

Application Number	Expiry Date	Parish	Ward
191024	EXT	Wokingham	Emmbrook
Applicant	Bovis Homes		
Site Address	Land at Matthewsgreen Farm, Matthewsgreen Road, Wokingham, RG41 1JX		
Proposal	Application for approval of reserved matters pursuant to outline planning permission (O/2014/2242). The reserved matters comprise details of the local centre incorporating retail use on ground floor and 16 dwellings on the upper floors, with associated parking and landscaping. Details of appearance, landscaping, layout and scale to be determined.		
Type	Reserved Matters		
PS Category	1		
Officer	Sophie Morris		
Reason for determination by committee	Major application		

FOR CONSIDERATION BY	Planning Committee on 14 th August 2019
REPORT PREPARED BY	Assistant Director – Place Based Services

SUMMARY
<p>The application site forms part of the overall Matthewsgreen Farm development site, which comprises 34 hectares in total and situated approximately 2km to the northwest of Wokingham town centre and south of the A329 (M). The application site sits within the development Plan allocated North Wokingham Strategic Development Location (SDL).</p> <p>The principle of the development was established through the granting of Outline planning permission in March 2015 (O/2014/2242) for approximately 760 dwellings, a primary school, a neighbourhood centre, community facilities, a section of the Northern Distributor Road and associated works including open space. At the time it determined the planning application, WBC accepted and established the principle and quantum of development on the site. WBC has already approved Reserved Matters for 597 of the 760 dwellings (phases 1, 2a, 2b, the majority of phases 3 and 4) and for the Northern Distributor Road (NDR) running through the site. Reserved matters have also been approved for the primary school and community centre.</p> <p>This application seeks reserved matters approval in relation to the local centre serving the development and local area. The proposal comprises 3 retail units at ground floor level, with 16 residential units on the first and second floor. The application seeks reserved matters approval in respect of appearance, design, layout, and landscaping. The local centre will be positioned in the central area of the overall Matthewsgreen development, on the north side of the NDR, and adjacent to the school and community centre site, which will assist with the viability of the shop units. The outline consent comprised mixed use development for the site (residential and retail) which included uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential</p>

institutions) on the ground floor. The type, scale and location of the retail on offer is intended to serve the local needs and not serve as a destination shopping location. As a result and owing to market conditions, the amount of retail floorspace being proposed on the site has been reduced but is flexible and remains comparable to similar shopping facilities and therefore should remain robust and viable going forward.

The submitted proposal is considered compatible with the design and appearance of the wider development area, whilst providing a focal building within the central hub of the site. The proposal accords with the general parameters set out under the outline permission 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.

This proposal forms part of a wider sustainable development that offers public benefit in that it helps meet the needs of the community and delivers 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 that would dictate that the application should be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

PLANNING STATUS

- Within North Wokingham Strategic Development Area
- 7KM Thames Basin Heath SPA
- Archaeological Interest
- Flood Zone 1
- Minerals Consultation Zone
- Contaminated Land Zone
- Ground Water Protection Zone
- Landfill Gas Protection Zone
- Minerals Consultation Zone

RECOMMENDATION

That the committee authorise the GRANT OF Reserved Matters subject to the following:

A. Completion of a Deed of Variation relating to the following:

- 1) Incorporating affordable rent within S106 affordable housing tenure mix;**

B. Conditions and Informatives:

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2242, which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.
2. 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.

Proposed Elevations plan 18-1256-HT-LC-501 Rev F
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Proposed Floor plans 18-1256-HT-LC-500 Rev F
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Planting Plan TD922_01B

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

Parking Management Strategy

3. Prior to the first occupation of the site, a Parking Management Strategy for the management of the parking arrangements at the local centre shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details to ensure that deliveries and servicing to the site do not take place during school drop off or pick up times. The management of the parking within the site shall be in accordance with the approved details thereafter.

Reason: To avoid conflict between retail deliveries and school traffic and to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL P policies CC07 and TB20.

4. No dwelling shall be occupied until the vehicular accesses, parking and turning areas to serve it, including the unallocated spaces, have been provided in accordance with the plans hereby approved. The vehicle parking and turning spaces shall be retained and maintained in accordance with the approved details and the parking spaces shall remain available for the parking of vehicles at all times and the turning spaces shall not be used for any other purpose other than vehicle turning.

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

5. None of the retail units shall commence trading until such time that the local centre and shared use parking with the school and community building as indicated on the approved drawings has been laid out and opened to the public unless an alternative temporary provision has been submitted to and approved in writing by the Council.

Reason: To provide adequate off-street vehicle parking in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy

policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

6. Prior to the commencement of the operational use of the retail units hereby approved, details of a parking restriction scheme along Road 24, which could include double yellow lining shall be submitted to the Council for written approval. The scheme as approved shall be implemented in accordance with the approved details prior to commencement of the first retail use and shall be maintained thereafter.

Reason: In the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity.

Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

7. Prior to first occupation of the residential units, details of electric vehicle charging within the local centre car park shall be submitted to the Council for written approval. The details as approved shall be installed prior to first occupation, and shall be maintained thereafter, unless otherwise agreed in writing with the Council.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system 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).

Retail units cycle parking

8. Prior to first occupation of the development hereby approved, details of the proposed cycle parking for visitors to the retail shops shall be submitted to and approved in writing by the Council. The cycle parking shall be provided in accordance with the details of such hereby approved prior to first occupation and shall be permanently retained thereafter in its approved form.

