	EIA scoping opinion	23/4/2010
O/2013/0600	Outline application for 2000 dwellings and supporting infrastructure.	Withdrawn 19/11/2013
O/2014/2280	<p>OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's</p>	Approved 02/04/2015

	<p>play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.</p> <p>PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.</p>	
150162	Reserved Matters application for the erection of 113 dwellings with access from Biggs Lane and Princess Marina Drive, with associated internal access road, parking, landscaping and open space, footpaths and sustainable Urban Drainage (Suds) – ‘Phase One’	Approved 26/11/2015
153336	Reserved Matters application pursuant to planning consent O/2014/2280. The application relates to the Nine Mile Ride Extension, School Access Road and A327 Roundabout. Details of access, appearance, landscaping, layout and scale to be considered.	Approved 24/03/2016
161536	Application for Reserved Matters for the erection of 127 dwellings together with access from Princess Marina Drive with associated internal access roads, landscaping, open space, footpaths and sustainable urban drainage (SUDS), relating to (parcel T) land – ‘Phase Two’	Approved 14/09/2016
161747	Application for Reserved Matters for the erection of 223 dwellings together with access from Sheerlands Road and the Nine Mile Ride Extension, with associated internal access roads, parking, landscaping, open space, footpaths, bridleways and sustainable urban drainage (SUDS), relating to Parcel A-	Approved 23/11/2016

	G land – ‘Phase Three’	
170686	Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the erection of 179 dwellings with access From the Nine Mile Ride Extension (NMRE), with associated internal access roads, paths, circulation areas, car parking including garages, landscaping, open space and associated infrastructure and works. (Parcels H, I and J) – ‘Phase Four’	Approved 24/07/17
171333	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for 79 dwellings with access from Biggs Lane, with associated internal access roads, parking, landscaping and open space, footpaths/cycleways, Sustainable Urban Drainage (SuDs) sub-station and gas governor – ‘Phase Five’	Approved 09/08/2017

### SUMMARY INFORMATION

#### For Residential

Site Area	1.8ha
Existing units	MOD Use
Proposed units	114
Proposed density - dwellings/hectare	63 d/ha
Number of affordable units proposed	35% commuted sum
Previous land use	Brownfield site (MOD)
Proposed parking spaces	157

### CONSULTATION RESPONSES

Berks, Bucks and Oxon Wildlife Trust	No comments received at time of writing.
Berkshire Archaeology	No objection.
WBC Biodiversity	No objection
WBC Building Control	No comments received.
WBC Children Services	No comments received.
WBC Community Infrastructure	No objection.
WBC Conservation Officer	No comments received.
Crime Prevention Design Officer	No comments received.
WBC Drainage	No objection.
WBC Economic Sustainability Team	No objection.
WBC Education Services	No comments received.
Environment Agency	No comment.
WBC Environmental Health	No objection.
WBC Health and Wellbeing	No comments received.
WBC Highways	No objection – subject to conditions



Highways England	No objection.
Historic England	No comment.
WBC Trees & Landscape	No objection – subject to conditions
WBC Libraries	No comments received.
Natural England	No comment.
Network Rail	No comments received.
WBC LUTT (Policy)	No objection
WBC Public Rights of Way	No objection.
Royal Berkshire Fire and Rescue	No comments received.
South East Water	No comments received.
South West Train	No comments received.
Southern Gas Networks	No comments regarding this particular application, however reference to the previously approved outline – no objection.
Sport England	No comment.
SSE Power Distribution	No objection.
Thames Water	No objection.
WBC Waste Services	No objection.

