

Application Number	Expiry Date	Parish	Ward
191068	EXT	Wokingham Without	Wokingham Without

Applicant	Keir Ventures Ltd and Miller Homes Ltd
Site Address	Land at phase 2b of the South Wokingham Strategy Development Location (SDL)
Proposal	Hybrid planning application (part outline/part detailed) comprising an outline application with all matters reserved except principal means of access to the highways, for a mixed use development of up to 1,434 dwellings, a two-form entry primary school, local centre (A1, A2, A3, A4, A5 and D1 including community building D1/D2), public open space, play areas and associated infrastructure and landscaping; and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping and temporary car park. – To be read in conjunction with applications 190900 & 190914.
Type	Hybrid
Officer	Emy Circuit
Reason for determination by committee	Major (EIA) application within the South Wokingham SDL

FOR CONSIDERATION BY	Planning Committee on Tuesday 18 May 2021
REPORT PREPARED BY	Assistant Director Delivery and Infrastructure: Place and Growth

SUMMARY
<p>The application relates to a 90.93 hectare site to the south of Wokingham; it is currently countryside but is allocated in the Development Plan.</p> <p>Wokingham Borough Core Strategy establishes the need to deliver over 13,000 new homes in borough in the period up to 2026, the majority in four Strategic Development Locations (SDLs) (Core Strategy policy CP17 <i>Housing Delivery</i>). Of these 2,500 are to be in an urban extension to the south of Wokingham. Core Strategy Policy CP21 <i>South Wokingham Strategic Development Location</i>, amplified by Appendix 7 and two Supplementary Planning Documents (SPDs) – the <i>South Wokingham South Wokingham Strategic Development Location SPD</i> and the <i>Infrastructure Delivery and Contributions SPD</i> – set out the Council’s expectations in terms of the comprehensive delivery of these dwellings together with the infrastructure required to support them.</p> <p>A fundamental element of the infrastructure is the South Wokingham Distributor Road (SWDR); a continuous new route running through the SDL connecting the A329 London Road in the north to the A321 Finchampstead Road in the south. The new road would provide access to the new development and form a corridor for sustainable travel, as well as providing some traffic relief in the historic town centre of Wokingham.</p>

The first phase of development within the SDL – 636 dwellings and associated infrastructure on land between the A329 London Road and Reading-Waterloo railway line at Montague Park (formerly Buckhurst Farm) - already has planning permission and is substantially complete (the final phase is currently under construction and is expected to be completed by late-spring 2021). Montague Park represents roughly a quarter of the development within the SDL and delivered its proportionate share of the necessary infrastructure including the first section of the SWDR from the A329 London Road to the railway line, William Heelas Way.

The second section of the SWDR – commonly referred to as the “Eastern Gateway” - will connect William Heelas Way to Waterloo Road via a new bridge over the Reading-Waterloo railway line. Planning permission was granted in February 2018 and works have started. An application for the third Section of the SWDR – from the Eastern Gateway to Finchampstead Road – was submitted in November 2019 and a further application for highway works along Finchampstead Road, often referred to as the “Western Gateway” was submitted in December 2020. The latter two are reported elsewhere on this agenda.

The current application is one of a suite of three applications for the second phase of development in the SDL (split to reflect control of the land).

- 190900 “*St Anne’s SANG*”: a full, cross-boundary application with Bracknell for a Suitable Alternative Natural Greenspace (SANG), on land south of St Anne’s Manor and north of the railway line, adjoining the Montague Park SANG.
- 190914 “*Phase 2a*”: an outline application up to 215 dwellings on land south of the railway and the to the east of the SDL, adjacent to Bigwood.
- 191068 “*Phase 2b*”: a hybrid application seeking of an outline planning permission for up to 1,434 dwellings (reduced by 61 from 1,495 since first submission) and full planning permission for a SANG in the central section of the SDL south of the railway.

Together these three applications (collectively referred to as “The Project” in the application documentation) would deliver up to 1,649 dwellings, land for a two-form entry primary school, a local centre including land for a community facility, SANG and other public open space required to support the development on-site. Consistent with the expectations of the Development Plan, the applications are supported by a comprehensive masterplan and Infrastructure Delivery Plan (IDP), setting out how the infrastructure required to support the entire SDL would be delivered. Thus - while each application must be assessed on its own merit - these three are interdependent and, together, deliver their proportionate share of the infrastructure required to support the SDL development.

The IDP covers these three applications plus the two applications for the SWDR mentioned above and a hybrid application for 190 dwellings (at the time of writing) on land in the SDL, south-east of Finchampstead Road (application 192325), which is also under consideration. For ease of reference application 192325 is referred to as “Phase 3” in this report, although that does not necessarily reflect the phasing of development delivery. This scheme will be reported to the Planning Committee at a later date.

The Project has been considered under Schedule 2 of the Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017: it constitutes an urban development on a site of more than 0.5 hectares and is deemed likely to have a significant effect on the environment. Accordingly, the applications are also accompanied by an Environmental Statement (ES) comprising an overarching ES for the whole of 'the Project' (Phase 2) supplemented by a separate ES covering site specific aspects of each of the three constituent applications (St Anne's SANG, Phase 2a and Phase 2b).

The outline element of the application for Phase 2b includes detail of the access from the adopted highway (although not the layout within the development parcels): appearance, landscaping, layout and scale are reserved, although the application does establish parameters for these matters.

The proposals relate to delivery of a key aim of the development plan, so are acceptable in principle and the level of information provided is sufficient to demonstrate that the proposals for Phase 2 are consistent with the council's planning policy and guidance. A detailed assessment is set out in the appraisal.

The application is before the planning committee because it constitutes a major development proposal within an SDL and is recommended for approval.

Given the critical importance of the SWDR to the acceptability of the wider SDL development and that the applications for housing are dependent on having sufficient SANG the SWDR application should be determined first, followed by the St Anne's SANG application and phase 2b (which also includes SANG).

PLANNING STATUS

- Strategic Development Location (SDL CP17/CP21)
- Major development location (CP9/CC01) ¹
- Countryside (CP11)
- Allocated SANG (SAL05) ²
- Thames Basin Heath Special Protection Area Linear Mitigation Zones: 5km Linear Mitigation Zone (CP8/SAL05)
- Sites of Special Scientific Interest Impact Risk Zones
- Local Wildlife Site (woodland near Ludgrove School) (CP7/TB23)
- Great Crested Newt consultation zone³
- Tree Preservation Orders Tree Preservation Orders 1340/2010, 1341/2010, 1343/2010, 1376/2011, 1434/2012 & 1435/2012
- Easthampstead Road is a Green Route north of the railway line and a Green Route Enhancement Area south of the railway; Finchampstead Road is a Green Route (CC03)

¹ Based on the South Wokingham SPD

² Land opposite Holme Green & Land north & south of Waterloo Road (near Lock's Farm)

³ south of Gipsy Lane/west of Easthampstead Road and in the vicinity of Locks Barn

- Public Rights of Way within the site Wokingham Without FP10 and Wokingham Without FP5
- Main River (Emmbrook west of Wokingham Without Footpath 10)
- Ordinary Watercourse (Emmbrook tributaries east of Wokingham Without Footpath 10)
- Flood Zones 1, 2 & 3⁴
- Records of historic flooding at the Star Lane Crossing, Woods Farm and the junction of Easthampstead Road and Heathlands Road
- Grade 2, 3a and 3b agricultural land
- Potentially contaminated land consultation zone⁵
- SSE overhead electricity cable consultation zone & substation consultation zone (adjacent to Gipsy Lane Footbridge and adjacent to the railway line at Tesco)
- Setting of listed buildings
- Archaeological site⁶
- Emm Brook Surface Water Nitrate Vulnerable Zone
- Minerals consultation zone

RECOMMENDATION

1. **That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:**
 - A. **A resolution to grant planning permission for application 192928 (the central section of the South Wokingham Distributor Road);**
 - B. **A resolution to grant planning permission for SANG under application 190900;**
 - C. **Completion of a S106 legal agreement to secure the infrastructure set out in section 17.1 of this report; and**
 - D. **Conditions and informatives as below (subject to any additions and updates agreed with the Assistant Director Delivery and Infrastructure: Place and Growth between the date of the resolution and issue of the decision):**
2. **Should the S106 legal agreement not be completed within 6 months of the date of this resolution planning permission be refused due to failure to secure the necessary infrastructure impact mitigation, unless otherwise agreed by the chairman of the planning committee and confirmed in writing by the Local Planning Authority.**

⁴ Flood Zones 2 & 3 along the ordinary watercourses west of Waterloo Road

⁵ Three locations: south of the railway and west of Easthampstead Road; in the vicinity of Ludgrove school; and between Easthampstead Road and Waterloo Road

⁶ Eastern SDL & Gray's Farm

Timescale for development

1. The development hereby approved in full, shall be begun before the expiration of three years from the date of this permission.
 - a) No phase of development approved in outline shall commence until details of the appearance, landscaping, layout and scale of development (hereinafter called "the reserved matters") for that phase have been submitted to and approved in writing by the local planning authority and the development shall be carried out as approved.
 - b) Application(s) for the approval of all reserved matters for the first phase of development shall be made within three years from the date of this permission and all remaining reserved matters applications shall be made within a period of ten years from the date of this permission.
 - c) The first phase of the development hereby permitted shall begin no later than five years from the date of this permission or two years from the approval of the final reserved matters for the phase, whichever is the later.
 - d) Development within any phase of the development hereby permitted shall begin no later than two years from the date of the approval of the last reserved matter for that phase or before the expiration of twelve years from the date of this permission, whichever is the later.

Reason: In pursuance of s91 & s92 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

Approved drawings

2. This permission is in respect of the submitted application plans and drawings:

70001684-SK-038-B Proposed Heathlands Road Easthampstead Road signalised site access junction

P18-0963_06Y-02 Framework Plan (for purposes of identifying development parcels referenced in other conditions)

P18-0963_06Y-03 Indicative Masterplan (Phase 2b)

P18-0963_81K Indicative Phasing Plan

P18-0963_82P_2-01 Land Use Parameter Plan

P18-0963_82P_2-02 Access & Movement Parameter Plan (Phase 2b)

P18-0963_82P_2-03 Open Space Parameter Plan (Phase 2b)

P18-0963_82P_2-04 Building Heights Parameter Plan (Phase 2b)

P18-0963_116B Landscape Strategy for Locks Farm

P18-0963_138E Site Location Plan (Phase 2b)

P18-0963_160A-01 *Phase 2 of the South Wokingham Strategic Development Location (The Project)*

P19-0052_02N *Green Infrastructure Provision*

P19-0052_08P *Phase 2b SANG Landscape Strategy*

P19-0052_09C *Phase 2b SANG Detailed Soft Landscape Sheet 1 of 5*

P19-0052_09C *Phase 2b SANG Detailed Soft Landscape Sheet 2 of 5*

P19-0052_09C *Phase 2b SANG Detailed Soft Landscape Sheet 3 of 5*

P19-0052_09C *Phase 2b SANG Detailed Soft Landscape Sheet 4 of 5*

P19-0052_09C *Phase 2b SANG Detailed Soft Landscape Sheet 5 of 5*

P19-0052_10C *Phase 2b SANG Detailed LLAP*

P19-0052_11D *Phase 2b SANG Hardworks plan Sheet 1 of 2*

P19-0052_11D *Phase 2b SANG Hardworks plan Sheet 2 of 2*

P19-0052_16D *Phase 2b Landscape Masterplan*

P19-0052_23F *Phase 2b Green Infrastructure Provision*

P19-0052_28A *PH2B SANG Maintenance Access*

P19-1525 A.1. *Rev B Proposed access strategy for Easthampstead Road and parcel R7*

The development shall be carried out in accordance with the approved plans unless a non-material amendment is approved by the Local Planning Authority under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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.

Phasing

3. Before or concurrent with submission of reserved matters details of the phasing of development, including the coordinated delivery of the on and off-site infrastructure required to support it, shall be submitted to and approved in writing by the local planning authority and development shall be implemented in accordance with the approved details. The details shall define the development to be delivered in each phase including:
 - i) the number, size, type and tenure mix of affordable dwellings, demonstrating overall delivery of 35% affordable homes, appropriately distributed across the development;
 - ii) the number and size of housing to be built to M4(2) standard (accessible and adaptable dwellings) or equivalent which should amount to at least 5% of the affordable housing, consisting of one and two-bedroom flats in clusters of 8 – 10 units and at least 5% of the market housing;

- iii) the size and type of market dwellings in general accordance with the Berkshire (SHMA) or any policy and guidance that supersedes it;
- iv) on-site public open space;
- v) the neighbourhood centre incorporating civic space;
- vi) phasing of delivery of the movement network to facilitate sustainable access for residents to key on and off-site destinations, including SANG, play areas schools and bus stops within the SDL;
- vii) parking for SANG visitors prior to the permanent provision in the neighbourhood centre becoming operational;
- viii) timing of the delivery the drainage and SuDS in relation to the development it is to serve;
- ix) public art pursuant to condition 8;
- x) early delivery of landscaping required to mitigate the impact upon the listed buildings Britton's Farmhouse (Grade II) and Barn (Grade II), Lock's House (Grade II*) and Lock's Barn (Grade II) and Wood's Farm (Grade II);
- xi) undergrounding of the overhead electricity apparatus;
- xii) on and off-site highway works necessary to mitigate the impact of the development pursuant to conditions 51, 52 & 53;
- xiii) a car club pursuant to condition 49;
- xiv) implementation of the public transport strategy pursuant to condition 48 including details of the bus route.

Reason: to ensure comprehensive planning and timely delivery infrastructure required to support the development in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17, P21 and Appendix 7; and the South Wokingham SDL SPD. Details are required prior to commencement to ensure coordinated and timely delivery.