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 and recycling

9. The internal and external spaces for the storage of refuse and recyclable materials for the development 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

Local Lettings Plan

10. Prior to occupation of the residential units, a Local lettings plan shall be submitted to and approved in writing by the Council. The letting of the residential units hereby approved shall be in accordance with the submitted details as approved, unless any such other agreement is subsequently approved in writing by the Council.

Reason: To ensure the residential units are made available at the earliest opportunity to prioritised economically active households on the Housing Register, in the interests of providing a balanced, mixed and sustainable community on this development in accordance with Core Strategy Policies CP2, CP5 and the adopted Affordable Housing Supplementary Planning Document (July 2013).

Retail

11. The principal retail unit shall remain Class A1 (shop) and shall be permanently retained as such thereafter.

Reason: To ensure the new residential communities are well served locally, to promote sustainability and to reduce reliance on private car usage in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP20 and MDDL policy CC07 and with the North Wokingham Strategic Development Location Supplementary Planning Document.

Informatives:

1. This permission should be read in conjunction with the outline planning permission and associated original Section 106 legal agreement and subsequent S106 agreement dated 15/08/2018.
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. Highway Adoption - If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
8. 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.
9. 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 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.
10. 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.
11. Parking restrictions including double yellow lining along the Northern Distributor Road and Road 24 should be installed prior to operation of the retail units or occupation of the residential units.

PLANNING HISTORY		
Application Number	Proposal	Decision
O/2014/2242	Outline application for a phased development of up to 760 dwellings including 60 units of assisted living homes / older person accommodation a local centre (including retail) a primary school community facilities and associated areas of open space and drainage/	Approved March 2015

	attenuation parking etc. Accesses from Twyford Road, Matthewsgreen Road and Toutley Road (Matters reserved – layout, landscaping, scale, appearance)	
F/2014/1216	Old Forest Road SANG	Approved September 2014
150093	Reserved Matters for Phase 1 (100 units)	Approved Oct 2015
152649	Reserved Matters for NDR	Approved March 2016
160765	Reserved Matters for Phase 2a (82 units)	Approved July 2016
162140	Reserved Matters for Phase 2b (73 dwellings)	Approved November 2016
170618	Reserved Matters for Phase 3 (74 dwellings)	Approved July 2017
162431	Development Brief for school and community facility	Approved April 2017
172766	Submission of details for Road 24	Approved October 2018
172331	Reserved Matters for Primary School, Nursery and Community Centre	Approved 14/02/2018
172751	Reserved Matters for Phase 4 (243 dwellings)	Approved 15/08/2018
181888	Reserved Matters incorporating a revised layout and replan for part of Phase 4 comprising an additional 5 units (to the 243 approved under 172751) and 8 dwellings in Phase 5	Approved 11/12/18
182385	Development brief for the Local Centre	Approved 14/02/19
190198	West of Old Forest Road section of NDR	Approved 09/05/19
191026	Reserved matters for 4 units in Phase 1b	Approved 11/07/19
191232	Reserved matters for 9 units in Phase 4	Approved 23/07/19

SUMMARY INFORMATION	
Residential units (all affordable)	16
Retail floor space	518m ²
Previous land use	Agriculture
Proposed on-site parking spaces	11 Residential 11 Retail (including 2 disabled spaces)
Proposed shared use parking with community centre car park	46 spaces

CONSULTATION RESPONSES	
South East Water	No comments received
Thames Water	No comments received
Crime Prevention Design Officer	No comments received
National Grid	No comments received
SSE Power Distribution	No comments received
Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No comments received
WBC Biodiversity	No comments received
WBC Drainage	No objection
WBC Highways	No objection
WBC Tree & Landscape	No objection
WBC Education	No comments received
WBC Public Rights of Way	No comments received

REPRESENTATIONS
<p>The below comments are those received following the initial application consultation. Officer responses are provided at the end of all the comments summarised below and addressed in detail later in the report:</p> <p>Town/Parish Council: Object to the proposal on the following grounds:</p> <ul style="list-style-type: none"> • Four storey building higher than surrounding buildings; • Potentially unsafe area at night behind the main building • Inadequate landscaping details • Only 15 spaces for 19 flats – because of this, parking will block roads • Those not finding parking will cause problems by stopping on the NDR <p>Local Members: One objection received from Councillor Shepherd DuBey on the following grounds:</p> <ul style="list-style-type: none"> • Building is too tall – no other buildings of that height in the area • Insufficient parking for the flats and visitors to the shops • Putting the car parking at the back of the building opens the car park area to antisocial behaviour <p>Emmbrook Residents Association: Object to the scheme for the following reasons:</p> <ul style="list-style-type: none"> • Height of the building – the Outline Design and Access Statement states that no building would exceed three storeys • Car parking – inadequate provision for 19 units, which will lead to inappropriate parking with residents using visitor spaces • The amenities for residents are below those that would be provided for private flats, the layout has been chosen to suit the retail units resulting in disjointed and poor layouts and in some flats failing to meet space standards. <p>Neighbours: Consultation letters were sent to over 600 neighbouring properties. Six letters of objection have been received in response, the contents of which are summarised as follows:</p> <ul style="list-style-type: none"> • Not necessary for the development to have a 4th storey. This was not part of the outline planning and not in keeping with other new buildings in the area; this would result in an unsightly centre point within the development

- Parking provision of 16 spaces for 19 flats is not sufficient and will result in cars being parked awkwardly potentially making it dangerous for pedestrians and drivers to access the site safely
- Support the ERA consultation response with regards to concerns over height, car parking and general standard
- Objection on ground of traffic and too much construction work. Roads are already too busy.