## REPRESENTATIONS

<b>Arborfield Parish</b>	<p>Comments raised regarding:</p> <ul style="list-style-type: none"> <li>The height of the proposal – contrary to outline consent [<i>Officer note: discussed within 'Masterplan' section below</i>]</li> <li>Welcomes the change to architectural design</li> </ul>
<b>Finchampstead Parish</b>	<p>[<i>Officer note: Revised comments expected from Parish following amended plans – to be included within members update</i>]</p> <p>Comments raised regarding:</p> <ul style="list-style-type: none"> <li>'Finchampstead Parish Council objects to this very urban design. The proposal does not appear to complement the Garden Village concept. It looks too barrack like in design, for this countryside setting. Inadequate parking for the number of apartments.' [<i>Officer note: amended plans submitted in consultation with Parish Comments. Additionally Highways officers are satisfied the levels of parking complies with Wokingham Borough Council policy</i>]</li> </ul>
<b>Barkham Parish</b>	<p>Initial Comments raised regarding:</p> <ul style="list-style-type: none"> <li>The Parish Council accept the density and layout required to make this project viable and to achieve a balance of housing density across the whole of the SDL site</li> <li>Location of future Community Centre [<i>Officer note: not to be considered within this application, however Officers are aware of the Parish views and will consider this when considering the Community Centre</i>]</li> <li>Design and appearance of apartment buildings [<i>Officer note: amended plans submitted in consultation with Parish Comments</i>]</li> <li>Landscaping along Nine Mile Ride Extension [<i>Officer note: the Nine Mile Ride Extension landscaping is already in place and does not form part of the proposal</i>]</li> </ul>

- Parking levels [*Officer note: Highways officers are satisfied the levels of parking complies with Wokingham Borough Council policy*]
- Layout of proposal [*Officer note: the layout of the proposal allows for street frontage which is considered appropriate for the location of the proposal*]

Following revised plans, comments regarding:

- 'The Parish Council are pleased that Crest Nicholson have revised their plans for Parcel Q. The new designs have the merit of improving the appearance of the buildings. The introduction of additional small gables and bay windows helps to address the scale of the buildings and should result in a much more attractive street scene'

<b>Local Members</b>	No comments received.
<b>Neighbours</b>	No neighbour representation received

## **PLANNING POLICY**

### National Policy

National Planning Policy Framework 2012  
 Technical Guidance to the National Planning Policy Framework 2012

### South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

### Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development  
 CP2 - Inclusive Communities  
 CP3 - General Development Principles  
 CP4 - Infrastructure Requirements  
 CP5 - Housing Mix, Density and Affordability  
 CP6 - Managing Travel Demand  
 CP7 - Biodiversity  
 CP8 - Thames Basin Heaths Special Protection Area  
 CP9 - Scale and Location of Development Proposals  
 CP10 - Improvements to the Strategic Transport Network  
 CP11 - Proposals outside Development Limits (including countryside)  
 CP13 – Town Centres and Shopping  
 CP17 - Housing delivery  
 CP18 – Arborfield Garrison Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

### Managing Development Delivery Document (Local Plan) (adopted February 2014)

CC01 – Presumption in Favour of Sustainable Development

CC02 – Development Limits  
 CC03 - Green Infrastructure, Trees and Landscaping  
 CC04 - Sustainable Design and Construction  
 CC05 - Renewable energy and decentralised energy networks  
 CC06 - Noise  
 CC07 - Parking  
 CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure  
 CC09 - Development and Flood Risk (from all sources)  
 CC10 - Sustainable Drainage  
 TB05 - Housing Mix  
 TB07 – Internal Space Standards  
 TB08 - Open Space, sport and recreational facilities standards for residential development  
 TB09 – Residential accommodation for vulnerable groups  
 TB12 – Employment Skills Plan  
 TB15 – Major Town, and Small Town/District Centre development  
 TB16 – Development for Town Centre Uses  
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use  
 TB21 - Landscape Character  
 TB23 - Biodiversity and Development  
 TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)  
 TB25 - Archaeology  
 TB26 – Buildings of Traditional Local Character and Areas of Special Character  
 SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

### **Supplementary Planning Documents**

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)  
 Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)  
 Wokingham Borough Design Supplementary Planning Document (2012)  
 Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)  
 Sustainable Design and Construction Supplementary Planning Document (28 May 2010)  
 Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)  
 Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)  
 Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy

## **PLANNING ISSUES**

### Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location

(SDL).

2. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address the associated infrastructure impacts across the whole borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.
4. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle for development for the site together with access for up to 2,000 new dwellings, district centre, neighbourhood centre, secondary school, primary school and two Suitable Alternative Natural Greenspace (SANGS). These were considered against the relevant Core Strategy policies and Local Plan policies. The current application seeks reserved matters approval for appearance, layout, landscaping and scale. Other issues such as updating the Flood Risk Assessment and Phasing are being considered under separate conditions applications.
5. The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
6. The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established.

#### Site Description

7. The application site relates to an area of land within the Outline application that lies in the character area of 'Southern Gateway'. The application site, referred to as 'Parcel Q' at outline, is immediately surrounded by Sheerlands Road and the Nine Mile Ride Extension (approved under application 171333).
8. As described in the Outline application the existing land use of the site comprises of the vacated Arborfield Garrison (MOD use), which is currently not accessible to the public.

Dwelling Mix:

9. MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.
10. The accommodation on the site would be provided solely within apartments. The development parcel proposes 114 units of privately rented and managed 1 bed and two bed apartments. This parcel of development represents the sixth phase of development within the Arborfield SDL and therefore needs to be considered within context of the wider development. While normally an independent application proposing something similar would be contrary to policy, the proposal is parcel within an SDL that contains a mix of dwelling types, uses and dwellings. The parcel is a relatively slight area within the SDL as a whole and therefore there is not considered to be significantly detrimental or against policy.
11. The table below shows a breakdown of the mix of dwelling types and units on the first phase.

		<b>Total</b>
Apts	1 bed	41
	2 bed	73
	<b>Total</b>	<b>114</b>

12. The proposal is considered acceptable and provides an adequate mix of apartment unit types on site.

Masterplan – Layout

13. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and Arborfield Garrison SPD which requires development proposals to protect and enhance the Borough’s Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council’s Landscape Character Assessment.
14. Core Strategy policy CP18, *Arborfield Garrison Strategic Development Location* sets out the concept rationale for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
- The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy*
15. Further design guidance is provided by the Arborfield Garrison SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.

16. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms part of the Arborfield Garrison planning unit. In order to ensure consistency of design for the entire development, the Arborfield Garrison planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement. However given these assessments were undertaken at outline stage, that is with limited detail and under different market conditions, there is an acceptance that there needs to be some flexibility within the originally approved parameters subject to no significant harm being introduced.
17. The development differs from the previous residential phases by virtue of the proposal consisting exclusively of 114 apartments. Additionally, the 'Build to Rent' model put forward was not one originally considered for the Arborfield Garrison SDL, however the significant increase in demand makes the proposal a more reasonable option which reflects current housing market demand. Finally the location of the site, while within the 'Southern Gateway' character area is located immediately adjacent to the District Centre where higher densities are expected in order to help identify the centre of the development and help with viability of the new infrastructure, services and amenities for the SDL. .
18. With these factors in mind, it is clear there is going to be an impact on the on the indicative parameter plans approved at outline stage. The scheme is proposed as broadly three stories in height with two four storey elements developed to formalise the entrance onto the site, directly opposite the district centre. The five apartment buildings face onto the Nine Mile Ride Extension and the parking is to the rear adjacent the strips of open space and bridleway along Sheerlands Road. The parcel, at outline stage, was shown to have a parameter of a three storey height and clearly the proposal is contrary to this. However given the location of the proposal immediately adjacent to the district centre, which is likely to be four storeys in height, the proposal is not considered to be significantly detrimental. Development on the outer edges and adjacent to existing development will remain two to three storey's in height to ensure there is no significant harm to the landscape of the wider area or amenities of existing residents.
19. The layout of the wider Arborfield Garrison development has been determined through the previous outline (O/2014/2280) and this included access into the development parcel. The layout of this parcel has been designed in accordance with site constraints, WBC standards and good practice and as such is considered acceptable.