Detailed, Site-Wide Masterplan, Design Code and Landscape Design Statement

4. Before submission of the first reserved matters a Site-Wide Masterplan, Design Code and Landscape Design Statement – which build on the principles established by the *South Wokingham Land at Phase 2b of the Strategic Development Location Design and Access Statement (P19-1075_1D, December 2020)*, *Phase 2B of the South Wokingham SDL Green Infrastructure Strategy document (GIS) (P19-0052_04D, August 2020)* and Drawing No P19-0052_16D *Landscape Masterplan* - shall be submitted to an approved in writing by the local planning authority and subsequent applications pursuant to reserved matters and conditions shall be in accordance with the approved details. The details shall include:

- i) amplification of the principles for development in each of the character areas and street typologies demonstrating a comprehensive approach that will deliver a cohesive development with distinct character areas within it;
- ii) an interconnected movement network delivering a hierarchy of streets and paths to prioritise movement by pedestrians and cyclists;
- iii) principles for how parking to the council's standards will be delivered within each character area including integration of unallocated parking in the public realm;
- iv) Sufficient separation between development and ancient-semi-natural woodland;
- v) Measures to ensure that the Southern Semi-Natural Corridor provides a sufficient buffer to the open countryside to the south of the site and accommodate the necessary mitigation planting as required by the Landscape and Visual Impact Assessment (LVIA), which may include an increase in width;
- vi) Measures to ensure sufficient additional specimen tree planting in the Northern Semi-Natural Corridor, especially to the north of Residential Parcel R8 (as identified on Drawing No P18-0963_06Y Framework Plan).

Reason: To ensure delivery of a comprehensively planned, high quality development in accordance with Core Strategy policies CP1, CP3, CP7, CP21; Managing Development Delivery Local Plan policies TB21 & TB23; the Borough Design Guide SPD and the South Wokingham SDL SPD. Details are required prior to submission of reserved matters because they are intended to ensure comprehensive and coordinated masterplanning and delivery.

Design Briefs

5. Reserved matters for any development within the area identified as "Local Centre/School Area" on Drawing No P18-0963_82P_2-01 Land Use Parameter Plan shall be in accordance with the detailed, Site-Wide Masterplan, Design Code and Landscape Design Statement pursuant to condition 4 and a Design Brief that has first been submitted to and approved in writing by the Local Planning Authority. The Design Brief shall include details of:
 - a) the general layout, urban form and design principles, including the location and principles for the design of landmark buildings;
 - b) No more than 500m² for class A1 convenience retail, 330m² for other town centre uses (class A1 shops, A2 financial and professional services, A3 restaurants and cafes, A4 Drinking establishments and A5 hot food takeaways), a 700m² community building, a two-form entry primary school and dwellings.
 - c) Details of the proposed housing mix based on size, type and tenure;
 - d) the landscape framework, including existing landscape features to be retained and proposed structural planting;

- e) principles for delivery of high quality public realm incorporating at least 400m² civic space;
- f) access arrangements and principles for the layout and management of long and short-term cycle storage, car parking and servicing, which should take opportunities for shared provision and be designed with placemaking and prioritisation of pedestrians and cyclists in mind;
- g) permeability, legibility and integration with the surrounding development;
- h) integration with the wider movement network;
- i) a lighting strategy to provide a safe environment whilst avoiding an adverse impact on ecology;
- j) recycling facilities; and
- k) public art.

Reason: to ensure coordinated planning and delivery of the neighbourhood centre in accordance with Core Strategy policies CP1 & CP3; Managing Development Delivery Local Plan policy TB20; and the South Wokingham SDLP SPD.

Crime Prevention Design Advisor

6. Reserved matters shall demonstrate how the layout of the site and design of buildings conforms to the principles of Secure by Design and the British Parking Association's Safer Parking Scheme.

Reason: to ensure that the development is safe, inclusive and accessible and that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience in accordance with NPPF Section 12 'Achieving well-designed places, HMCLG's Planning Practice Guidance on 'Design', Core Strategy policies CP1 & CP3.

Waste storage

7. Each reserved matters shall incorporate suitable internal and external storage for refuse and recyclable materials as appropriate to the development, including at least three bottle banks within the neighbourhood centre (or alternative provision in accordance with the council's requirements at the time). The storage should be both functional and well-integrated in the development.

No building shall be occupied and the neighbourhood centre shall not be brought into use until refuse and recycling storage facilities to serve it have been provided in accordance with the approved details. These facilities shall be permanently retained thereafter and used for no purpose other than the temporary storage of refuse and recyclable materials.

Reason: To ensure that adequate provision is made for the storage of refuse and recyclables without detriment to visual amenity in accordance Wokingham Borough Core Strategy Policies CP1, CP3, Managing Development Delivery Local Plan policy CC04 and the Sustainable Design and Construction SPD.

Art

8. Before submission of the first application pursuant to reserved matters, a strategy for delivery of public art throughout the site, setting out principles for:
- a) public engagement;
 - b) the nature of the artwork;
 - c) number of pieces;
 - d) broad locations;
 - e) procurement; and
 - f) phasing of delivery in accordance with condition 4

shall be submitted to and approved in writing by the Local Planning Authority and the strategy shall be implemented as approved.

Reason: In the interests of achieving high quality development with a sense of place, in accordance with Core Strategy policies CP1 Sustainable Development, CP3 General Principles for Development, Appendix 7 (paragraph A7.52) and the South Wokingham SPD (Design Principles 3f and 1e(iv)). Details are required prior to the first reserved matters in order to ensure coordinated delivery throughout phase 2.

Materials

9. Before development in in each phase of the development hereby approved begins, samples and details of the materials to be used in the construction of the external surfaces of the building(s) consistent with the Design Code, and where relevant the Design Brief for that phase, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: to ensure a high-quality development, appropriate to the location in accordance with Core Strategy policies CP1, CP3, CP21 and the South Wokingham SDL SPD. Details are required prior to commencement to because a coordinated approach is required to ensure the appearance and overall quality of development is appropriate.

Ground and building levels

10. Before submission of the first application for reserved matters a strategy for levels across the site, consistent with the SuDS Strategy to comply with condition 29 and highway design shall be submitted to and approved in writing by the Local Planning Authority. These shall establish the range of levels within each parcel and demonstrate continuity across the site and with the South Wokingham Distributor Road (SWDR).

Reason: in order to ensure a satisfactory form of development relative to surrounding buildings and landscape in accordance with Core Strategy policies CP1, CP3 & CP21; Managing Development Delivery Local Plan policy TB21; and

the South Wokingham SDL SPD. Details are required before reserved matters to ensure a coordinated approach to levels and drainage across phase 2 ad the SWDR.

11. No development (including laying of the SANG) shall take place in any phase until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels has been submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s) or the land being brought into use.

Reason: in order to ensure a satisfactory form of development relative to surrounding buildings and landscape in accordance with Core Strategy policies CP1, CP3 & CP21; Managing Development Delivery Local Plan policy TB21; and the South Wokingham SDL SPD. Details are required before reserved matters to ensure a coordinated approach to levels and drainage across phase 2 ad the SWDR.

Tree protection

12. Each application for approval of reserved matters shall be accompanied by an updated Arboricultural Impact Assessment to inform the design of the phase and the landscaping and tree protection details to comply with conditions 14 & 15.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area in accordance with Core Strategy policies CP1, CP3 & CP21; Managing Development Delivery Local Plan policies CC03 and TB21; and the South Wokingham SDL SPD.

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

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03, TB21 & TB23; and the South Wokingham SDL SPD.

14. No development or other operation shall commence until an Arboricultural Method Statement and Scheme of Works for the relevant phase which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the

site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).

- a) No operations in that phase shall commence in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
- b) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- c) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: to secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21. Details are required prior to commencement to ensure that measures are in place when work starts.

Landscape, ecology and green infrastructure

15.

- i) No development in each phase shall take place of the development including the SANG until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall be consistent with the Site-Wide Masterplan, Design Code and Landscape Design Statement pursuant with condition 4 and include, as appropriate:
 - a) Scheme drawings;
 - b) proposed finished floor levels and contours in accordance with the details pursuant to conditions 10 & 11;
 - c) detailed design of SuDS features in accordance with the SuDS Strategy, demonstrating how they will be integrated into the wider landscape, with attenuation basins having a natural shape and shallow profile (not requiring lifesaving equipment and fence barriers), allowing them to fulfil amenity, ecological and drainage functions;

- d) soft landscaping details including planting plans, schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
 - e) a Landscape Specification document covering soft landscaping (including site preparation, cultivation, plant handling and other operations associated with plant and grass establishment) and hard landscaping including all construction works such as paths, bridges and retaining walls within public open space;
 - f) a three metre wide 'flexipave' or equivalent east-west route through the SANG;
 - g) pedestrian and cycle access from the neighbourhood centre to the boundary with the Gray's Farm sports hub site including safe crossing of the Ludgrove School access;
 - h) hard landscaping materials including samples;
 - i) minor artefacts and structures (e.g. street furniture, play equipment, refuse or other storage units, signs, external services) including specifications for the product and its installation.
 - j) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
 - k) all boundary treatments and other means of enclosure or controlling access such as gates and bollards, which shall include consideration of ecological permeability, provision of a sufficiently secure boundary to deter trespass on the railway and control of access to allotment sites;
 - l) car parking layouts, other vehicle and pedestrian access and circulation areas;
 - m) measures required for ecological mitigation or biodiversity gain;
 - n) public art in accordance with the strategy approved pursuant to condition 8;
 - o) a minimum eight metre wildlife zone to watercourses measured from the top of the bank within which all planting shall be native species of local provenance;
 - p) how non-native species such as Himalayan Balsam will be eradicated;
 - q) how the buffer zone will be protected during development and managed over the long term; and
 - r) how the river channel morphology and bankside habitat will be enhanced to contribute to biodiversity net gain.
- ii) The landscaping details for each Phase of the development shall include a Landscape Phasing Plan demonstrating timely delivery of hard and soft landscaping in relation to adjacent built development and the approved landscaping for each "Landscape Phase" shall be carried out in accordance

with the approved phasing. The scheme shall be maintained in the approved form for so long as the development remains on the site.

- iii) Details of quality control measures, including supervision of landscape contract(s) by a suitably qualified landscape specialist and annual landscape audits for the five-year period from completion of the landscaping for the Landscape Phase or until adoption (whichever is longer). The annual Landscape Audit shall be submitted to the Local Planning Authority for information prior to the next planting season and replacement planting undertaken in accordance with the landscape audit and iv) below.
- iv) Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity and ecology in accordance with Core Strategy policies CP1, CP3, CP7 & CP21; Managing Development Delivery Local Plan policies CC03, TB21 & TB23; and the South Wokingham SDL SPD. Details are required prior to commencement to ensure that landscaping and ecological mitigation and enhancement can be satisfactorily integrated in the development.

Landscape and Ecological Management Plan (LEMP)

- 16. Prior to the commencement of any Phase of the development a Landscape and Ecological Management Plan (LEMP), 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 and Ecological Management Plan shall be carried out as approved.

Reason: In order to ensure that provision is made for satisfactory maintenance of the landscaping hereby approved in accordance with Core Strategy policies CP1, CP3, CP7 & CP21; Managing Development Delivery Local Plan policies CC03, TB21 & TB23; and the South Wokingham SDL SPD. Details are required before commencement because then need to be assessed in conjunction with the landscaping proposals.

Woodland management plan

- 17. Before landscaping of the Suitable Alternative Natural Greenspace (SANG) north of the Ludgrove drive commences a Woodland Management Plan shall be submitted to and approved in writing by the Local Planning Authority and woodland management shall be carried out in accordance with the approved details.

Reason: In order to ensure that provision is made for satisfactory maintenance of the Woodland hereby approved in accordance with Environmental Statement; Core Strategy policies CP1, CP3, CP7 & CP21; Managing Development Delivery Local Plan policies CC03, TB21 & TB23; and the South Wokingham SDL SPD.

Suitable Alternative Natural Greenspace (SANG)

18. No dwelling shall be occupied until the Holme Park Suitable Alternative Natural Greenspace (SANG) has been provided in accordance with the details approved pursuant to condition 15, written confirmation has been received from the Local Planning Authority (LPA) that the SANG has been delivered to an acceptable standard and the SANG is available for public use. No more than 1115 dwellings shall be occupied until an 'additional SANG' strategy providing at least 6.12 hectares of SANG has been submitted, approved by the Local Planning Authority and the 'Additional SANG' delivered to an acceptable standard and the SANG is available for public use. The 'Additional SANG' shall be provided on land within or immediately adjacent to the SDL boundary.

Reason: to ensure that the amount and quality of SANG provided is sufficient to mitigate the impact of the development on the Thames Basin Heaths Special Protection Area in accordance with Core Strategy policies CP8 and CP21 and the South Wokingham SDL SPD.

SANG footpath/tree survey

19. Construction of the "formal circular route" through the existing woodland (shown on Drawing No P19-0052_11C_Phase 2b SANG Hardworks plan Sheet 1 of 2) shall be in accordance with an Arboricultural Method Statement and Scheme of Works in accordance with BS5837: 2012, detailing how the path can be constructed with minimum impact on the ancient and semi-natural woodland, which has first been submitted to and approved in writing by the local planning authority.

Reason: to avoid detriment to the semi-natural ancient which is of ecological and amenity value to the area in accordance with Core Strategy policies CP1, CP3 & CP21; Managing Development Delivery Local Plan policies CC03, TB21 & TB23; and the South Wokingham SDL SPD.

Ecology

20. The reserved matters for each phase shall include details of the type and location of bat and bird boxes in accordance with strategy established by the Environmental Statement and provision shall be made in accordance with the approved details.

Reason: to ensure appropriate mitigation of the impact upon this protected species in accordance with Core Strategy policies CP3 & CP7; and Managing Development Delivery Local Plan policy TB23.