Officer comments on the issues raised within the consultation responses are as follows:

- **Height of building:** *this has been reduced from 4 to 3 storeys and is therefore now in accordance with what was indicated on the outline heights parameter plan and responds to the views set out above;*
- **Parking provision:** *the parking provision proposed for the residential units complies with WBC parking standards. Accompanying information has demonstrated that shared use parking for the retail units and the adjacent school/community use would be acceptable (Transport, Highways and Parking section of the report refers)*
- *The parking to the rear of the building will benefit from natural surveillance by occupiers of the residential flats above. This arrangement is not uncommon for apartment buildings and is in line with good urban design practices. No objection has been raised by the Crime Prevention Design Officer.*
- **Inadequate landscaping details:** *The submitted landscaping details are considered acceptable in the context of the proposed use of the site. WBC Trees and Landscaping Officer has raised no objection in this respect.*
- **Amenities of occupiers:** *The sizes of the residential units comply with National Standards, are considered to have an acceptable layout, and all would be provided with a balcony as a form of external amenity space and are well served by public amenity space locally.*
- **Concern on grounds of traffic and too much construction work:** *The principle of this proposal is already established through the granting of the outline permission where such considerations would have been assessed. The matters for consideration under this application are for appearance, landscape, layout and scale. The CEMP will address matters concerning construction processes.*

Following amendments to the scheme being carried out, including the reduction in the height of the building from four storeys to three, further consultations were sent out to respondents who had initially objected to the scheme. The Emmbrook Residents Association have sent in a further response, a summary of their comments are as follows: *(Officer comments in brackets)*

- Welcome the reduction in height of the building to three storeys;
- Provision of 11 parking spaces for 16 flats is inadequate, more so than the original proposal of 16 spaces for 19 flats; *(Officer comment: The proposal remains compliant with WBC parking standards, and there are no Highways objections in this respect.)*
- Six of the two bed flats shown as being suitable to accommodate four people, will increase the demand for car parking over and above that allowed for in WBC's parking calculator; *(Officer comment as above)*
- Consider that the proposal therefore fails to conform to Policies CP6 (d), MDD Policy CC07 and MDD TB07

- The submitted Parking Demand Assessment does not consider the demand for residential parking; (*Officer comment: The residential parking provision is proposed to be solely accommodated within the local centre car park, the provision for which meets WBC parking standards, and therefore no further assessment is considered necessary.*)
- Although the assessment concludes that the provision of 57 spaces would adequately meet the parking demand based on the effects of cross visitation, it does not take into account the spikes in demand that will be generated by the community centre i.e. such as hosting events which could attract participants and/or audiences of over 250 people from a far wider area than the current development. The additional impact such activities could have on parking has not been properly addressed. (*Officer comment: The management of such events should be suitably addressed through the requirement to submit a community use scheme pursuant to condition 11 placed on the primary school and community centre reserved matters application – para's 52 and 53 of the below report refers*)

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP13	Town Centres and Shopping
	CP20	North Wokingham Strategic Development Location
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking

	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space standards
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
		Appendix 2 – Parking Standards
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space 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.

PLANNING ISSUES

Application Site

1. The application site forms part of the Matthewsgreen Farm development site, which is itself part of a larger area designated under the Wokingham Borough Core Strategy as the North Wokingham Strategic Development Location (SDL). The Matthewsgreen Farm site comprises approximately 34 hectares in total and is situated approximately 2km to the northwest of Wokingham town centre and south of the A329(M). The site is bounded to the south by Matthewsgreen Road, by Toutley Road to the west, by Twyford Road to the east, and by the Ashridge Stream watercourse to the north.
2. The site previously comprised mainly agricultural land, consisting of open fields, ditches, hedgerows and a mixture of trees in terms of age and type. There is also

a small existing commercial operation located towards the southern boundary along Matthewsgreen Road.

3. Outline planning permission for the phased delivery of the Matthewsgreen Farm development (for approximately 760 dwellings and associated infrastructure) was granted in 2015 under application O/2014/2242. Reserved matters planning approval has subsequently been granted for phases 1, 2a, 2b, part of phase 3, the majority of Phase 4, 8 units in Phase 5 and for the NDR. Reserved matters approval has also been granted for the primary school and community centre. A further reserved matters submission has recently been submitted which includes the remainder of Phase 5, a replan of part of the already approved Phase 4 area, along with proposals for dwellings located on land which was initially safeguarded at the outline application stage for 60 units of extra care. At the time of writing, the application is yet to be validated, and will go out to consultation once it is fully registered.
4. Development is progressing apace and Phases 1 and 2a are complete with occupations on both phases. Phases 2b, 3 and 4 are currently under construction. The development is also served by a SANG provided to the northern side of Old Forest Road which was granted full planning permission in 2014 and is open to the public.

Principle of development

5. The principle and indicative location of the local centre has been established by outline planning permission ref: O/2014/2242. The outline permission was subject to an Infrastructure Delivery Plan and S106 legal agreement, which secured the coordinated delivery of the infrastructure necessary to support the SDL wide development. This included requirements for on-site provision (affordable housing, the NDR, the primary school, the community centre, the local centre and the open spaces) together with contributions towards off-site infrastructure and services such as roads, education, sports facilities and health services. The Old Forest Road SANG, approved under application F/2014/1216, is now open and has been constructed to serve the recreation requirements of the development and thus mitigate its impact upon the Thames Basin Special Protection Area.
6. Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning permission 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.

Application Proposals

7. This application seeks reserved matters approval in relation to the local centre, the principle and indicative location for which was secured under the Outline permission. The building will be mixed use, comprising retail units at ground floor

with residential flats on the first and second floors. Parking to serve the residential units will be provided in a car park to the rear of the building. Part of the parking provision for the retail units will also be provided at the rear of the building, however, the overall parking strategy for the retail element is for shared use of the car park associated with the adjacent school and community building. This aspect of the application is discussed under the Highways section of the report below.