#### Masterplan – Density

20. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Additionally the Arborfield Garrison outline planning consent established 'Parcel Q' 'higher density' therefore prescribed 40-50 d/ha.
21. The overall density proposed by the application equates to 63 d/ha which is higher than the approved indicative parameter plan at outline. This is due to the parcel at

outline stage being allocated approximately 45-50 residential units, based on a more traditional model proposal consisting of a mix of units, such as semi-detached properties, terraced units and 4 bed detached properties. This density proposed is more reflective of a typical district centre characteristic, and is more suited to the Build to Rent market as it allows for single management of a number of units. As advised, it will also assist with the viability of the district centre by increasing population close to these facilities and services.

22. While the proposal is higher than the indicative density plan approved at outline stage, the density is considered acceptable by virtue of the immediacy of the district centre to the east and as it would not result in harm to amenities of local or future residents and would not result in harm to the appearance of the local area.

#### Masterplan – Design and Appearance

23. Before further discussing design and appearance, it is worth noting that the proposals have been subject to revised plans in order to address Parish concerns.

24. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles as well as relating well with previously approved parcels.

25. Given the nature of the proposal, the application proposes five blocks of apartments that differ in scale and design. The proposals are contemporary in design and are laid out as to offer street frontage onto the Nine Mile Ride Extension. The proposals include render to break up the built form as well as using appropriate balconies and Juliet balconies to reduce the brick frontage and increase surveillance. Concerns have been raised by the Parish Councils regarding the design, in regards to design and in particular the scale of the roof on the buildings, however amended plans have been received in response to these comments and officers are satisfied that the proposal is acceptable in design terms.

26. Whilst the proposal introduces a more contemporary design style into the SDL, the NPPF states *planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.* This view is also echoed within WBC SPD guidance and there the proposal consists of features that are found in the local vernacular as well as the previously approved Parcels that are currently being developed. It is considered that the applicant has carefully considered the design in the context of the surrounding area and proposes a design that is respectful to the character of the area while providing a different approach which will set Arborfield apart from the other SDL's and major developments.

27. While initial designs, in particular the roof form, were subject to comments from the Parish, the overall design approach for all of the units are considered appropriate and successful in its approach and respects the context of the site location and in

accordance with the advice provided by the NPPF, policies CP1 and CP3 together with the Arborfield Garrison SPD and Supplementary Planning Guidance. The proposal is therefore considered acceptable.

#### Masterplan – Landscape

28. Much of the development site is open fields at present whilst there is not a significant presence of significant existing vegetation; the masterplan has carefully considered the landscape and incorporated this into the design. The development parcel does not include a significant amount of mature vegetation and the north and eastern boundary consist of the Nine Mile Ride Extension.
29. Elsewhere in the parcels, the key vegetation on the eastern side adjacent to Sheerlands Road is to be retained and these mature trees and landscaping will help soften the build development from the outset. The existing mature vegetation will create a green edge against the road as well as surrounding the cycle path that links to the wider SDL and Linear Park. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. Street planting helps soften the development and there is also hedgerow planting to the front of the dwellings in front garden areas where space is limited for tree planting.
30. Within the development, landscaping is proposed throughout the residential parking areas. Landscaping strips have been established through the primary infrastructure and these will include tree planting. Along the Nine Mile Ride Extension planting has also occurred under a separate application, however this vegetation is to be retained and forms part of the landscaping within this application. These measures would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the Arborfield Garrison SPD.
31. The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. Where existing vegetation has been lost, this has been established at the outline planning stage. Particular attention has been given to the existing vegetation along the boundaries of Sheerlands Road and the NMRE and this is considered satisfactory by officers.

#### Masterplan – Conclusion

32. The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area, in particularly the district centre. The applicant has satisfactorily demonstrated a comprehensive approach to the delivery of the dwellings under consideration by this reserved matters application. This has been achieved through applying the principles of the design code in the proposed layout and the principles of the Garden Village.
33. Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice and represents high quality development.