21. Before the SANG is brought into use the pipeline under ancient semi-natural woodland (required as part of the drainage for the development) shall be installed in accordance with a methodology – including construction methods, post-construction monitoring and remediation - that has first been submitted to and approved in writing by the Local Planning Authority.

Reason: to prevent detriment to the ancient semi-natural woodland and avoid disruption to the use of the SANG once it is operational in accordance with Core Strategy policies CP1, CP3, CP7 & CP8; and Managing Development Delivery Local Plan policy TB23.

22. Reserved matters for any phase including development in residential parcel R5 as identified on Drawing No P18-0963_06Y *Framework Plan* shall demonstrate how sufficient separation from the ancient semi-natural woodland to the south will be achieved.

Reason: to prevent detriment to the ancient semi-natural woodland in accordance with Core Strategy policies CP1, CP3, CP7 & CP8; and Managing Development Delivery Local Plan policy TB23.

23. Before commencement of development within any phase including the SANG a Biodiversity net gain Assessment demonstrating an overall net gain shall be submitted to and approved in writing by the Local Planning Authority and development shall be carried out in accordance with the approved Assessment.

Reason: to ensure that the development results a net gain for biodiversity, as required by the NPPF section 15. Details are required prior to commencement to demonstrate that a net gain can be achieved.

Lighting

24.

- i) The first application pursuant to reserved matters shall be accompanied by an Overarching External Lighting Strategy shall be submitted to and approved in writing by the local planning authority. The Strategy will balance the safety of the public realm with ecological and amenity considerations, referencing current guidance on lighting mitigation and establishing how light spill on habitats used by foraging and commuting bats will be avoided.
- ii) The reserved matters for each phase of the development shall include detailed lighting scheme in accordance with the Overarching External Lighting Strategy.
- iii) Lighting of the public realm shall be installed in accordance with the approved details before the area it will illuminate comes into use.

Reason: to ensure an appropriate balance is achieved between the safety of the public realm and avoiding detriment to wildlife or residential amenity in accordance with NPPF Section 15 (Conserving and Enhancing the Natural Environment); Core Strategy policies CP1, CP3, CP7, CP21; and Managing Development Delivery Local Plan policies TB21 & TB23.

Archaeology

25.

- i) Prior to commencement of development in each phase, or any demolition or development works commencing on site, a programme of archaeological

work for that phase, to include a Written Scheme of Investigation, shall be submitted to and approved in writing by the local authority. The scheme shall include an assessment of significance and research questions, methodologies for site investigation and recording, a programme for post-investigation assessment and analysis, and provision for publication of results and archiving. The approved scheme shall be implemented either prior to reserved matters, or phased following consent, as agreed in writing with the local planning authority.

- ii) No demolition or development shall take place other than in accordance with the Written Scheme of Investigation approved under i) above.
- iii) No phase of development shall be occupied or brought into use until the site investigation and post-investigation assessment have been completed for that phase, in accordance with the programme set out in the Written Scheme of Investigation approved under i) above, and provision for the analysis, publication and dissemination of results and archive deposition has been secured.

Reason: the site is identified as being of archaeological potential. Investigation is required prior to commencement to allow preservation and recording of any archaeological features or artefacts before disturbance by the development in accordance with National Planning Policy Framework Section 16 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25.

Permitted Development

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no extensions, roof additions or outbuildings permitted by Classes A, B & E of Part 1 of the Second Schedule of the 2015 Order (or any order revoking and re-enacting that order with or without modification) shall be carried out.

Reason: Based on the illustrative details submitted, there is potential for extensions and outbuildings to reduce separation distances and private amenity space to the extent that residential amenity would be harmed, contrary to Core Strategy policies CP1, CP3 & CP21; the South Wokingham SDL SPD and the guidance in the Borough Design Guide.

Internal space standards

27. Each dwelling shall be compliant with the DCLG Technical Housing Standards – Nationally Described Space Standard (March 2015) or any subsequent internal space standards for dwellings that superseded them.

Reason: to ensure appropriate amenity for residents in accordance with Managing Development Delivery Local Plan policy TB07 and Borough Design Guide design principle R17.

Flood Risk Assessment

28. Development shall be carried out in accordance with *Phase 2 of the South Wokingham SDL Flood Risk Assessment*, Ref No: 70001684-FRA-SDL-001 (August 2020) (Environmental Statement Phase 2 Addendum Volume 2 Appendix 12.1).

Reason: to prevent the increased risk of flooding, and to protect water quality in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policies CP1 & CP21; Managing Development Delivery Local Plan policies CC09 & CC10; and the South Wokingham SDL SPD.

Surface water drainage and Sustainable Drainage Systems (SuDS)

29. Before or concurrent with submission of the first application pursuant to reserved matters or commencement of development within the SANG (whichever is earlier), a Strategy demonstrating coordination with the wider Strategic Development Location (the SuDS Strategy), based on *Phase 2 of the South Wokingham SDL Flood Risk Assessment*, Ref No: 70001684-FRA-SDL-001 (August 2020) (Environmental Statement Phase 2 Addendum Volume 2) and including drainage calculations, details of the layout, position and size of attenuation basins, and principles for locally based treatments such as rain gardens, filter strips and swales shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to prevent the increased risk of flooding, and to protect water quality in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policies CP1 & CP21; Managing Development Delivery Local Plan policies CC09 & CC10; and the South Wokingham SDL SPD.

30. Reserved matters for each phase shall include details of SuDS to serve that phase, based on the approved SuDS Strategy. SuDS shall be provided before occupation of the development it is to serve in accordance with the approved details and the phasing details pursuant to condition 3 and retained thereafter.

Reason: to prevent increased flood risk from surface water run-off in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change); Core Strategy policy CP1; and Managing Development Delivery Local Plan policies CC09 and CC10; and Design Principle 1d(ii) of the South Wokingham SDL SPD.

31. No building hereby permitted shall be occupied until surface water drainage works have been provided in accordance with details that first have been submitted to and approved in writing by the local planning authority.

Reason: to prevent the increased risk of flooding, and to protect water quality in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk),

Core Strategy policies CP1 & CP21; Managing Development Delivery Local Plan policies CC09 & CC10; and the South Wokingham SDL SPD.

32. Development shall not commence in each phase until details of any proposed points of connection, including any connection into a drainage system or ordinary watercourse on third party land, have been submitted to and approved in writing by the Local Planning Authority and no discharge of surface water from the site shall be accepted into the public system until the drainage works have been completed in accordance with the approved details. The details shall demonstrate any connections onto third party land have the approval of the third party landowner and that the system immediately downstream is clear from obstruction.

Reason: to prevent the increased risk of flooding, and to protect water quality in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policies CP1 & CP21; Managing Development Delivery Local Plan policies CC09 & CC10; and the South Wokingham SDL SPD.

33. Before any phase of the development is brought into use measures for effective water quality treatment (using the methodology set out in the SuDS Strategy and Section 26.7 of the CIRIA SuDS Manual (C753) or any guidance that supersedes it) shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: to protect water quality in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policies CP1 & CP21; and the South Wokingham SDL SPD.

Drainage exceedance routes

- 34.
- i) Before submission of the first application pursuant to reserved matters or commencement of development in the SANG, whichever is earlier, a Strategy for Exceedance Flow Routing for flows above the 1 in 100+40% climate change across the site shall be submitted to and approved in writing by Local Planning Authority. The Plan shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted.
 - ii) Reserved matters shall be accompanied by a detailed exceedance flow routing plan consistent with the approved Strategy.
 - iii) Landscaping of the SANG and reserved matters shall be in accordance with the approved details and works shall be implemented in accordance with the approved details before any phase of the development is first brought into use/occupied.

Reason: to prevent the increased risk of flooding, and to protect water quality in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policies CP1 & CP21; Managing Development Delivery Local Plan policies CC09 & CC10; and the South Wokingham SDL SPD.

Drainage (Maintenance)

35. No phase of development shall be brought into use or occupied until a SuDS Management and Maintenance Plan for the lifetime of the development has been submitted to and approved in writing by Local Planning Authority. The plan should include details of:
- i) arrangements to secure the operation of the scheme throughout its lifetime including adoption by a Private Management Company, WBC or a Statutory Undertaker;
 - ii) maintenance access;
 - iii) a method statement for safe and sustainable removal and disposal of waste from drainage system, detailing frequency, the materials to be used and standard of work; and
 - iv) a GIS shape file for the drainage system serving the site.

The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To prevent increased flood risk from surface water run-off in accordance with NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Construction Environmental Management Plan (CEMP)

36. Prior to commencement of development (including demolition and site clearance) in each phase (including the SANG) a Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work within that phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:
- i) measures for the control of dust, odour and other effluvia;
 - ii) measures for the control of noise (including noise from any piling and permitted working hours);
 - iii) measures for the control of noise from delivery vehicles and times when deliveries will be accepted;
 - iv) vibration monitoring;
 - v) measures for the control of pests and other vermin (particularly during site clearance);
 - vi) pollution control measures;

- vii) measures to control of surface water run-off including protection of the aquatic environment in terms of water quantity and quality;
- viii) measures to prevent spoil or building materials being deposited or stored within any area of the site liable to flood;
- ix) a construction travel protocol or Green Travel Plan for the construction phase;
- x) construction traffic management plan comprising:
 - a. analysis of the volumes of construction vehicles during construction phases for both light and heavy vehicles;
 - b. vehicle routes and notably lorry routes, with volumes of lorries; and
 - c. traffic management proposals including any mitigations, hours of operation and signage
- xi) site construction access;
- xii) haul routes within the site (supported by relevant surveys if not already adequately covered);
- xiii) details of any site construction office, compound and ancillary facilities;
- xiv) cycle storage and motor vehicle parking and turning for site operatives and visitors;
- xv) loading, unloading and storage of plant and materials;
- xvi) measures to prevent deposit of mud on the highway;
- xvii) provision of an emergency water supply including fire hydrants to meet firefighting needs (including the installation arrangements and the timing of such an installation);
- xviii) provision of boundary hoarding;
- xix) lighting;
- xx) A site security strategy;
- xxi) Details of any temporary diversions of Public Rights of Way and how they will be managed to minimise disruption to users (both distance and duration of diversion);
- xxii) protection of important trees, hedgerows and other natural features
- xxiii) relevant ecological mitigation measures for protected species and species of principle importance;
- xxiv) updated survey information (due to long build out period), for example arboricultural and ecological surveys;
- xxv) an invasive, non-native species strategy;
- xxvi) contact details for complaints construction liaison officer;
- xxvii) Communications Plan to keep local residents, town/parish councils and ward members informed;

- xxviii) programme of works, including measures for traffic management and operating hours;
 - xxix) monitoring and review mechanisms;
 - xxx) implementation of the CEMP through an environmental management system;
- Construction activity shall be carried out in accordance with the approved CEMP.

Reason: In the interests of the amenity of the area; protecting ecology and the landscape, avoiding pollution, increased flood risk and construction related congestion during construction in accordance with Core Strategy policies CP1, CP3, CP6 & CP7; MDDL policies CC03, CC06, CC07, CC10, TB21, TB23 and TB24; the Environmental Statement Phase 2 (March 2019) and Addendum (August 2020) and Environmental Statement Phase 2b (March 2019) & Addendum (August 2020). To avoid harm, measures need to be in place upon commencement.

Hours of work

37. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than:
- i) between the hours of 08:00 to 18:00 Monday to Friday; and
 - ii) 08:00-13:00 on Saturday; and
 - iii) at no time on Sundays or Bank or National Holidays; except for
 - iv) individual operations which cannot reasonably be undertaken within the construction working hours defined above and have been notified to the Local Planning Authority (including details of the nature extent and timetable for the works) at least two weeks in advance and agreed in writing (by exchange of letter).

Where works are agreed by the LPA under iv) above, key stakeholders including residential properties within an identified zone that has first been submitted to and approved in writing by the Local Planning Authority, ward members and town/parish councils shall be given written notice at least one week in advance of the works taking place. The notification shall include details of the nature, extent and timetable for the works and telephone number that the party responsible the works can be contacted on for the duration of the works.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period in accordance with Core Strategy policies CP1 Sustainable Development and CP3 General Principles for Development and Managing Development Delivery Local Plan policy CC06 Noise whilst providing the flexibility where works outside the usual hours are unavoidable or would result in unacceptable disruption in the surrounding area.

Hours of operation and servicing for non-residential uses

38. Before occupation of any non-residential development the details of the hours of operation of those premises shall be submitted to and be approved in writing by the Local Planning Authority and operation shall be in accordance with the approved details.

Reason: to protect the residential amenity of the nearby dwellings and to ensure that the development is not unneighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 Sustainable Development and CP3 General Principles for Development and Managing Development Delivery Local Plan policy CC06 Noise.

39. Before any development for any non-residential use commences a scheme specifying the provisions to be made for the control of noise emanating from the premises and from delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority. No deliveries shall be taken in or dispatched from such premises outside the hours of 0800 to 22:00 Monday to Saturday and 08:00 to 13:00 on Sunday and public holidays. The scheme shall be implemented in accordance with the approved details prior to occupation of the premises and retained thereafter.

Reason: to protect the amenity of nearby premises and to ensure that the development is not unneighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 Sustainable Development and CP3 General Principles for Development and Managing Development Delivery Local Plan policy CC06 Noise and TB20 Service Arrangements and Deliveries for Employment and Retail Use.

Noise mitigation

40. The reserved matters for any phase of the development which includes noise sensitive premises shall be accompanied by a Noise Mitigation Plan demonstrating how appropriate internal and external noise levels will be achieved. The scheme shall be implemented in full before any noise sensitive premises are occupied and the mitigation measures will be maintained for the duration of the development.