8. The outline permission gives flexibility as to the type of uses permitted within the ground floor units i.e. A class uses (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or D1 (non-residential institutions). Whilst at this point, the retail unit end users are not confirmed, the applicant has, however, advised that a national retail provider has an interest in occupying the larger unit for use as a retail food store (Class A1). The proposed layout comprises one larger retail unit being around 386m², with two smaller units of approximately 70m² and 62m² respectively. The first and second floors of the building would contain residential flats comprising 12x2bed and 4 x1beds.
9. In accordance with Condition 2 of the outline permission, this RMA seeks approval in relation to appearance, landscape, layout and scale.
10. The proposal has been amended since the initial submission, as it was originally submitted as a part 3/part 4 storey building comprising 19 residential units. However, a number of objections were received in relation to the height of the building, which would have exceeded what was shown on the outline heights parameters plan which indicated that no buildings across the site would exceed three storeys. Officers were also concerned with the proposed height in respect of how it would relate to the context of its immediate surroundings. The applicant has therefore removed the 4th storey from the scheme, which also results in the number of residential units reducing from 19 to 16. Vehicular access to the site will be from 'Road 24' located immediately to the east of the site, the details for which have already been approved and the road is partially constructed.

Reserved Matters - Detailed Design

11. 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

12. The proposal involves a standalone block comprising three retail units at ground level, and 12x2bed and 4x1bed apartments over the first and second floors, associated landscaping and parking. The building would be positioned on the north side of the NDR, at its junction with Road 24 and would partly front onto the NDR, but with the longest elevation of its façade fronting onto Road 24, with a small return section fronting the secondary access road into Phase 3 of the development, which is accessed off Road 24. Parking would be provided to the rear of the building (accessed from the side road located on Road 24). The

location of the building is in line with what was indicated on the outline masterplan.

Retail provision layout:

13. Core Strategy (Policy CP13 and supporting text) and MDDL (Policy TB15) seek to maintain a hierarchy of shopping provision to meet the needs of local residents and anticipate the provision of new or enhanced local centres within the four SDLs, in order to achieve sustainable patterns of development. In addition, both the Infrastructure SPD and Core Strategy Policy CP20 refer to the need for appropriate retail facilities to serve the SDL.
14. The outline permission S106 does not stipulate a specific floorspace requirement for the local centre, however, Condition 11 of permission relating to the submission of a development brief in connection with the local centre, required details for the provision of at least 1000m² for uses within Class A or D1 (with no individual unit being larger than 450m²). The development brief submission was accompanied by a marketing report and assessment of commercial space allocation, which has also been submitted as part of this reserved matters application. The report provides a review of recent retail market conditions in the local area, and the consultancy firm appointed to undertake the assessment contacted a number of major food retailers to seek feedback as to their likely interest in the retail provision. All of the food retailers responded, however, only two advised that they were currently in the market for new purpose built premises. The others were either not acquiring new premises or wanted large edge of town locations or considered they already had sufficient presence in the local area.
15. Reference was also made in the marketing report to the nearest local centres, these being located on Matthews Green Road/Clifton Rd and Ashridge Road, stating that at the time of the report being written, there were vacant units in both of these local centres, which was considered to be an indication of limited demand. It would appear however, that at present, the units within both local centres are occupied, although it is noted that a large proportion of uses in both locations are for takeaways, and therefore mainly open in the evenings only.
16. Due to the proximity of the other local centres and current retail market conditions, the recommendation within the marketing report was that a retail provision of just over 500m² would be appropriate in this location (comprising one larger and two small units). The proposed layout of the scheme has therefore been designed to reflect these recommendations. Officers consider the conclusions of the report to be reasonable and are comparable to other similar sized local neighbourhood centres. It is noted that retail provision has changed significantly in recent years and the provision of local shops including convenience shops has become less attractive and viable nationally. However the provision in this instance should ensure the success and viability of the local centre in the longer term as the offering is of an appropriate scale and flexible for its location. Its siting next to the main distributor road and adjacent to the school and community centre should also assist with the viability of these units as it will serve both local residents and passing trade. This is also taking into account the supporting text of Policy CP20 which states that adequate facilities including retail (within walking and cycle distance of residents) will be necessary in order to ensure the sustainability of development at North Wokingham. It goes on to state

that this could be achieved by upgrading existing shopping parades or through the provision of limited facilities within the site, but that proposals within the SDL will need to demonstrate that they do not prejudice the achievement of a sustainable solution to development, particularly regarding development in Wokingham Town Centre.