### Residential Amenity – Impact upon Neighbouring Properties

34. 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.
35. The proposal is subject to parameters set at outline stage that includes both separation distances and open space plans. The development parcel is located in the southern section of the Arborfield Garrison development away from neighbouring properties. The closest residential units are located within Parcels H, I and J than have recently gained permission and are in the very initial stages of development; however this parcel is separated from the proposal by Sheerlands Road and the nearest building will be located over 45m away from these properties. It is therefore considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

### Residential Amenity – Noise

36. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. The outline permission also secured via condition and s106 the construction routes for the proposal in order to keep disruption to a minimal. Construction activities would be temporary and Condition 68 of the Outline Planning consent controls the hours of operations to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.
37. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

### Residential Amenity – The Amenity of Future Occupants of the Development

38. The Borough Design Guide and MDD LP policy TB07 set out minimum thresholds for private amenity space and internal space standards which new residential development should be assessed against.

#### *Private Amenity Space*

39. The Borough Design Guide states for apartments it is possible to compensate for the loss of rear garden space by providing roof terraces, balconies or winter gardens, so long as they do not overlook existing properties. In this case balconies and Juliet balconies have been provided for the majority of units within the site and more importantly good pedestrian and cycle connections have been proposed so that the units are connected to the linear park and the Arborfield SANGs. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy.

#### *Internal Space Standards*

40. With respect to internal floor space of the units, since 1st October 2015 national space standards have been in place as the Technical housing Space Standards. The dwellings comply to National Space standards, meeting requirements for overall area, bedroom sizes and storage allowances.

### Security

41. The layout of the masterplans takes into account the security required for a residential scheme. For example key three storey apartment buildings face onto the area of open space directly in the middle of the development parcel. Equally, the car parking for properties are well overlooked and dwellings located on the periphery are orientated to overlook public paths. The layout also means that there are back to back relationships which restrict access to private amenity space.

### Noise

42. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. Noise impacts from traffic from the Nine Mile Ride Extension upon the new occupier's amenities have been considered and are considered acceptable. The Environmental Health officer is satisfied with the proposals and therefore there is not considered to be significant impacts to the occupants of the proposed dwellings.

### Sustainable Design and Construction

43. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.

44. Additionally, there is a condition in the outline permission to secure low and zero carbon technologies, so to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'.

### Access and Movement

45. The outline planning permission established the access points to the site and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development proposals. It was demonstrated 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 a legal process. The current reserved matters application has a single point of highway access instead of the two access points approved under the outline planning application. It should be noted that many of the highways related matters are being assessed in detail under separate conditions applications.

46. The main site access is from the Nine Mile Ride Extension (NMRE) and this was operationally assessed within the original outline planning application (O/2014/2280). The access proposals have been modified so there is a single vehicular point of access, rather than two. This has the advantage of reducing the number of accesses onto NMRE, and the access that has been removed was likely to have been located on the planned bus interchange. There is an emergency access onto Sheerlands Road which is bollarded. This also provides access for pedestrians and cycles into other phases of the Arborfield SDL as well as onto the

greenway route which runs through Arborfield SDL. The NMRE site frontage has the pedestrian footway and a shared pedestrian & cycle route on the other side of the road.