Reason: to ensure that noise does not impact on the amenity of future occupants in accordance with Core Strategy Policy CP1 Sustainable Development, CP3; Managing Development Delivery Local Plan Policy CC06 Noise; and the South Wokingham SDL SPD. Details are required at this stage because measures the layout of the site, internal layout of buildings and construction of buildings all need to be considered.

Plant noise

41. The sound rating level (established in accordance with BS4142:2014 or any subsequent guidance that supersedes it) of any plant, machinery and equipment installed or operated in connection with this permission shall not exceed, at any time, the prevailing background sound level at the nearest residential or noise sensitive property.

If the plant, machinery or equipment is to be enclosed the enclosure shall be provided in accordance with details that have first been submitted and approved in writing by the Local Planning Authority.

Reason: To protect future residents of the site and the occupants of nearby residential properties from noise and in the interests of visual amenity in accordance with Core Strategy policies CP1 & CP3; and Managing Development Delivery Local Plan policy CC06.

Odour

42. The reserved matters for any buildings intended for non-residential use shall be accompanied by an odour and noise assessment and details of measures to prevent odour causing a nuisance without detriment to the appearance of the building. Measures shall be installed in accordance with the approved details before first occupation the building(s) they serve and retained thereafter.

Reason: In the interests of the amenity, character and appearance of the area in accordance with Core Strategy Policies CP1, CP3 & CP21.

Plant zones

43. The reserved matters for any non-residential building(s) shall include details of plant zones where plant can be installed without detriment to the appearance of the building together with any enclosure. Plant zones and enclosure shall be provided in accordance with the approved details before first occupation the building(s) they serve and notwithstanding the provisions the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no plant shall be installed outside approved zones without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity and to safeguard the character of the development in accordance with Core Strategy policies CP1, CP3 & CP21.

Contaminated land

44. No development other than that required to be carried out as part of an approved scheme of remediation shall take place in any phase of the development until conditions a-d (below) have been complied with. If unexpected contamination is found after development has begun that is not addressed by the methodology detailed within the approved remediation scheme, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until d) has been complied with in relation to that contamination.

a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it

originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk

assessment must be undertaken in accordance with the requirements of a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of b), which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with c).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Strategy policy CP1.

Pedestrian and cycle strategy

45. Reserved matters shall provide for an interconnected network for routes for pedestrians and cyclists based on the principles established by the Design and Access Statement, the Design Code pursuant to condition 4, where relevant the Design Brief pursuant to condition 5 and a Pedestrian and Cycle Strategy that has first been submitted to and approved in writing by the Local Planning Authority. Provision shall be made in accordance with these approved details and the approved phasing pursuant to condition 3.

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

PRoW

46. Wokingham Footpath 10 within the site shall be upgrade to three metres wide with a “flexipave” or equivalent surface in accordance with details that have first been submitted to an approved in writing by the Local Planning Authority and works shall be delivered in accordance with the approved details and with the phasing pursuant to condition 3vi).

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

47. Reserved matters for any phase that is adjacent to a Public Right of Way (PRoW) shall include details of direct connections between residential parcels and the adjacent PRoW, which have regard to levels and the need to minimise negative effects on the landscape and ecological importance of trees and hedgerows and connections shall be provided in accordance with the approved details and the phasing pursuant to condition 3.

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

Public Transport Strategy

48. Before first occupation details of a phased Interim Public Transport Strategy, to cover the period between first occupation and implementation of the long-term Public Transport strategy secured by the S106, shall be submitted to and approved in writing by the Local Planning Authority and the Strategy shall be implemented in accordance with the approved details.

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

Car club

49. Before first occupation details of a car club, delivery of which may be phased, shall be submitted to and approved in writing by the Local Planning Authority and provision shall be made in accordance with the approved details, which shall include details of the car club operator, the types of vehicle or vehicles to be provided, the parking bays and how these will be implemented and how the car club will be marketed to residents or business users, including any agreed membership discounts or offers

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

Occupations prior to completion of the SWDR

50. Before commencement of development traffic modelling, consistent with the approved phasing pursuant to condition 3, demonstrating the number of occupations that can take place in advance of the full South Wokingham Distributor Road (SWDR) between the A329 London Road and A321 Finchampstead Road being complete and open for public use shall be submitted to and approved in writing by the Local Planning Authority. The number of dwellings occupied before completion of the SWDR shall not exceed that approved.

Reason: to ensure comprehensive, coordinated development with the necessary supporting infrastructure including appropriate mitigation of the impacts on the highway network in accordance with Core Strategy policies CP6 & CP21; and the South Wokingham SDL SPD.

Site access arrangements

51. Access to the site at the following locations shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority and the phasing pursuant to condition 3:
- a) Easthampstead Road/SWDR;
 - b) Easthampstead Road/Parcel R7 as identified on Drawing No P18-0963_06Y Framework Plan; and
 - c) Easthampstead Road/Heathlands Road/new Heathlands link road.

Reason: to ensure comprehensive, coordinated development with the necessary supporting infrastructure including appropriate mitigation of the impacts on the highway network in accordance with Core Strategy policies CP6 & CP21; and the South Wokingham SDL SPD.

Off-site junction works

52. Off-site mitigation and junction capacity works shall be provided at the junctions of:

- a) Barkham Road/Barkham Street;
- b) Bearwood Road/Barkham Road;
- c) Barkham Road /Molly Millars Lane;
- d) Molly Millars Lane/Finchampstead Road;
- e) Finchampstead Road/Oakey Drive/SWDR;
- f) Peacock Lane/Waterloo Road/Old Wokingham Road;
- g) Peacock Lane/Vigar Way; and

new junctions shall be provided at:

- h) the SWDR/Tesco supermarket/SDL Phase 3 (application 192928) access; and
- i) the Waterloo Road/parcel R14 access as identified on Drawing No P18-0963_06Y *Framework Plan*; together with
- j) a new connection through parcels R10 & R14 as identified on Drawing No P18-0963_06Y *Framework Plan* providing an alternative to Waterloo Road in advance of it being closed to through traffic.

in accordance with the phasing established by condition 3 and details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure comprehensive, coordinated development with the necessary supporting infrastructure including appropriate mitigation of the impacts on the highway network in accordance with Core Strategy policies CP6 & CP21; and the South Wokingham SDL SPD.

Off-site pedestrian and cycle provision

53. Off-site pedestrian and cycle and associated enhancement works comprising improvements on:

- a) Easthampstead Road between the SWDR and the Star Lane level crossing;
- b) Easthampstead Road between the SWDR and the junction of Heathlands Road;
- c) Easthampstead Road north of the junction with Waterloo Road to and including Peach Street (unless superseded by a wider environmental improvement scheme), and the side road junctions of Easthampstead Road with Westcott Road, Denton Road, Goodchild Road, Moles Close, Murdoch Road, Southlands Road, Waterloo Road and Starmead Drive;

- d) north of Wokingham Footpath 17 and the railway (to include street lighting), Gipsy Lane, Langborough Road, Luckley Path (Wokingham Footpath 21), Murdoch Road/Howard Road junction;
- e) Waterloo Road, Rances Lane and London Road, including junctions with Seaford Road and Waterloo Crescent;
- f) Goodchild Road, Westcott Road and Seaford Road, including junctions with School Road, Orchard Close and London Road;
- g) Waterloo Road and Clay Lane;
- h) Waterloo Road and Peacock Lane to Jennets Park, including bus stop infrastructure; and
- i) Luckley Road, Tangle Drive and Finchampstead Road; and
- j) Waterloo Road once alternative access has been provided through parcels R10 & R14 as identified on Drawing No P18-0963_06Y *Framework Plan*;

shall be implemented in accordance with the phasing established by condition 3 and details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

Access, visibility splays and tracking

54. Each reserved matters shall include access details, including visibility splays (for footpaths, cycle paths, private drives and access roads as relevant) and tracking of motor vehicles.

Development shall not be occupied or brought into use until access to it has been provided in accordance with the approved plans.

Reason: in the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6.

55. No development shall be occupied or brought into use until access to the wider area for pedestrians, cyclists and motor vehicles has been provided in accordance with the phasing details approved pursuant to condition 3.

Reason: to ensure provision is made for sustainable travel in accordance with Core Strategy policies CP1, CP3, CP6 & CP21; and the South Wokingham SDL SPD.

Parking and servicing

56. Each reserved matters shall include details of car and motorcycle parking and in accordance with the principles established by the Design and Access Statement, the Design Code pursuant to condition 4, Design brief pursuant to condition 5 where relevant and the council's policies at the time.

No development shall be occupied or brought into use until the vehicular accesses, driveways, parking and turning areas to serve it have been provided in accordance with the approved details and the parking shall thereafter be retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.

Reason: to ensure adequate parking provision in the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 & CP21; Managing Travel Demand and Managing Development Delivery Local Plan policies CC07, TB20 & Appendix 2; and the South Wokingham SDL SPD and the Borough Design Guide.

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

Reason: to ensure adequate parking provision in the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 & CP21; Managing Travel Demand and Managing Development Delivery Local Plan policies CC07, TB20 & Appendix 2; and the South Wokingham SDL SPD and the Borough Design Guide.

58. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), any garages or carports approved pursuant to reserved matters shall be constructed in accordance with the approved details and kept available for the parking of vehicles ancillary to the residential use of the site at all times. Carports shall not be enclosed beyond any enclosure shown on the approved drawings without the prior written approval of the Local Planning Authority. Garages and carports shall not be used for any business use nor as habitable space.

Reason: to ensure provision of adequate parking and reduce the likelihood of unplanned roadside parking in accordance with Wokingham Borough Core Strategy Policies CP1 & CP6; and Managing Development Delivery Local Plan policy CC07 Parking & Appendix 2.

59. Reserved matters shall include details of cycle parking in accordance with the principles established by the Design and Access Statement (South Wokingham Land at Phase 2b of the Strategic Development Location Design and Access Statement P19-1075_1D December 2020), the Design Code pursuant to condition 4 and the council's policies at the time. No building shall be occupied and the use of public open space shall not commence until the cycle parking to serve it has been provided in accordance with the approved details and the cycle parking shall be retained for its intended purpose thereafter.

Reason: to ensure provision of infrastructure to support sustainable travel in accordance with Wokingham Borough Core Strategy Policies CP, CP6 & CP21; and Managing Development Delivery Local Plan policy CC07 Parking & Appendix 2; and the South Wokingham SDL SPD.

60. Before use of the SANG commences temporary access and visitor parking (which may be phased) shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority and the provision shall be retained until the permanent car park in the neighbourhood centre comes into operation.

Reason: to meet SANG design quality standards, ensure provision of adequate parking and reduce the likelihood of unplanned roadside parking in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 & CP8; and Managing Development Delivery Local Plan policy CC07 Parking & Appendix 2.

Highway Construction details

61. Prior to the commencement of development within a phase, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage, lighting and implementation strategy for that phase shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the implementation strategy and approved details to road base level before the relevant development is occupied and the final wearing course will be provided within 3 months of occupation of the relevant development, unless other minor variations are agreed in writing by the Local Planning Authority.

Reason: to ensure that roads, cycleways and footpaths are constructed to prioritise use by sustainable modes, to a standard that would be suitable for adoption as publicly maintainable highway and incorporate ecological permeability measures in the interests of providing a functional, accessible, safe and high-quality development that supports biodiversity in accordance with Core Strategy policies CP1, CP3, CP6, CP7 & Appendix 7; MDDL policy TB23; and the South Wokingham SDL and Infrastructure Delivery and Contributions SPDs. Details are required before commencement because they are fundamental to the proposal and the whole scheme needs to be considered as one to ensure the comprehensive, coordinated approach required by Core Strategy policy CP21.

Gates

62. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected on any shared vehicular access.

Reason: to assist in the integration of the development into the character and community of the area and in the interests of highway safety in accordance with Core Strategy policies CP1, CP3 & CP6; the South Wokingham SDL SPD and Wokingham Borough Design Guide SPD.

Electric Vehicle Charging

63. Reserved matters for each phase shall be accompanied by an Electric Vehicle Charging Strategy for the phase, including details of on-site infrastructure, the method of charging, the location and installation of charging points and future proofing of the site.

Provision for electric vehicle charging shall be made in accordance with the approved Strategy prior to first occupation of the development it is to serve and retained thereafter.

Reason: in order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel in accordance with NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 CP6 & CP21; Managing Development Delivery Local Plan policy CC07; and Appendix E of the WBC Living Streets: Highways Design Guide (2019).

Emergency water supply

64. Development shall incorporate provision of a water supply including fire hydrants to meet firefighting needs throughout the development.

Reason: To ensure that adequate measures for firefighting can be incorporated into the development.

Scheme for retention and/or reconfiguration of the electricity distribution apparatus

65. No development shall commence until a scheme for retention and/or reconfiguration of the electricity distribution apparatus has been submitted to and approved in writing by the local planning authority and works shall be carried out in accordance with the approved details.

Reason: to maintain the electricity supply whilst also achieving a high quality comprehensively planned development in accordance with Core Strategy Policies CP1, CP3 & CP21 and Appendix 7 (paragraph A7.48 d)) reinforced by the South Wokingham SPD (pages 11, 25 and 27).

Low and Zero Carbon Technologies

66. The reserved matters for each phase of the development shall be accompanied by:
- i) An Energy Statement demonstrating how development in the phase will achieve at least a 10% reduction in carbon emissions beyond the minimum requirements of Part L: Building Regulations (at the time of determination); and
 - ii) A BREEAM pre-assessment (or any equivalent standard that replaces it) for non-residential development to demonstrate the relevant mandatory requirements at the time of construction are met.

The approved measures shall be installed and functional before first occupation of the buildings they are intended to serve.