17. It is therefore considered that the level of on-site retail provision as proposed is acceptable and proportionate to the location, taking into consideration other existing local retail facilities nearby. The proposal should ensure that the everyday needs of the residents can be met, but would not be of such a size that would be detrimental to the viability of the other local retail shops or Wokingham Town Centre in accordance with the aims of Policy CP20.
18. At ground level, the proposal would provide 518m² of retail floorspace, split between three retail units. The submitted plans indicate the largest of the three units would be approximately 386m², the main frontage for which would be along the east elevation of the building fronting Road 24, opposite the western boundary of the school/community building site. This is the unit for which the applicant has advised they have an interested food store retailer to take occupation. The two smaller units of 62m² and 70m² respectively would provide frontage onto the NDR.
19. The footprint of the proposed building is also similar to that shown on the outline illustrative dwelling distribution plan, which is considered a further indication that the retail floorspace as proposed, is appropriate to its location, and compatible and proportionate to the scale of surrounding development across the development site and wider area.
20. The ground floor retail area is designed so that the internal configuration is flexible. Although three units are currently proposed, should market conditions change, the larger unit could be sub-divided into smaller units, and likewise, the smaller units could be amalgamated into one unit. This flexibility is important so that the uses within the local centre can respond to changing market demands quickly and help ensure the continued vitality and viability of the local centre. It is therefore considered that the proposals would provide an acceptable level of retail provision to serve the needs of local residents, in accordance with Core Strategy Policies CP13, CP20 and MDDLTP TB15.
21. The car park serving the residential units is located to the rear of the building and some of the objections received referred to this, in terms of concerns regarding anti-social behaviour due to the car park being at the rear of the building. However, the layout has been designed in order for the building to provide an active frontage onto the street, and the car park being located at the rear is not considered unusual for such provision. The layout proposed is considered to be in line with good urban design practices and ensures that the footpath and amenity areas to the front are pedestrian friendly. This is especially important given the shops' location next to a primary school. Other residential blocks on the wider development have parking areas located to the rear, and this is considered acceptable where it is demonstrated that they are not totally enclosed and are well overlooked by the dwellings that they serve, and therefore have the benefit of natural surveillance. This would also be the case in this instance, whereby the car park would be well lit and overlooked by a number of hallway and bedroom

windows in the residential flats. The site will also be overlooked by dwellings in the adjacent Phase 3 area and be used by customers pulling up to undertake shopping who are driving past. It should be noted that the Crime Prevention Design Advisor has made no comments on the application, and officers consider that the layout is acceptable in this respect.

Scale

22. The height and general footprint of the proposed building is in line with the outline heights parameters plan which indicated heights of up to 3 storeys being located along this part of the north side of the NDR. As mentioned previously, the initial submission proposed a part 3/part 4 storey building, but was subsequently amended to three storeys only following concerns being raised regarding the proposed height. However, at three storeys as now proposed, the scale of the building is considered acceptable, as both its height and layout are considered compatible with the scale of the surrounding residential dwellings and apartment blocks as well as the adjacent school/community use building.

Design and Appearance

23. The proposed design of the local centre building has a modern appearance with a flat roof. The proposed façade comprises a predominantly brick elevation at first and second floor levels, with small areas of render where sections of the building are set back to allow for balconies. The brick elevations would also comprise areas of protruding brick detail, which is considered to add visual interest to the façade. The first and second floor elevations would also house a number of balconies serving the residential flats. However, the number of protruding balconies on the building is limited to eight in total, with the remainder of the external amenity areas being provided within areas which would be set flush with the main elevation of the building, but would provide an outdoor amenity area nonetheless. This is considered appropriate on a building which will be located in a key focal area of the wider site, helping to reduce visual clutter which can often be associated with a large number of balconies protruding from a building, but would still provide occupants with useable external amenity space.

24. The ground floor elevations fronting the NDR and Road 24 would comprise a mixture of aluminium glazed curtain walling to the retail units, together with brick and render. This is considered appropriate to the nature of the proposed ground floor uses. There is space above the glazed façade for fascia signs associated with the retail units. Such advertisements would be controlled under Class 5 'Advertisements on Business Premises' of The Town and Country Planning (Control of Advertisements) Regulations which permits a range of advertisements relating to retail premises, yet places restrictions in respect of illumination and sizes of projecting signs. It is considered that any proposed signage associated with the retail units would be suitably controlled through the above regulations, and no further conditions relating to this are considered necessary. Any signage should be high quality in its design and appearance and should not be internally lit but should comprise downlighters where this is considered appropriate.

25. It is considered the overall approach to the design and layout of the building and external finishes would be compatible and complementary with the wider development area as well as the adjacent phases, including the school and

community building, which will also be of a modern appearance. The proposed materials are considered to be reflective of those used on both the more traditionally designed buildings as well as the modern and therefore appropriate to the character and appearance of the surrounding area. Samples of the proposed materials to be used are required to be submitted for approval under condition 5 of the outline permission. The proposal is therefore considered to accord with Policies CP1 and CP3 in this respect.

Affordable Housing, Dwelling Mix and Standard of Accommodation

26. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. The affordable housing delivery requirements of the development were established at the time of the outline planning permission which requires an overall 35% affordable provision, with this being achieved by either a 22% provision on site and a commuted sum towards off-site provision (in the event that the Council did not require 60 units of extra care housing), or a 30% provision on site and a lesser commuted sum towards off-site provision in the event that the extra care units were required.
27. After the outline permission was granted, and in accordance with the requirements of the S106, WBC confirmed to the applicant that the 60 units of extra care would be required. However, given the time that has elapsed, that position has subsequently changed and the Council no longer have an identified need for such provision on this site. As such, the current S106 onsite affordable housing provision is required to be 22% across the whole Matthewsgreen development (with a contribution in lieu of the further 13%). The current level of on-site affordable housing provision approved through the reserved matters has increased and to date stands at 24% (144 affordable units out of 597 site wide units approved so far).
28. The residential accommodation located on the first and second floors of the local centre building would be wholly affordable housing (affordable rent), in line with the outline indicative dwelling distribution plan, and if approved, would result in the on-site provision of affordable housing rising to 160 units out of the Section 106 requirement of 168 units. The remainder of the affordable housing units are expected to be provided within the residual Phase 3 area, and in the Phase 4 area which was originally proposed as land for the extra care units.
29. Whilst the number of affordable units as proposed is in accordance with the S106, the units are proposed with a tenure of affordable rent which is different to the current S106 affordable housing tenure mix. The principle of this has however, been agreed in consultation with WBC Housing team, subject to a condition requiring a local lettings plan to be submitted and agreed (condition 10). The tenure of affordable rent forms part of the council's policy on affordable housing tenure and has been included on other SDL sites such as Montague Park and would be offered to working professionals/families on the housing register. The introduction of this proposed tenure would help provide a good range of housing in this area, allowing greater access to affordable homes. This would need to be secured through a Deed of Variation, and this forms part of the recommendation for this application.