#### Access and Movement – Site Layout

47. The main access to the site would be from Nine Mile Ride Extension (NMRE) which connects the SDL eastwards onto the new roundabout junction at the A327 and westwards will link to Finchampstead. The submission has included a refreshed operational assessment of the development access. The assessment was for the peak hours and includes the full development 2026 forecasts flows including the full NMRE. The results assessments indicate that the access junction will operate within highway capacity. The Ratio of Flow to capacity (RFC) values for exiting the site are 0.14 (AM peak) and 0.05 (PM peak) with queues of less than 1 vehicle. For traffic turning right into the site access from the NMRE the RFCs are 0.04 (AM peak) and 0.09 (PM peak) with queues of less than 1 vehicle. The site access will require some modifications to the layout to ensure there are adequate pedestrian crossing facilities and this matter is secured through a planning condition
48. The proposal has been designed in accordance to the street hierarchy detailed in the Design Code, that has been approved by the Council. It is composed of a Tertiary Street between Blocks B and C and it then splits into two Access Ways / Parking Courts all designed in accordance with Manual for Streets. The Tertiary Street measures 6.0m wide. The Access Ways / Parking Courts are also 6.0m wide to enable parking vehicles to turn in and out.
49. The secondary 'emergency' access from Sheerlands Road includes bollards so it can also be used for pedestrian and cyclists at all times. Additionally tracking of refuse vehicles has been carried out and these show that they can satisfactorily drive in and turn at the turning heads within the parking areas.

#### Access and Movement – Car Parking

50. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 40 of the outline consent requires associated reserved matters applications to incorporate car parking in line with the Council's standards.
51. A summary of the car parking provision is provided on the table below:

	<b>Number</b>
Total Unallocated	143
Total Disabled	6
Total PRS Office	7
<b>Total Unallocated, Disabled &amp; PRS Office</b>	<b>156</b>

52. The total provision is 156 car parking spaces. Of these 143 are unallocated to the flats, 6 disabled and 7 for the PRS office. It should be noted that there are no garages or spaces allocated to flats.
53. This parking provision is in accordance with the WBC parking standards and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The unallocated spaces means that there is a more efficient use of the spaces and the minimum to comply with the WBC standards would be 109 unallocated, so to

provide 143 means that the standards are comfortably achieved. Visitor parking is expected to share the unallocated spaces. A planning condition is recommended to ensure the residents and visitors do not introduce allocated parking.

54. On this basis, the level of parking provided and its location should limit demand for on street parking along the NMRE and elsewhere throughout the development. As such the proposed parking is considered acceptable on the site.

#### Access and Movement – Pedestrian, Cycle & Equine Access

55. The development is well located to walk, cycling and equine access as it is between the Nine Mile Ride Extension and Sheerlands Road. Both provide excellent facilities for both pedestrians and cycles. In particular Sheerlands Road forms part of the greenway connection through the Arborfield SDL that links up with the Linear Park, the Neighbourhood Centre and California Country Park. The proposals show bollards and a turning head for traffic and as it is proposed as an equine route the bollards may require modification which can be addressed in the highways detail condition.

56. NMRE has a footway along the site frontage and a pedestrian and cycle route on the other side of the road. Just south is also a link to Bridleway 18 which connects to the Bohunt School and Park Lane.

57. The site is also within walking distance to several key destinations, which includes the Neighbourhood Centre, Bohunt School, the Linear Park, the Leisure Centre and bus interchange. While some of these are not completed yet, notably the Neighbourhood Centre, in the longer term they will be and then it will be in a highly accessible location.

#### Access and Movement – Cycle Storage

58. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 29 of the outline planning consent requires cycle parking and storage in line with the Council's standards at the time. These are set out in MDDL Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, which applies to all the 114 apartments.

59. Cycle long stay covered secure parking is provided on site in 5 designated communal cycle storage for apartments, with one per block. In addition each block as 2 Sheffield Stands near to the entrances for short stay and/or visitor parking. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis.

#### Access and Movement – Access to Public Transport

60. In order to ensure good public transport to the site, a public transport strategy has been secured by Condition 33 of the outline planning consent. New bus stop facilities will be provided on NMRE and when the NMRE is completed and linked to Nine Mile Ride and Park Lane there are plans for an Arborfield SDL bus interchange to be included within the District Centre parcel located directly adjacent to the development parcel. There is an area of the site frontage set aside for the potential delivery of the bus interchange and this line is very close to Blocks C & D

which may need to move westwards depending on the extent of public highway. A planning condition refers to a plan showing that there is room for a bus interchange layout along the site frontage. **(See Condition below)**

61. It is acknowledged that this will be several years away and it is important that services are available from day one for all occupants. So in the meantime there are buses running a 20 minute frequency from the junction of Sheerlands Road with Baird Road, which is approximately 300m away, within the 400m recommended threshold. Several of these buses also extend to Bohunt School and therefore operate past the site. In this context, a planning condition has secured a temporary bus stop along NMRE.