Reason: In the interests of promoting sustainable forms of development in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1; Managing Development Delivery Local Plan Policies CC04 & CC05; the Sustainable Design and Construction Supplementary Planning Document (2010) and the South Wokingham Strategic Development Location Supplementary Planning Document (2011).

67. Reserved matters for each phase shall be accompanied by a Site Waste Management Plan and development shall be carried out in accordance with the approved details.

Reason: to minimise waste in accordance with Core Strategy policy CP1 and the Sustainable Design and Construction Supplementary Planning Document (2010).

Reason for recommendation

1. The development accords with the policies contained within the development plan and there are no material considerations that warrant a different decision being taken.

Relevant policies

2. You are advised, in compliance with The Town and Country Planning [Development Management Procedure] [England] Order 2010 that the following policies and/or proposals in the development plan are relevant to this decision:

National Planning Policy Framework

South East Area Plan saved policy	NRM6	Southeast Plan Policy NRM6 <i>Thames Basin Heaths Special Protection Area</i>
Wokingham Borough Core Strategy Development Plan Document (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
	CP11	Proposals outside development limits (including countryside)
CP13	Town Centres and Shopping	

Adopted Managing Development Delivery Local Plan (2014)	CP14	Growth and Renaissance of Wokingham Town Centre	
	CP15	Employment Development	
	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	
	TB12	Employment Skills Plan	
	TB15	Major Town, and Small Town/District Centre Development	
	TB16	Development for Town Centre Uses	
	TB17	Local Centres and Neighbourhood and Village Shops	
	TB20	Service Arrangements and Deliveries for Employment and Retail Use	
	TB21	Landscape Character	
	TB23	Biodiversity and Development	
	TB24	Designated Heritage Assets	
	TB25	Archaeology	
	Borough Design Guide (2012)		
	South Wokingham Strategic Development Location Supplementary Planning Document (2011)		
Infrastructure Delivery and Contributions Supplementary Planning Document (2011)			
Affordable Housing Supplementary Planning Document (2011)			
Sustainable Design and Construction Supplementary Planning Document (21010) & Companion Guide (2010)			
Crowthorne Village Design Statement			

DCLG – National Internal Space Standards

Community Infrastructure Levy (CIL) & S106

3. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.
4. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act the contents of which relate to this development.

Public engagement

5. The CEMP pursuant to condition 36 shall include provisions for engagement with local residents throughout the construction phase including a communications plan and appointment of a complaints liaison officer.

Highways

6. Highways England will be consulted on the Construction Environmental Management Plan to comply with condition 36.
7. 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.
8. 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.
9. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed

accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

10. 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 months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
11. The site access arrangements pursuant to condition 51.a) & 51.b) shall be broadly in accordance with Drawing No P19-1525 A.1. Rev B *Proposed access strategy for Easthampstead Road and parcel R7*.

The junctions referred to in 51.a)& 51.c) are the subject of a separate application, 192928, reported to the same meeting of the planning committee as this application with a recommendation for conditional approval, including a requirement for detailed design to be submitted to and approved in writing by the LPA. For the purposes of condition 51 submission of the Local Planning Authority decision notice listing the details submitted pursuant to the relevant condition(s) of 192928 and confirming their approval will be sufficient. Should 192928 or an alternative application not be implemented, full details would need to be submitted.

12. The off-site mitigation and junction capacity works, and new junctions pursuant to: Condition 52.c) shall be broadly in accordance with Drawing No P19-1525_013 option 2 *Junction 2 Barkham Road Molly Millars Lane proposed mitigation*; and condition 52.g) shall be broadly in accordance with Drawing No. P19-1525_014 *Junction 12 Peacock Lane Vigar Way geometries*.

Both drawings are in Appendix D of the Position Statement on Transport Mitigation Package 30 April 2021.

The junctions referred to in 52.d) & 52.e) are the subject of a separate applications, 192928 and 203535, reported to the same meeting of the planning committee as this application with a recommendation for conditional approval, including a requirement for detailed design to be submitted to and approved in writing by the LPA. For the purposes of condition 52 submission of the Local Planning Authority decision notices listing the details submitted pursuant to the relevant condition(s) of these planning permissions and confirming their approval will be sufficient. Should these applications or an alternative application not be implemented, full details would need to be submitted.

13. The off-site pedestrian and cycle and associated enhancement works pursuant to: Condition 53 b) shall be broadly in accordance with Drawing No P19-1525-SK011 Rev B *Proposed access strategy for Easthampstead Road and parcel R7*
Condition 53 e) shall be broadly in accordance with Drawing No P19-1525-A11.E Rev A *Walking and cycling strategy improvement schemes Waterloo Road*

Condition 53 f) shall be broadly in accordance with Drawing No P19-1525-A.11.C *Walking and cycling strategy Improvement schemes Goodchild Road Easthampstead Road and Seaford Road*

These drawings are in Appendix B of the Position Statement on Transport Mitigation Package 30 April 2021.

14. The site accesses required by condition 51.a) and 51.c) are the subject of a separate planning application 192928, reported to the same meeting of the planning committee as this application with a recommendation for conditional approval, including a requirement for detailed design to be submitted to and approved in writing by the Local Planning Authority . For the purposes of condition 51.a) and 51.c) submission of the Local Planning Authority decision notice listing the details submitted pursuant to the relevant condition(s) of 192928 and confirming their approval will be sufficient. Should 192928 or an alternative application not be implemented, full details would need to be submitted.
15. Reserved matters for parcel number R10, as identified on drawing No P18-0963_06Y-02 *Framework Plan*, should consider the opportunity to better integrate the turning head identified on Drawing No P19-1525-010 Rev C *proposed access strategy for Waterloo Road and parcels R10 & R14* (appendix B of the of the Position Statement on Transport Mitigation Package 30 April 2021) into the layout buy utilising it as an access to the development parcel.

PRoW

16. Kissing gates or other infrastructure proposed in relation to delivery of Public Rights of Way shall be compliant with the British Standard for Gaps, Gates and Stiles (BS5709:2018), to ensure that they are accessible and easy to use by the public. No new gates or other barriers, other than any shown on the approved drawings, are to be installed without express consent from the Public Rights of Way Team self-closing mechanisms should be via off-set hinges rather than spring assemblies to allow ease of use by the public and reduce potential maintenance issues. Latches may be required where the gates lead out of the SANG to ensure that the gates cannot be opened by dogs without their owner present and to reduce the risk of children running out of the site unattended.

Waste

17. The provision for refuse storage to comply with condition 7 shall have regard to the advice on the council's website at <https://www.wokingham.gov.uk/rubbish-and-recycling/collections/waste-information-for-developers/>.
18. The bottle banks in the neighbourhood centre (required by condition 18) should be conveniently located (for use and collection) and be of an unobtrusive design with an underground collection chamber, suitable for collection by the council's collection vehicles.

Crime Prevention

19. The CEMP to comply with condition 36 shall have regard to the Construction (Design and Management) Regulations 2015 at

<https://www.hse.gov.uk/pubns/priced/hsg151.pdf> which provides advice on Site boundary treatments; Access control; Compound Security and Security precautions and advises the contractor to liaise with their local police crime prevention design advisor.

20. Condition 6 requires consideration of Secure by Design guidance at www.securedbydesign.com and the British Parking Association's Safer Parking Scheme at <https://www.britishparking.co.uk/Safer-Parking-Scheme-/-Park-Mark>.

Ecology

21. This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site. Due to the proximity to known Great Crested Newt breeding ponds development in parcels R10, R4 and R5 (as identified on Drawing No P18-0963_06Y Framework Plan) will require a protected species licence from Natural England or under a District Level Licence (DLL) if that approach is available at the relevant time.
22. Any gully pots required as part of the detailed SuDS proposals to comply with condition 29 shall be designed for ecological permeability and to prevent entrapment of wildlife.

Materials

23. Condition 8 refers to the materials to be used in the construction of buildings. Hard landscaping materials including those to be used in construction of footpaths etc. will be considered under condition 15.

Play Space Design Guide

24. Details of play areas to comply with condition 15 should have reference to the council's Play Space Design Guide at <https://www.wokingham.gov.uk/planning-policy/planning-policy-information/supplementary-planning-guidance-and-documents/>

Drainage

25. The Sustainable Drainage details to comply with conditions 29, 30 & 31 shall have regard to The Wokingham SuDS Strategy (2017).
26. The applicant is reminded that any works affecting the flow of water, including temporary works, within an ordinary watercourse will require consent from the Lead Local Flood Authority. The applicant is also reminded of Wokingham Borough Council's Land Drainage Bylaws that require no obstruction within 8 metres of the edge of a watercourse without the consent of the Lead Local Flood Authority.

Thames Water

27. Thames Water advise that there are public sewers crossing or close to the application site. It is important to minimise the risk of damage to these. Advice on working near or diverting pipes is available on their website at <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

Gigaclear

28. The applicant's attention is drawn to the Gigaclear Ultrafast Fibre Broadband response dated 21 June 2019, which provides details of their assets in the vicinity.

SUMMARY PLANNING HISTORY		
Application Number	Proposal	Decision
SWDR within Montague Park (Phase 1 of the SDL, formerly Buckhurst Farm).		
O/2010/1712 as varied by	Outline planning permission (with details of access) for: <ul style="list-style-type: none"> • up to 650 dwellings (final total 636 following reserved matters and non-material amendments); • 35% affordable housing: 23% (145 dwellings) on-site; a financial contribution to 8% off-site; & an additional form of entry at the school in lieu of 4%); • A neighbourhood centre with 600m² retail etc. and 200m² for community use; • the SWDR from London Road to the railway; • four play areas; and • allotments. 	Approved 18 December 2012
VAR/2015/0342 &		Approved 02 June 2015
161963		Approved 24 April 2017
RM/2013/0242	Reserved matters for the SWDR within Montague Park	Approved 12 June 2013
NMT/2014/0378	Non-material amendments to the SWDR design approved under RM/2013/0240	Approved 25 March 2014
South Wokingham Distributor Road (SWDR) south of the railway		
152349	Scoping opinion for an Environmental Impact Assessment for the Eastern Gateway	Responded 8 October 2015
172934	Eastern Gateway: full planning permission for the bridge over the Reading-Waterloo Railway line and connection to Waterloo Road registered on 4 October 2017.	Approved 19 February 2018 following the resolution of the planning committee on 14 February 2019
173198	Scoping opinion for the South Wokingham Distributor Road	

	(SWDR) between Waterloo Road and Finchampstead Road including associated works in the Finchampstead Road corridor.	
Stopping Up Order under Section 247 of the T&CPA 1990 (as amended)	Stopping Up of the section of Waterloo Road between the level crossing and the SWDR, once the new bridge and highway extending William Heelas Way to connect to Waterloo Road is complete.	Planning Committee resolution to submit an application to the DfT 13 December 2017
		Order made by the Secretary of State for Transport on 09 November 2018
190989	Full application for formation of a temporary vehicular access to Britton's Farm during construction of the Eastern Gateway	Approved 23 July 2019
190991	Formation of an attenuation pond and drainage ditch (works forming part of the drainage strategy pursuant to condition 17 of planning permission 172934 but requiring separate approval as they fall outside the red line)	Approved 23 July 2019
191080	Full application for erection of temporary class B1(a) office building and construction of temporary compound including associated car parking, storage, boundary treatment and spur road to Eastern Gateway haul road (to support the Wokingham Major Highways Programme)	Approved 23 July 2019
192928	Full application for the construction of the South Wokingham Distributor Road (SWDR) between Finchampstead Road and Waterloo Road, including a link to Heathlands Road	Submitted in November 2019 & reported elsewhere on this agenda with a recommendation for approval
303535	Full application for a larger roundabout at the junction of the A321 Finchampstead Road and Molly Millars Lane	Submitted in December 2020 and reported elsewhere on this agenda with a recommendation for approval
Consortium land		
170527	Screening opinion for c 200 dwellings on 6 hectares of land at Bigwood House, Waterloo Road	

171258	Scoping for land at Bigwood House, Waterloo Road	
190900	St Anne's SANG - a full, cross-boundary application with Bracknell, north of the railway line/adjoining the Montague Park SANG	Valid 15 May 2019, recommended for conditional approval 24 March 2021
190914	Phase 2a: an outline application up to 215 dwellings on the land adjacent to Bigwood/to the east of the SDL	Valid 15 May 2019, recommended for conditional approval 24 March 2021
191068	Phase 2b: a hybrid application on the consortium land; outline for up to 1,434 dwellings and full for the SANG	Valid 10 June 2019
Land South East of Finchampstead Road		
192325	Hybrid application for the western SDL: outline for up to 190 dwellings; full for the SANG	Registered in March 2020 and currently under consideration

PHASE 2B SUMMARY INFORMATION		
Site Area	90.93 hectares	
Previous land use(s) and floorspace(s)	Agricultural	
Residential		
Existing units	None	
Proposed units	market	Up to 932 (65% of the maximum number of dwellings)
	affordable	Up to 502 (35% of the maximum number of dwellings)
	total	Up to 1,434
Proposed density	38 dph	
public open space	44.78 hectares	
Neighbourhood Centre		
Site Area		
Commercial & community	0.85 hectares	
School	1.8 hectares	
Total	2.65 hectares	
Floorspace		
Use applied for	Use on first occupation	Proposed Use
A1 shops	Class E	500m ² food retail
A2 Financial and professional services	Commercial, Business and Service	330m ² for non-food retail or other A class uses
A3 restaurants and cafes		
A4 Drinking establishments	sui generis	

A5 hot food takeaways		
D1 non-residential institutions	Class F1 Learning and non-residential institutions	School
D2 Assembly and leisure	Class F2 Local Community (or F1 depending on precise use)	500m ² site for a 700m ² community building