30. Introducing the tenure of affordable rent within this proposal has been discussed in conjunction with the discussions relating to increasing the overall on-site affordable housing provision. The existing S106 agreement secured a 70/30 split between social rented units and shared ownership and the level of social rented units approved to date through the reserved matters approvals, stand at 57% (95 units) out of the overall required affordable housing provision of 168 units. WBC Housing Team have advised that as part of any future agreements relating to an increase of on-site affordable housing provision, they would not wish to see the level of social rented units on the site fall below 50%. It should be noted that the proposal to introduce affordable rent as the tenure for the local centre would not result in such provision falling below 50%. Whilst the overall social rented provision would reduce from the originally agreed S106, it is considered that this would not outweigh the benefit of increasing the level of on-site affordable housing as well as the range of affordable housing tenure available.
31. As such, the tenure of affordable rent which is being proposed is considered acceptable in this instance. Such provision would be secured through an associated Deed of Variation to the currently agreed S106 and the recommendation of this application therefore reflects this.

Borough Design and National Space Standards

32. From 1 October 2015 the internal space standards set out in MDDLDP Policy TB07: Internal Space Standards, the Borough Design Guide and the Affordable Housing SPD were superseded by the Technical housing standards – nationally described space standard, which establishes minimum gross internal floor areas and storage requirements based on the number of bedrooms, occupants and storeys.
33. The proposed residential units have been designed to accord with the above referenced National Space Standards: 39m² gross internal area for a one-bedroom, one person flat; 50m², for a one-bedroom, two-person flat; 61m² for a two-bedroom, three-person flat and 70m² for a 2bed, four person flat. One of the objections raised by the Emmbrook Resident's Association at the consultation stage referred to some of the units not meeting WBC internal space standards. However, all units would comply with National Standards referred to above. 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 51 of the outline consent.
34. As the residential element of this proposal comprises flats, individual amenity space provision is proposed by way of balconies to the units. These are either provided as a protruding balcony, or as an external area set flush with the building line. The building itself will be located close to the large open streamside park located at the end of Road 24, as well as the nearby local and neighbourhood play areas (LEAP and NEAP), and it is therefore considered that the occupants of the units would also have good access to external areas of open space provision in the wider development site. It is therefore considered that the occupants would have acceptable levels of residential amenities in this respect.

35. It is therefore considered the proposal will provide good levels of amenity for future occupants, compatible with the overall mix, balance and quality of dwelling types across the site. 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

36. 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.

37. The positioning of the building on the site is such that it is sufficiently distant from currently approved dwellings/buildings within the wider Matthewsgreen area and would not introduce unacceptable relationships of overlooking and loss of outlook, daylight, sunlight or privacy. The closest residential dwellings to the local centre will be those located within the adjacent Phase 3 area, but which are yet to receive reserved matters approval. The Phase 3 area immediately to the north and west of the local centre was taken out of the Phase 3 submission in order to ensure that adequate space had been safeguarded for the provision of the local centre. Separation distances to these dwellings will therefore be assessed when the reserved matters for the remaining dwellings in Phase 3 are submitted.

38. 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 therefore do not fall for consideration under this Reserved Matters planning application.

Trees, Landscaping and Open Space

39. Core Strategy Policies CP1 and CP3 require a high quality design that respects its context. This requirement is amplified by MDDL Policies CC03 and TB21. The soft landscaping strategy proposed for the setting of the local centre building includes the provision of low level shrubs and hedges in appropriate spaces to the front of the retail units facing the NDR, along with a tree lined frontage to the building's main elevation along Rd 24. This would provide a continuation of the boulevard style tree planting which is already in place along the NDR. Benches and smaller planters are proposed to be positioned in between the trees, which would help to provide an attractive public realm in this area. A small planted area with two further benches would also be provided on the western edge of the site, which would provide an attractive area for staff or visitors to the shops to sit.

40. There are no existing trees or hedges located on this part of the site and it is considered that the soft landscape proposals associated with the building are acceptable and appropriate in the context of the nature of the land use on this part of the site. Further details of the hard landscaping proposals will be submitted for approval under Outline Conditions 13 and 14.

Ecology and Biodiversity

41. 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.
42. The principles of ecological protection for the development were established under the indicative plans and strategies of the outline consent. Subject to the implementation of the various strategies, this reserved matters submission would have no significant impact upon ecology. Detailed matters of such in relation to this Phase will be agreed and formally secured pursuant to the relevant conditions of the outline consent.