#### Flooding and Drainage

62. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk and Arborfield Garrison SPD generally requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds.

63. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline 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. Although some of the areas adjacent to the lake floods, no housing development or roads are located within areas that flood and therefore the proposal is considered acceptable in this regard.

64. Drainage was fully assessed at outline stage and the Council and the EA were 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 off the land too quickly.

65. A raft of measures has been provided to alleviate flood risk for the site and to accord with the parameters set at the outline stage. These have been assessed and there is no objection from the Drainage Officer. The proposed drainage strategy generally fits in with the approved AECOM surface water drainage strategy with discharge limited to no more than what was approved at outline stage.

#### Affordable and Specialist Housing and S106 Agreement

66. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes Appendix 7 of the Core Strategy.

67. As previously discussed, the proposal is for 114 Build to Rent units within the development parcel at Arborfield. Due to changing market conditions / demand and the recent surge in demand for these types of units, that is a move away from private market housing by young professionals, there is currently a lack of clarity and consistency in Government policy regarding the affordable housing unit requirements for these types of schemes. Whilst affordable market rent is

mentioned in the recent Housing White Paper, this is a consultation paper and not adopted policy, therefore carries little weight at this time. The Build to Rent consultation (that accompanied the White Paper) stated “The Government’s proposed terms for the provision of Affordable Private Rent are a minimum of 20% of the homes, at a minimum of 20% discount, provided in perpetuity”.

68. It should be noted that the success of these types of schemes generally lend themselves to lower levels of affordable housing in order to ensure they remain viable. For example all homes on Build to Rent developments need to contain a large number of private units to be sustainable and stay under single management to ensure they are successfully run, as such introducing affordable units into this approach is shown not to be appropriate. The approved Outline application (ref O/2014/2280) has secured 20% on site provision and 15% provided as a commuted sum for off-site provision of affordable housing. In this case, in order for the scheme to remain viable / successful whilst also remaining compliant with adopted Wokingham Borough Council policy and the previously approved outline, a S106 agreement will be required to vary the previous legal agreement to allow for all of the affordable housing (35%) to be provided as a commuted sum for off-site provision. This agreement will relate to Parcel Q solely and does not impact upon any further phases or development parcels in the Arborfield SDL. This approach is considered acceptable in this instance as the proposal brings a new form of housing units and choice to Wokingham and the local area, will help accelerate delivery of units on the site and will assist with the viability of the district centre without resulting in harm to the local area.

#### Thames basin Heaths Special Protection Area

69. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The Arborfield Garrison SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided.

70. The development will be mitigated by the provision of the Suitable Alternative Natural Greenspace (SANGS) In the north-eastern part of the outline application site ("Northern SANGS") and at West Court ("West Court SANGS"). This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Arborfield Garrison development. Planning permission for the SANGs has been granted under the outline consent (Ref: O/2014/2280) and as such this meets the Natural England’s ‘*Guidelines for the Creation of Suitable Alternative Natural Greenspace*’ (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach.

#### Ecology

71. 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. The scheme includes some measures that promote ecology and biodiversity, for example bat bricks within

the properties as well as connecting to the wider pedestrian and cycle network to adjacent SANGs. Officers have assessed the application and are satisfied that there would no significant impact on ecology.

Archaeology

72. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Evaluation report for the proposal was submitted and Berkshire Archaeology are satisfied that, given the nature of the features encountered, no further archaeological investigation will be required on this parcel.

**CONCLUSION**

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

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