CONSULTATION RESPONSES	
Berkshire Archaeology	No objection subject to a condition to secure further archaeological investigations (<i>Officer Note: condition 24 refers.</i>)
Berks, Bucks and Oxon Wildlife Trust	No comments received
Bracknell Forest Borough Council (BFBC)	Holding objection: proposals for a new roundabout at the junction of Waterloo Road/Peacock Lane/Old Wokingham Road and a pedestrian/cycle connection from the SDL along Peacock Lane (in Bracknell Borough) have been agreed in principle, subject to the detailed design, together with agreement of triggers and the mechanism for delivery. These matters are the subject of ongoing discussions between the applicant, BFBC and WBC and there is no reason that the outstanding issues cannot be satisfactorily overcome. (<i>Officer note: sections 12.9 & 17.1 refer.</i>) BFBC also wish to be consulted the design and delivery of the alternative route to Waterloo Road. (<i>Officer note: condition 52.j) refers. BFBC would continue to be consulted as a neighbouring authority.</i>)
Crime Prevention Design Advisor	No objection in principle but identifies a number of issues that require further consideration at the reserved matters stage (<i>Officer Note: conditions 0, 15 & 36 refer plus informatives 19 & 20.</i>)
Environment Agency (EA)	Holding objection: the EA have asked for the flood modelling (already submitted and agreed in relation to the SWDR) to be formally submitted in relation to this application. This has taken place and the EA are reviewing the information. Given that it has already been agreed it is anticipated that the EA will be able to

	<p>withdraw their objection before the decision is issued. They have already recommended conditions relating to landscaping (<i>Officer note: conditions 15 & 44 refer.</i>) and any additional or revised conditions recommended would be agreed with the Assistant Director Delivery and Infrastructure: Place and Growth before issue of planning permission.</p>
ESP Utilities	<p>Advise of the location for gas apparatus in the vicinity</p>
Fields in Trust	<p>No comments received</p>
Gigaclear Ultrafast Fibre Broadband	<p>No objection: advise of a Gigaclear routes in the vicinity of the application site. (<i>Officer Note: this information has been forwarded to the applicant & informative 28 refers.</i>)</p>
Health and Safety Executive	<p>No comments: the site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline.</p>
Highways England	<p>No objection and no conditions recommended: ask to be consulted on the CEMP in order to consider any overlap with other committed developments at north and south Wokingham and their Smart Motorway Scheme. (<i>Officer Note: Informative 6 refers.</i>)</p>
Historic England	<p>No objection on the basis of the revised plans which addressed initial concerns about the adequacy of landscape buffer on the boundary closest to Lock's House (Grade II*) and barn (grade II). (<i>Officer Note: paragraph 105 refers and conditions 3 & 15 would secure the more substantial buffer.</i>)</p>
Linesearch	<p>Advise that ESP Utilities Group, Gigaclear Ltd, Scottish and Southern Electricity Networks, SGN and SSE Enterprise Telecoms have assets in the vicinity.</p>
Loddon Valley Ramblers	<p>No objection providing the route and character of Wokingham Without Footpath 5 is preserved and the PRow Officers comments are addressed. (<i>Officer Note: section 12.7 refers.</i>)</p>

National Grid	No comments: their assets would not be affected.
Natural England	No objection: subject to mitigation there would be no Likely Significant Effect (LSE) - alone or in combination - and no adverse effect on the integrity of the Thames Basin Heaths SPA. (<i>Officer Note: sections 9, 17.1 and condition 15 refer.</i>)
Network Rail	Requested more information on increase of rail passengers at Wokingham Station and where they are expected to travel via train. No comments on the revised submission.
NHS Wokingham Clinical Commissioning Group	No comments received.
Royal Berkshire Fire and Rescue	Recommend a condition requiring details of a water supply to meet firefighting needs, including during construction. (<i>Officer Note: conditions 36 & 64 refer.</i>)
Scottish & Southern Electricity Networks	Advise of the locations of high and low voltage electricity mains in the vicinity of the site
Southern Electric Power Distribution	No objection subject to conditions requiring a scheme for retention and/or reconfiguration of the electricity distribution apparatus (<i>Officer Note: condition 65 refers</i>) and sufficient flexibility in the parameters to allow alternative configurations (<i>Officer Note: the latter is not considered reasonable for reasons explained in section 18.</i>)
South East Water	No comments received.
Southern Gas Networks	No objections raised: advise of the locations of gas mains in the vicinity.
Sport England	No objection: the proposed development would provide a CIL contribution in accordance with the councils CIL charging schedule; the council is encouraged to consider the sporting needs arising from the development and direct monies to delivery of new and improved facilities for sport. (<i>Officer Note: sections 2.3 & 8.8 refer</i>)
SSE Telecoms	Advise of the location of apparatus in the vicinity of the site.
Thames Water	No objection: it is not proposed to discharge surface water to the public network (Lead

	<p>Local Flood Authority approval would be required). However, the foul water network would not be able to accommodate the new development and a condition is recommended to secure the necessary upgrades. <i>(Officer Note: the utility company is a risk management company under the Flood and Water Management Act 2010 and therefore are required to follow statutory processes to ensure adequate delivery of foul sewage infrastructure. WBC drainage team will obtain regular updates via the utility company liaison officer to ensure delivery. Informative 27 advises of sewers in the vicinity).</i></p>
WBC Children's services/Education (School Place Planning)	<p>No comments on water supply which is the remit of the South East Water Company.</p> <p>No objection subject to the school site being transferred to the council before completion of 250 new homes. <i>((Officer Note: section 17.1 refers.)</i></p>
WBC Cleaner & Greener (Waste Services)	<p>No objection. <i>(Officer Note: condition 7 & informative 17 refer).</i></p>
WBC Community Sustainability	<p>No objection: the land is in a sensible location; the position, next to the SANG is a particularly positive point. If possible, it would be useful to be enable the community facility to grow in the future. <i>(Officer Note: section 2.3 refers. The S106 would secure a site of sufficient size to deliver a policy compliant facility and, a well-designed within the proposed parameters could facilitate future expansion.)</i></p>
WBC Conservation Officer	<p>No objection: the proposed approach to mitigation - setting the housing away from the designated heritage assets in order to create landscaped buffers - is adequate to maintain and protect the immediate setting of heritage assets. <i>(Officer Note: condition 15 would secure this mitigation.)</i></p>
WBC Drainage	<p>No objection subject to conditions: the application is supported by a FRA. <i>(Officer Note: conditions 28-35 refer).</i></p>
WBC Ecology	<p>No objection subject to conditions and mitigation to be secured through the S106</p>

	agreement. (<i>Officer Note: conditions 15-24 & 36 refer .</i>)
WBC Economic Prosperity and Place	No objection subject to provision of affordable housing in line with the requirements of Core Strategy policy CP5. (<i>Officer Note: see section 4 of the appraisal</i>)
	No objection subject to the S106 securing an Employment Skills Plan. (<i>Officer Note: section 16 refers.</i>)
WBC Environmental Health Officer	No objection subject to conditions to secure mitigation of construction and operational impacts. (<i>Officer Note: conditions 36-44 refer.</i>)
WBC Green Infrastructure	No objection subject to conditions and mitigation to be secured through the S106 agreement. (<i>Officer Note: conditions 3, 15 and section 17.1 refer.</i>)
SDL Growth and Delivery (Planning Policy)	No objection: the principle of development has been established by Core Strategy CP21 and the applications are in line with established expectations, subject to a detailed assessment.
WBC Health and Wellbeing	No comments received.
WBC Highways	No objection subject to conditions and mitigation to be secured through the S106 agreement. (<i>Officer Note: conditions 3, 4 45-63 and section 17 refer.</i>)
WBC Libraries and Information Services	No comments received.
WBC Tree & Landscape	No objection: initial concerns have been addressed through the submission of revised and additional information, which provides sufficient detail for a hybrid application and further detail of landscaping, tree protection can be secured by conditions. (<i>Officer note: conditions 4 & 10-19 refer.</i>)
WBC Public Rights of Way	No objection subject to conditions/a S106 (<i>Officer Note: conditions 4, 15, 36 and informative 16 refer.</i>)

REPRESENTATIONS

Wokingham Without Parish Council:

The Parish Council's initial comments cover this and applications 190900 & 191068 (*Officer Note: only those relating to this application have been summarised here*). Full comments attached. In summary:

There is disappointment that development is proceeding in a piecemeal manner, contrary to the South Wokingham SLD SPD. (*Officer note: together the applications reported in this agenda provide for a comprehensively planned development with supporting infrastructure as envisaged by the Development Plan and explained in this report.*)

Development must be well coordinated with appropriate phasing of infrastructure.

Construction impacts must be mitigated. (*Officer Note: construction impacts are considered throughout the appraisal; condition 36 refers.*)

Any increase above the allocated 2,500 new homes should be resisted due to the impact on services and the separation between Wokingham, Crowthorne and Bracknell which is diminished by the current proposals. (*Officer Note: paragraphs 7 & 70-72 refer.*)

A good mix of housing types should be provided. (*Officer Note: sections 3.2 and 4 refer.*)

The three and four-storey development proposed is not in keeping with the character of the area (*Officer Note: section 6.3 refers.*)

Flood mitigation should be phased throughout the development and implementation monitored and enforced. (*Officer Note: section 13 and conditions 28-35 refer.*)

Retained trees should be protected. (*Officer Note: section 5.2 and conditions 12-14 refer.*)

The development must have a strong reference to the existing rural context.

Consideration must be given to important views, the transition between the development and adjacent countryside, maintaining the character/identity of the area and creating a sense of place. The proposed retail centre and community hub should be a focal point for the community and must be a high quality design that enhances the area. (*Officer Note: sections 2.1, 5 & 6 refer.*)

Play areas should provide for a wide age range, not just younger children (*Officer Note: section 8.6, condition 15 i) and informative 24 refer.*)

Temporary closures and diversions of PRoW during construction should be minimised. (*Officer Note: this is controlled under the Road Traffic Regulation Act 1984. However, conditions 3 & 36 would ensure that construction is phased to minimise disruption.*)

The layout for the western end of the SWDR must be approved before construction of any additional housing. (*Officer Note: section 12.2 and applications 1892928 & 203535 refer.*)

The SWDR addresses east-west traffic movement but not north-south' (i.e. to the M3). (*Officer Note: although the Core Strategy does not identify specific measures for north-south movement, there is a requirement to mitigate off-site impacts and improvements to the three key southern arterial routes to Wokingham – Finchampstead Road, Easthampstead Road and Heathlands Road, and Waterloo Road - are proposed. Section 12.9 and condition 48 refer.*)

The routes of roads joining the Eastern Gateway roundabout are unclear. (*Officer Note: these have already been approved under application 172934 so do not form part of the current proposal.*)

Concerns about the interaction between the Star Lane crossing and new Easthampstead Road/SWDR junction and pedestrian links across the level crossing. (*Officer Note paragraph 214 and condition 53 refer.*)

Consideration must be given to the junctions of Heathlands Road/Easthampstead Road, Heathlands Road/Nine Mile Ride and Waterloo Road/Old Wokingham Road/Peacock Lane. (*Officer Note: section 12.9 refers.*)

The existing pedestrian and cycle network should be enhanced to connect new and existing development. (*Officer Note: sections 12.4, 12.6 & 12.7 refer.*)

The loss of agricultural land at Gray's Farm is regrettable and its development would urbanise and reduce green space between settlements. (*Officer Note: while Wokingham Borough Council acquired the site with the intention of developing a sports hub to serve this and other development in the area, this does not form part of the current proposal.*)

The principal vehicle route into the sports hub should be from the SWDR. (*Officer Note: presuming an application comes forward for a sports hub at Gray's Farm, access arrangements would be determined at that time. However, it is probably that vehicular access would be from Heathlands Road. The current application secures pedestrian, cycle, maintenance and emergency access from the SWDR via the neighbourhood centre.*)

Climate Change: The parish council expects to see features incorporated into the development that support the borough's developing climate emergency policies and strategies, including (but not limited to) the use of solar panels, grey water harvesting, electric charging points and cycle parking. (*Officer note: section 15 refers.*)

Wokingham Town Council:

Object. (*Officer Note: identical comments were submitted in relation to this and applications 190900 & 190914: only those relating to this application have been summarised here*)

The additional details of the junction of Peacock Lane, Waterloo Road, Old Wokingham Road did not address previous objections in particular to provision of shared cycle and pedestrian facilities.