Transport, Highways and Parking

Local centre parking

43. Parking associated with the retail element of the scheme is partly proposed on site, within the car park located at the rear of the building. However, the proposed provision in this area for the retail uses is limited to 11 spaces (including 2 disabled badge holder spaces). The remainder of the parking requirement for the retail uses is proposed within the shared use car park which will be located within the school/community centre site adjacent to the local centre.
44. The principle of this shared use parking has been anticipated since the outline application stage, in that there would need to be shared use parking for users of the community centre, school drop off and retail uses, as there is likely to be cross utilisation of all these uses considering their juxtaposition to each other. This situation is not unusual and a similar arrangement has been approved within the South Wokingham SDL at Montague Park and at other comparable shopping parades across the country. It should be noted that the local centre is primarily intended to serve the new residents and therefore residents are within easy walking distance to the units and the local area remains well connected. The scale of the units means that those customers visiting the shops by car are likely to be those dropping off / picking up at the school or community facility or passing trade along the NDR and therefore relate to quick shopping trips. Given the scale of the retail units, that is, it will not be a destination shopping location, the level and type of parking required can be more flexible and should be shared with other uses.
45. The car park approved as part of the adjacent school and community use is proposed to be split into two areas, one area being allocated solely for staff parking (to be controlled through a barrier system) and the other area being for users of the community centre and as a school drop off facility, comprising 46 spaces and a more informal drop off zone. The assessment of that application was that the car park designated for the latter use was considered to provide a satisfactory level of parking provision in respect of the two uses on that site. As it has always been acknowledged that there would be cross utilisation of the various uses in the vicinity of the local centre, i.e. between users of the spaces within the school/community car park and those visiting the local retail facilities within the local centre, the current application is accompanied by a Parking

Demand Assessment to demonstrate that such an arrangement would be able to be satisfactorily accommodated across the two sites.

46. It is acknowledged within the assessment that when considered on their individual merits against the requirements of WBC's Parking Standards for the proposed uses, the combined parking requirement for the retail and community centre use would be 77 spaces. However, as proposed, the community centre parking and local centre retail parking would provide 57 spaces. The parking demand assessment therefore uses TRICS data for comparable retail units, community facilities and primary schools, these being the three main destinations that will be visited by people using the car park - to calculate peak arrival times, dwell times and therefore, parking demand for each of the uses.
47. Peak demand for the car park will be at school drop-off and collection times: i.e. between 08:00 – 09:00 and 15:00 – 16:00.
48. The assessment has been carried out using an average dwell time of 30 minutes, which is considered reasonable and robust for the A Class uses (taking into account that approximately 75% of the retail floorspace is likely to be occupied by a convenience store which will generate a high number of vehicular trips but with a short dwell time of only 5-10 minutes). On their own, the A Class units are likely to generate a maximum parking demand of around 33 spaces, with a demand of around 3 spaces between 08:00 – 09:00 and 11 spaces between 15:00 – 16:00 (i.e. school drop off / pick up times). The peak demand for the retail use would be between 16:00-17:00.
49. Activities at community centres do not generally start before 09:00. Peak use is likely to be by after school groups between 15:00 and 17:00 and between 17:30 until and 22:00 (condition 13 of reserved matters approval 172331 requires hours of operation to be approved). Applying an average dwell time of one hour, this indicates a maximum parking demand is likely to be around 13 vehicles, with minimal parking demand of 5 and 7 spaces for the periods 08:00 –09:00 and 15:00 – 16:00 respectively (this does not make any allowance for the fact that a proportion of the vehicles arriving may just be dropping off e.g. taking children to clubs).
50. However, in addition, parking capacity will be required to cater for the use as a school drop-off and collection point. The school may eventually expand to two forms of entry with up to 450 pupils, 26 nursery pupils as well as staff. When fully occupied, this would potentially generate a maximum of parking demand of around 42 spaces based on a 30 minute dwell time. This is also considered to be a robust calculation as it does not take into account the 35 on-site school staff parking spaces. Other factors which are likely to reduce demand are car sharing with siblings or friends, staggered school hours for different age groups, and breakfast and afterschool clubs. Furthermore, there will be excellent pedestrian accessibility for those living within the wider Matthewsgreen development, all parts of which are within a short walk of the local centre on safe user friendly paths. This approach is designed to encourage people to walk or cycle whenever possible rather than use their cars for short trips. Also both the school and community use operator will be required to submit an updated travel plan within 6 months of commencement of the uses (as required by Conditions 12 and 13 of reserved matters approval 172331). It is expected that those families living

within the new development, and other nearby new development sites within the SDL will walk or cycle to drop-off and collect children rather than drive.

51. Therefore, peak demand would be between 15:00-16:00 when the hourly parking demand generated would be 21 car parking spaces for the retail element, 10 for the community facility and 21 for the school; 52 in total. Allowing for there being some crossover between these three uses, and most likely a quicker turnover time, the proposed provision of 57 spaces is considered acceptable.
52. It is noted that the Emmbrook Residents Association have commented that whilst it may be the case that parking demand would be lowered by the effects of cross-visitation, the report does not take into account the spikes in demand which could be generated by the community centre when it holds events which could accommodate in the region of 250 people from a wider area.
53. Whilst the submitted report does not address this, it does, however, assess the likely parking demand generated by day to day activities which will take place across the two sites. It is acknowledged that there may be occasions whereby a particular event being held would generate demand for additional parking capacity, however, it is considered that the condition 11 placed on the reserved matters for the school and community site relating to the submission of a community use scheme would ensure that any such anticipated events are appropriately managed, which would include parking provision. It is likely that out of school hours, at weekends, and during school holidays, the school staff car park could be used in conjunction with any large events proposed to be held, providing an extra 23 spaces whilst the school remains as a 1FE and 35 spaces in the event that it expands to a 2FE.
54. It is noted that there appears to be an expectation that people will always drive to the local shops, schools and community centre, however this is not the approach being promoted in these larger developments. Alternative sustainable methods of travel, walking and cycling, are being encouraged and built into the design to try and reduce the reliance on the private car, especially for short trips and hence traffic congestion and improve health. As such given the above and the scale and type of units that are likely to be located in this location, it is considered that the level of parking being provided is appropriate and does not need to be increased. Notwithstanding the above, a condition is recommended requiring the provision of a parking restriction scheme along Road 24 to be submitted to and approved by WBC, in order to ensure that visitors to the local centre and school and community site are not able to informally park along the access road into the sites or along the NDR. Condition 6 refers.