The council noted the findings of the ecological surveys within the ES in terms of the range of species present, importance of the site as a habitat for them and impact on them. The increase in development would reduce wildlife in adjacent areas thus making them 'available' for future development. (*Officer Note: sections 9 & 10 refer.*)

Contrary to Core Strategy policy CP3, the proposals include three and four storey buildings which is not acceptable in Wokingham where there is a limit of three stories in most places (*Officer Note: See section 6.*)

It is proposed to remove T202 which is a TPO tree with plenty of life. (*Officer Note: this tree is now proposed to be retained.*)

The community centre must be fitted out. It must be separated from residential buildings due to potential noise from events (*Officer Note: as explained in section 2.3, the application secures land for the community facility, to be provided by WBC funded by CIL receipts. Potential for disturbance is considered in paragraph 269.*)

The proposed SANG is remote from the new community. (*Officer note: section 9 and paragraph 241 refer.*)

Explicit declaration within the proposal for no provision for cyclists and shared provision implied. (*Officer note: section 12.6 describes the proposed provision for cyclists. Provision on the SWDR is the subject of a separate application.*)

Air quality measurements appear to be 'modelled' as opposed to tested. This is understandable to a degree as the SWDR is not open yet but is a concern as the route would be a main route for lorries. (*Officer Note: the Environmental Health Officer has not raised any objections to the assessment, which uses measured baseline data as the basis for modelling to predict future scenarios, in line with usual practice.*)

Dwellings next to the SWDR must have adequate sound proofing. (*Officer Note: section 14.3 refers.*)

From the developers own reports the nearby GP surgeries are over capacity; this fails CP2(a). (*Officer note: section 2.4 refers.*)

Ward members & adjoining ward members

Ward members comments (which relate to applications 191068 & 190914) are available in full on the website. In summary:

The proposed development is excessive, given predicted growth in the next 15 years and the council's attempt to reduce housing numbers. The SDL applications should be postponed until the housing quota is confirmed. (*Officer Note: as set out in section 1 the current Local Plan establishes a strategy for development to meet the needs of the borough during the period to 2026, including a total of 2,500 new homes within the South Wokingham SDL; the council's challenge relates to the Local Plan Update (for the period to 2036) and does not provide an opportunity to review existing Development Plan allocations. The council would be reliant on these to demonstrate a five year housing land supply in future and failure to continue to deliver would result in a shortfall and the risk of "planning by appeal" with the associated loss of control over matters like infrastructure delivery. Any change to the Housing Land Supply requirements would be considered as part of the next Local Plan Review.*)

Given the council's challenge to housing requirements the ES should consider the "no development scenario". (*Officer Note: "do nothing" scenarios are considered for comparison purposes and, given the response above, it is accepted that it is unlikely that the project will not proceed; there is no objection to the approach taken.*)

An equalities impact assessment should be carried out (by a person trained in accordance with the motion passed by Full Council on 18 July 2019). (*Officer note: the proposals have been assessed against Development Plan policy and guidance which was itself formulated with regard to the Equalities Act.*)

The shared access pavement should be increased to 3.5 metres and part of the carriageway should be allocated to commuting cyclists. *(Officer Note: the SWDR including the shared surface is the subject of a separate application 192929.)*

WBC declared a climate emergency on 18 July 2019 and the application should demonstrate how it contributes to the aim of achieving a carbon neutral borough by 2030: the SDL as a whole should be carbon neutral taking into account energy used in production of materials, the construction of new buildings and operation of the development, associated travel and planting to mitigate for felled trees. *(Officer note: neither Development Plan nor national guidance/legislation requires this at this stage but the application has been assessed against adopted policy: section 15 considers energy use in buildings; section 12 travel impacts; and section 5.2 mitigation for tree loss.)*

Consideration should be given to modular housing which is cheaper/quicker to build, more environmentally friendly and just as solid as traditional building methods. *(Officer Note: this outline planning application does not establish methods of construction and, in principle, there is no reason why modular methods could not be utilised.)*

The impact on the natural environment, including protected species, has not been adequately assessed. Surveys of fauna and flora should be carried out before/during development and adverse impacts mitigated. *(Officer Note: an Ecological baseline assessment, including site survey results, is appended to the Environmental Statement. Section 10 refers.)*

The proposal includes four-storey dwellings which is which is out of keeping with the market town character of Wokingham and is evidence of overdevelopment. *(Officer Note: section 6 refers.)*

Any housing with more than two storeys should have a lift. *(Officer Note: a lift is not a normal requirement for single family houses although the layout of houses built to Part M4(2) standard (accessible and adaptable dwellings) (see section 4.3) should make provision for future installation. A lift would generally be required for flats under building regulations unless the layout of small blocks makes such provision impractical to incorporate.)*

A community centre must be provided, designed to maximise use and fully fitted out. *(Officer Note: section 2.1 refers.)*

The amenity space proposed (only one play area) is inadequate given the number and type of dwellings. *(Officer Note: the type and amount of public open space proposed is in line with planning policy requirements as set out in sections 8 & 9. Condition 15 i), informative 24 and the S106 would secure this provision. Provision of private amenity space is for the reserved matters stage but sufficient information has been provided to demonstrate that provision in line with the council's adopted guidance can be achieved. See section 11.5).*

It is unclear how the residents would access the adjacent SANG, given the railway line *(Officer Note: the bridge over the railway – approved under planning permission 172934 and already under construction - would provide pedestrian access between SDL development north and south of the railway line.)*

A doctors' surgery is required/advice should be taken from the CCG because nearby surgeries are already at capacity; furthermore, those without a car would have too far to travel. (*Officer Note: sections 2.4 & 12.1 refer. The NHS Wokingham Clinical Commissioning Group were consulted on the on the applications but have not commented.*)

A secondary school is required. (*Officer Note: paragraphs 29 & 30 refer.*)

35% affordable housing, including a mix of tenures and types/sizes, should be provided on site. (*Officer Note: sections 4.1 & 4.2 refer.*)

The SWDR would provide access to the new properties and relief for many Wescott residents but would join Finchampstead Road at a bottleneck by Tesco. A proper bypass should be considered to address traffic and associated air quality problems. (*Officer Note: the proposals are in line with Development Plan policy and adequately mitigate traffic impacts; sections 12.2 and 12.9 refer.*)

Consideration needs to be given to sustainable travel. (*Officer Note: sections 12.4 -12.7 refer.*)

Utilities should be put underneath the pavements to reduce the disruption caused by future roadworks (*Officer Note: the SWDR is the subject of a separate application, 192928 but this is the intention.*)

Other representations

Representations have been received from 38 correspondents: 35 in response to the initial consultation and a further 9 following consultation on revised plans. Of these, one offered qualified support - subject to delivery of green infrastructure - and the remainder raised objections. These included submissions on behalf of the Arts Society Wokingham, Great Langborough Residents Association and Crowthorne Village Action Group.

The majority of comments on the **revised plans** reiterated previous objections but the following new issues were raised:

The proposal does not conform to the SDL principle of comprehensive planning of housing and infrastructure, in particular there is no SWDR connection to the west (although the traffic modelling assumes a fully operational road), which would result in increased use of rural roads to the south and make emergency access to the development difficult. (*Officer note: collectively the applications for the SDL provide for the necessary infrastructure including the full SWDR; the appraisal, in particular the summary and sections 2, 8, 12 & 17 refer.*)

Insufficient consideration has been given to connections to leisure and community facilities in Wokingham Without; consequently, the Traffic Model underestimated flows on Heathlands Road and Easthampstead Road and the need for junction improvements. (*Officer note: section 12.9 refers.*)

To allow the SWDR to fulfil its function as a bypass it should have a 40 mph speed limit and roundabouts at the junctions with residential roads. *(Officer note: this comment also relates to the SWDR application but see paragraph 190.)*

The level crossing on Easthampstead Road should be replaced by a tunnel or bridge to prevent queueing traffic blocking the SWDR. *(Officer note: this comment relates to the SWDR application 192928 and is considered in the report on it.)*

Improvements to the existing footpath network (outside the application site but within the SDL) would provide access to facilities in Wokingham Without. *(Officer note: paragraph 225 refers.)*

There is a lack of information on the length and impact of the construction period. *(Officer note: the Environmental Statement considers the impact of construction and condition 36 would secure the mitigation identified. The duration of the construction period is not something the local planning authority can control.)*

Detriment to green belt land. *(Officer note: the site is not within the Metropolitan Green Belt and is designated for development in the Core Strategy. See the Planning Status and section 1 of the appraisal.)*

Concerned about the impact of the proposed signalisation and street lighting of the Heathlands Road Easthampstead Road junction on Rosedeane, Easthampstead Road. *(Officer note: these impacts will be fully assessed through the detailed design stage.)*

There is no evidence of discussions between Wokingham Borough Council and Bracknell Forest Borough Council (BFBC) regarding these applications *(Officer Note: BFBC was consulted as an adjoining authority and has commented on this application. In addition, there has been considerable informal liaison between the two authorities, particularly in relation to transport matters.)*

OBJECTIONS

Need

One correspondent recognises that the site is allocated but many question the need for more (unsustainable) development given the amount of recent development (to the north and east of the town) and that housing targets have been met. The scale of development is too large for a market town like Wokingham and does not reflect the needs of the area.

The conservatives and Liberal Democrats were elected on manifestos based on improving air quality along the A329 and M4 and challenging overdevelopment. There is a mandate for a review of the need for more housing and support of the council in challenging the housing requirements for the area. Large scale development should be put on hold until the outcome of the review is known.

Comparable developments (e.g. Woodcray) have been turned down.

(Officer Note: As set out in the Summary and section 1, the current local plan establishes a strategy for development to meet the needs of the borough during the period to 2026, which includes a total of 2,500 new homes within the South Wokingham SDL. It is because this strategy is in place and being delivered that the council has been successful in resisting unplanned development on unallocated sites such as Woodcra. The challenge to housing numbers relates to the Local Plan Update (for the period to 2036) and does not affect allocations within the adopted Local Plan which must continue to be delivered in order to secure well planned development with the infrastructure required to support it and continue to resist unplanned development.)

Character and Green infrastructure

Wokingham's traditional market town identity/atmosphere and easy access to open space/the countryside are what makes it an attractive place to live. It is becoming increasingly suburban (a suburb Reading/Bracknell/Maidenhead) as a result of overbuilding, to the detriment of the environment and character of the town. The green space to the south acts as a 'green lung' absorbing air pollution, for outdoor sport – running, cycling and dog walking – and for food production and its loss – landscape, views, wildlife habitats, flora and fauna (deer, hedgehogs, kites) - cannot be compensated for by SANG and play areas. *(Officer note: the principle of development has been established by the Core Strategy; the impact of development is considered in the appraisal.)*

The proposed SANG, open space and landscaping, including wildflower meadows, ponds, woodland, orchards and natural green space are a valuable wildlife habitat, which should be implemented and maintained thereafter. *(Officer note: provision and maintenance of public open space and habitats would be secured. Sections 8, 9, 138 & 17 refer.)*

One of the five proposed play areas should be located closer to the Star Lane crossing to facilitate use by the residents of the existing housing, north of the railway line which lacks this provision. *(Officer note: the proposed play provision is primarily to meet the needs of residents of the new development and the distribution is appropriate. Section 8.2 refers.)*

Drainage

There are concerns about how water captured in the flood meadow east of the Reading-Gatwick Railway line/south of Tesco (run-off from Luckley Road and Luckley House School plus overflow from the stream) would be accommodated. The applicant advised that surface water discharge from the site would be capture and released at greenfield rates. *(Officer Note: section 13 refers.)*

Transport

Wokingham is already congested and does not have the road infrastructure to support the additional traffic/congestion and pollution resulting from another development of this size. The roads are gridlocked making access to the town centre, railway station and schools difficult; Finchampstead Road is not capable of being widened to deliver the infrastructure necessary to support the development; it is often queued beyond Sandmartins Golf Course at peak times and the Holt School bus is regularly delayed by 25-30 minutes. Some don't think the SWDR would resolve this but others think it would be helpful; no

development should take place until the SWDR from Waterloo Road to Tesco is complete. *(Officer Note: The Access and Movement section, in particular 12.2 & 12.9 refer.)*

The Transport Assessment should consider the cumulative impact of development across a wide area, including arterial routes such as the A329(M) and journeys to the M4, not just the immediate vicinity of the site *(Officer Note: section 12.9 refers.)*

The need for a signalisation at the junction of Easthampstead Road and Heathlands Road is questioned: in future less traffic would use Easthampstead Road as it would be as quick to access the SWDR via Waterloo Road, so the dominant flow would be from Heathlands Road to the SWDR and signals would interrupt this flow. There are also concerns about the impact of the proposed signalised junction on Rosedene. *(Officer Note: the need for signalisation is based on modelling of future flows, taking into account changes in the way that traffic would circulate. Section 12.9 refers.)*

There should be no construction or vehicular access from Luckley Road for the development, beyond limited maintenance access. *(Officer note: none is proposed.)*

A petrol station should be provided on “the other side of the railway” or residents would have to drive into Wokingham, which defies having a relief road. *(Officer Note: petrol filling stations are commercial enterprises rather than essential infrastructure. As explained in sections 12.1 to 12.4, the proposals have been designed to integrate with the existing movement network.)*

The speed limit should not be reduced to 40 mph between Old Wokingham Road and Jennett’s Park. *(Officer note: the appropriate speed limit will be determined through the detailed highway design and approval process, including safety audits.)*

Sustainable travel

Greener transport - cycling being the greenest – should be encouraged.

Shared cycle paths are inadequate for commuter cyclists.

Many of the roads in the area – e.g. Easthampstead Road, Finchampstead Road - are not wide enough for two cars to pass and a cyclist to pass safely and increased congestion would increase dangerous overtaking/risk to cyclists.

Better pedestrian facilities are needed at the junction of the SWDR with Easthampstead Road/the shared foot and cycle path should be extended north along Easthampstead Road to the Star Lane crossing, particularly as this would be the primary route from the SDL to St Crispin's school.

The opportunity should be taken to provide pedestrian and cycle access to Holme Grange School.

Added pressure on trains, stations, buses & taxis.

(Officer note: sections 12.4-12.7 & 12.10 deal with sustainable travel. The SWDR is the subject of a separate planning application and cycle provision along it is considered in the assessment of that application.)

Infrastructure including health, education, community facilities and retail

New housing has brought few, if any, new amenities to the town and infrastructure is already failing. The rate of growth needs to be managed and infrastructure - commensurate with the increase in vehicles and population - provided before additional houses are built. The provision of greenspace and a small school is not sufficient.

Nursery and school places are hard to come by; a new secondary school should be provided.

There are no existing GP, hospital or dental practices within the immediate area and those in the wider area are over capacity as are mental health services. A GP surgery should be provided.

(Officer note: Infrastructure provision is considered throughout the appraisal, in particular in sections 2, 8, 9.1 & 17.)