Residential Parking

55. In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, the residential element of the proposal will incorporate parking provision within the car park located to the rear of the block and would have a total of 11 unallocated spaces which complies with WBC parking standards. A condition is recommended requiring the submission of a parking management strategy, which will detail how the residential parking spaces are secured and separated from the retail spaces (which is likely to be through the use of an electronic barrier system). Comments were received at the consultation stage in respect of the parking provision for the

residential units, in that it was considered that the level of provision is not sufficient. However, due to the nature of the tenure of the units being provided, the level of provision accords with WBC parking standards and is considered acceptable. The communal parking area would be overlooked by the residential units and would therefore offer natural surveillance and security.

56. Tracking information has been provided to demonstrate an acceptable layout of the car park. Information has also been provided in respect of the proposed service bay located on the road access from Rd 24. A refuse vehicle will be able to collect waste from the development in accordance with WBC guidance.

57. In line with our emerging policy on electric vehicle charging points, a condition has been included to provide details of such provision (condition 7).

Cycle Parking

58. 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. Designated cycle stores are proposed in order to accommodate the cycle parking provision for both the dwellings and also for the cycle parking associated with the retail unit staff. The submitted plans demonstrate acceptable provision for the level of cycle parking in this respect. The proposed cycle parking provision for both the residential flats and staff of the retail units is therefore considered acceptable, and in accordance with WBC's cycle parking standards.

59. Cycle parking provision is also required for use by visitors to the retail uses. The submitted plans indicate the proposed location of such provision, however, further details will need to be submitted to ensure the appropriate level and nature of provision, in accordance with WBC cycle parking standards. Condition 8 therefore requires such details to be submitted for approval.

Flooding and Drainage

60. 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. This part of the site is within flood zone 1 which is the lowest level of flood risk.

61. WBC's Flood Risk and Drainage Advisor has reviewed the drainage details submitted in support of this application and is satisfied that the proposals fit within the site-wide drainage provision, the details for which would need to be agreed under a separate conditions applications submission pursuant to conditions 38 and 39 of the outline application.

Land Contamination

62. The site was previously in agricultural use and the initial desk top and field evaluation survey concluded that the site is low risk in terms of land contamination. Should any unexpected contamination be discovered during construction, this 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.

Noise and Odour

63. Core Strategy Policy CP1, Sustainable Development and MDDL Policy CC06, Noise direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.
64. Condition 51 of the outline application requires 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.
65. Policy CP1 also requires emission of pollutants to be minimised and the high quality of the environment to be maintained. As previously mentioned the outline permission gave flexibility as to the nature of uses within the local centre which could include uses within use classes A1-A5 and D1, which have the potential to cause a nuisance due to noise and odours. These matters were considered at the outline stage and conditions 52 and 53 of the outline permission are concerned with mitigating impact of such commercial uses on the amenity of the surroundings. These conditions place controls on noise generated by plant and equipment and also require the submission of details relating to any proposed air handling plant / flues, chillers or other similar services; the proposed number and location of such plant; acoustic specifications; intended operating times.
66. These conditions will protect the amenity of nearby residents, including those living within the mixed use building.

Sustainable Design and Construction

67. 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.
68. Condition 44 on the outline permission required the development to achieve a minimum code level 4 for Sustainable Homes 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 Regs effectively requires the equivalent energy efficiency as Code Level 4.
69. Condition 45 on the outline requires 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. Details submitted in this regard for other phases on the site have

proposed a fabric first strategy being adopted in respect of achieving a reduction in energy consumption. Such an approach is therefore also anticipated for this proposal, and further details in this regard will be expected to be submitted for approval pursuant to condition 45. These matters therefore do not need further consideration under this Reserved Matters planning application.

Impact on Listed Buildings and Heritage

70. 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. There are no designated or undesignated heritage assets within the site. Furthermore, it was established at the outline application stage that the development, subject to the land use distribution and height parameters approved at that time and brought forward here, would not have a detrimental impact upon the special interest or setting of any neighbouring Listed Buildings and Conservation Areas. There is nothing within the current proposal that would alter that conclusion.

Archaeology

71. In terms of archaeology, results of archaeological trial trenching do not highlight any areas of archaeological potential in relation to the application site. WBC Officers therefore accept Berkshire Archaeology's advice that no further archaeological work is required within the site. This has been confirmed through submission of details pursuant to condition 50 of the outline application.

Public Sector Equality Duty

72. In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. The duty is to have due regard to the need (in discharging its functions) to:

- a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- b. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).
- c. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

73. The key equalities protected characteristics include age, disability, gender reassignment, race, religion or belief, sex, sexual orientation, marriage and civil partnership and pregnancy and maternity. The Council should give greater consideration to decisions that have a disproportionately adverse impact on a protected characteristic and this impact may be unintentional. In appropriate cases, this may involve an understanding of the practical impact on individuals so affected by the decision. Regard should be had to the effect of mitigation taken to reduce any adverse impact.

CONCLUSION

This reserved matters proposal for the local centre does not substantially deviate from the principles and parameters established by the outline planning permission, and is compatible with the design and appearance of development already permitted on the wider Matthews Green development and accords with adopted policies and standards. This is a sustainable development that offers substantial public benefit in meeting the needs of the local 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. The application is therefore being recommended for approval, subject to the conditions listed and associated Deed of Variation.

Enclosures:

- 1) Site location plan; Floor plans; Elevations plan; Landscape plan**
- 2) Wokingham Town Council comments**