Added pressure on shops, supermarkets and restaurants. Wokingham town centre is looking better but congestion is deterrent to travelling there, which would result in its decline. *(Officer Note: a neighbourhood centre is proposed within the development – section 2.1 refers - but these are commercial enterprises and the expectation is that the market will meet demand. Nevertheless, the aim of Core Strategy Policy CP14 is the renaissance of Wokingham Town Centre, in part to meet the additional demand generated by development within the SDLs, particularly North and South Wokingham. The council has taken the lead in delivering the aims of this policy carrying out environmental improvements in the Market Place (in conjunction with Wokingham Town Council), the first phase of the Carnival Pool redevelopment and developments at Peach Place and Elms Field.)*

Woods Farm should be used to create a family pub and restaurant (similar to the conversion of the Peacock Farm buildings in Jennett's Park). *(Officer Note: the existing buildings at Woods Farm lie outside the application site boundary and there are no proposals to incorporate them in the development. Community and neighbourhood facilities are considered in sections 2.1 & 2.3 of the appraisal)*

Affordable housing

Affordable housing requirements should be met. *(Officer Note: section 4 refers.)*

Public Art

It is vitally important to incorporate public art to celebrate the locality and sense of place; act as a focal and meeting point; give pleasure and enjoyment (and a sense of fun!); stimulate thoughts and discussions about local issues or events and create a different environment than purely functional. *(Officer note: section 6.4 and condition 15 n) refer.)*

Other

Wokingham is an expensive area to live and there are already difficulties staffing public services because of the high cost of living. The large population increase involved with such an extensive level of housing development would inevitably make matters worse. The only people that would benefit are the developers.

Property prices would fall due to reduced access to the countryside (*Officer Note: property prices are not a planning consideration.*)

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
South East Area Plan saved policy	NRM6	Southeast Plan Policy NRM6 <i>Thames Basin Heaths Special Protection Area</i>
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
	CP11	Proposals outside development limits (including countryside)
	CP13	Town Centres and Shopping
	CP14	Growth and Renaissance of Wokingham Town Centre
	CP15	Employment Development
	Adopted Managing Development Delivery Local Plan (2014)	CC01
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
	TB12	Employment Skills Plan
	TB15	Major Town, and Small Town/District Centre Development
	TB16	Development for Town Centre Uses
	TB17	Local Centres and Neighbourhood and Village Shops
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
	TB25	Archaeology
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide (2012)
		South Wokingham Strategic Development Location Supplementary Planning Document (2011)
		Infrastructure Delivery and Contributions Supplementary Planning Document (2011)
		Affordable Housing Supplementary Planning Document (2011)
		Sustainable Design and Construction Supplementary Planning Document (2010) & Companion Guide (2010)
Other		DCLG – National Internal Space Standards
		Crowthorne Village Design Statement

PLANNING ISSUES

1 The Principle of development

1. The National Planning Policy Framework establishes an underlying presumption in favour of sustainable development which is carried through to the local

Development Plan: applications that accord with the Development Plan for the Borough will be approved, unless material considerations indicate otherwise (Managing Development Delivery Local Plan (MDDLDP) Policy CC01 *Presumption in Favour of Sustainable Development*).

2. The Wokingham Borough Core Strategy establishes the spatial vision for the Borough for the period 2006-2026, including a requirement to provide at least 13,487 new dwellings, with associated infrastructure (Core Strategy policy CP17 *Housing Delivery*). The majority of this new residential development is to be in four Strategic Development Locations (SDLs), of which South Wokingham is one. Core Strategy policy CP21 *South Wokingham Strategic Development Location* anticipates a comprehensively planned, phased urban extension of around 2,500 dwellings and associated infrastructure on 85 hectares of land within the South Wokingham SDL (Appendix A7.50).
3. This approach is consistent with Core Strategy Policy CP9 *Scale and Location of Development Proposals* which identifies Wokingham as a Major Development Location – one which offers a good range of facilities and services, accessible by a choice of modes and capable of accommodating major development - and also with paragraph 72 of the NPPF which advises that *'The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities'*.
4. The Core Strategy requirements are amplified by the *South Wokingham SDL Supplementary Planning Document* (the South Wokingham SPD) and the infrastructure SPD *Infrastructure Delivery and Contributions Supplementary Planning Document* (2011) (the Infrastructure SPD). In line with these documents, MDDLDP policy CC02 *Development Limits* establishes the extent of the settlement of Wokingham, including the built-up area of the SDL. The land within the SDL boundary but outside development limits remains designated Countryside (Core Strategy policy CP11 *Proposals outside development limits (including countryside)* and some parts are allocated as SANG (MDDLDP policy SAL05 *Delivery of avoidance measures for Thames Basin Heaths Special Protection Area* and section 9.1 of this report). However, recognising that masterplanning of the SDL was yet to take place, policy policies CC02 and SAL05 allow flexibility for alternative layouts, where they are accompanied by a deliverable SDL wide masterplan and Infrastructure Delivery Plan (IDP).
5. Outline planning permission for the first phase of development (roughly a quarter of the development in the SDL) was approved in 2012 (planning permission O/2010/1712) and the development of 636 new homes and associated infrastructure at Montague Park (formerly Buckhurst Farm) is now substantially complete.
6. The current application is one of six applications for South Wokingham currently under consideration. It is a hybrid application comprising an outline proposal for up to 1,434 new dwellings and a full proposal for a 24.71 hectare Suitable Alternative Natural Greenspace (SANG). The other applications are an outline

application for up to 215 dwellings (application 190914); full application for SANG (application 190900); a hybrid application for up to 190 dwellings plus SANG (application 192325); a full application for the South Wokingham Distributor Road (SWDR) between Finchampstead Road and Waterloo Road (application 192928) and a full application for the highway works in the Finchampstead Road corridor in the vicinity of the with the SWDR (application 203535). Together the applications - which conform to an overarching masterplan and share a common IDP – provide comprehensive proposals for development of the remainder of the SDL.

7. The SPD Framework Plans (Figures 3.1 & 4.1) identify broad locations for built development and open space within the SDL, showing extensive areas of open space on the eastern and western sides connected by a green-blue corridor along the river valley. The combined proposals differ from the suggested approach in two respects. Very simply, the current proposals include relocation of an existing drainage pond (west of Easthampstead Road) to assist with the alignment of the SWDR and location of the neighbourhood centre and built development is proposed to extend further eastwards, with open space provided more centrally (between Easthampstead Road, Heathlands Road and Gray's Farm.) There are good reasons for these changes, which are explained in section 5.1 and, therefore, there is no conflict with the policies referred to in paragraph 4.
8. Together, the development at Montague Park and the six current application applications would deliver a compressively planned development of up to 2,475 new dwellings (as with Montague Park the outline planning permission establishes a maximum and the number of dwellings may fall through detailed design at the reserved matters stage) together with the required infrastructure (referred to throughout the report and summarised in section 17). This is consistent with Core Strategy policies CP17 and CP21 which require delivery of around 2,500 dwelling; the proposals are in line with the spatial strategy established by the Core Strategy and acceptable in principle.

1.1 *Housing land supply*

9. The NPPF (paragraph 73) requires Local planning authorities to maintain a supply of specific, deliverable sites sufficient to provide a minimum of five years' worth of housing. The council's latest published Five-Year Housing Land Supply Statement (31 March 2020) demonstrates a 5.23-year supply against the Local Housing Need of 789 dwellings plus a 5% buffer at 31st March 2020, without reliance on development in the South Wokingham SDL south of the railway. Although it does not anticipate any completions here until after 2024/2025, the application relates to an allocated site and would make an essential contribution towards the supply going forward.

2 Community Infrastructure

10. Core Strategy policy CP21 *South Wokingham Strategic Development Location*, Appendix A7.53 and the supporting SPDs amplify the requirements of policy CP4 *Infrastructure Requirements*, setting out a range of education and community facilities that should be delivered within the SDL.

2.1 *Neighbourhood centre: local retail and community facilities*

11. Core Strategy policy CP3 *General Principles for Development* is supportive of development that incorporates complimentary uses to make full potential of the site.
12. Core Strategy Policy CP13 *Town Centres and Shopping* (and paragraph 4.65 of the supporting text) and MDDL (Policy TB15 *Major Town, and Small Town/District Centre Development*) 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.
13. Accordingly, Core Strategy Policy CP21 (plus Appendix 7, paragraphs A7.42, A7.49, A7.52 & A7.53), the Infrastructure SPD and the South Wokingham SPD (Design Principles 2a and 4a in particular) require a sustainable, mixed use development incorporating appropriate retail facilities and social infrastructure, including two new schools. Two neighbourhood centres (of up to 1.5 hectares each) should be provided as a focus for community activity within the south Wokingham SDL: a smaller centre to the north of the railway (or alternatively expansion of the Rances Lane parade) and a larger one (incorporating a community centre to serve the whole SDL) to the south.
14. The first neighbourhood centre is being delivered north of the railway at Montague Park. It comprises 600m² shops and other town centre uses, plus 200m² for community use (see paragraph 33) on the ground-floor of a mixed use building, with flats on the upper floors and the school and a variety of public open space adjacent (see paragraphs 24 & 127).

Location

15. The southern neighbourhood centre – which includes land for a community facility and school – is proposed to be located on the south side of the SWDR, just to the east of Easthampstead Road. This location is consistent with advice in Core Strategy Appendix 7 and the SPD that it should be in an accessible and visually prominent location in the vicinity of the junction of the SWDR and Easthampstead Road (A7.52 Design Principle 2a(i) and Figure 2.4). The function as a focus for community activity would be reinforced by the proximity to the SANG, NEAP and the future sports hub.

Site area, amount of development and range of uses

16. The proposed school site is 1.8 hectares (see paragraph 25) and an additional 0.85 hectares is identified for other neighbourhood centre uses, of which 500m² would be for a building for community use (see paragraph 34). Thus, the size of the neighbourhood centre is consistent with the SPD guidance. In total 1,330m² gross internal floorspace is proposed for community and town centre uses of which 500m² would be for food retail, 330m² for non-food retail and a site for a 700m² community building. The centre would also incorporate civic space, parking and servicing (see Section 12.12) and residential uses.

17. This range of uses is consistent with SPD Design Principles 4a and 4b which envisage community and leisure provision plus local convenience shopping, potentially supplemented with other town centre uses and residential use. The amount of development would be slightly greater than that at Montague Park and this scale of provision is considered deliverable in this location. The situation, next to the school and SWDR would be critical to the viability of the retail uses and the proximity to the SANG and play areas would also benefit the amenities of the school and community uses. A similar approach has been taken in the developments at Montague Park and in the North Wokingham SDL.
18. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which came into force on 1 September 2020, changes the categorisation of the facilities proposed within the neighbourhood centre. However, where applications were submitted prior to that date (and are determined before 31 July 2021) the application should be determined with reference to the use classes as originally submitted. Upon first occupation, the classes defined under the new regulations will be applicable (see the Summary information table for equivalent use classes). Under Schedule 2, Part 3, Class V of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) there would be flexibility to change between approved A class uses for the first ten years.

Sequential and retail impact tests

19. Although it is not one of the local centres identified by MDDLDP policy TB17 *Local Centres and Neighbourhood and Village Shops*, there is a policy requirement for new retail and other main town centre uses in this location and, therefore, there is no conflict with MDDLDP policy TB16 *Development for Town Centre Uses* and no requirement for a sequential test or retail impact test.

Character

20. While detailed design will not be considered until reserved matters stage, it is necessary to consider whether the amount of development proposed can be satisfactorily accommodated. SPD design principles 4b, c & d establish requirements for the design of neighbourhood centres: among them, buildings should form part of the street frontage, with large footprint buildings embedded in the block structure; their design - including high quality public realm - should help distinguish centres and residential uses should be incorporated.
21. The building heights parameters plan identifies the neighbourhood centre as a location where taller buildings of up to four storeys (15 meters) can be built; the Character Areas Plan identifies the centre as a location for a landmark building and the vignettes in the DAS illustrate one option for how the development might be laid out to meet the SPD design principles. The approach shown is similar to Montague Park. It shows a mixed use building with town centre uses on the ground-floor and residential above, fronting the SWDR with an appropriate amount of neighbourhood centre parking (see section 12.12) to the front; the community building would be situated to the south, facilitating strong connections with the school and the play areas and other open space; residential parking would be contained within the centre of the block.

2.2 *Education*

22. The social infrastructure identified by Core Strategy policy CP21 South Wokingham Strategic Development Location and Appendix 7 (paragraphs A7.42 and A7.49) includes two new, two-form entry primary schools at accessible locations within the development, where they can form a focus for community activity. The Preferred Spatial Framework Plan (SPD Figure 3.1) suggests each site should be 2.5 hectares or whatever standards apply at the time. Secondary education requirements are to be met through contributions towards off-site provision.
23. Under the CIL regime all education facilities are to be provided by the council from CIL receipts, with the exception of the land for schools where they are required within the SDLs.
24. The first of the two, required primary schools was secured in the first phase of the SDL and the Floreat Montague Park Primary School opened in September 2016. (In addition to the two-forms of entry to meet the demand generated by the SDL, the building was constructed to allow future expansion to three-forms of entry, to accommodate additional demand from outside the SDL.)
25. In accordance with planning policy, the proposals for phase 2b include a 1.8 hectare site (similar to other school sites, for a second primary school, within the wider neighbourhood centre (identified on the land use parameter Plan, Drawing No. P18-0963_82 Rev P). The People and Place Strategy and Commissioning Team (Education) have confirmed that the site area is appropriate, being in accordance with Government Guidance BB103 for a school with two-forms of entry (sufficient for a school of up to 2,400m² for 420 pupils aged five to 11, plus a 30 place nursery). The land would be transferred to the council with services to the site boundary, by the 250th occupation.
26. It will be for the council to deliver the school from CIL and, given the capacity that has been provided by the Floreat Montague Park Primary School, this trigger would allow sufficient time for the council to deliver the school by the time it is required. The facility would be capable of supporting wider community use at times when the school is not in operation, without compromising school requirements, if required.
27. The location, within the neighbourhood centre is consistent with the SPD and an illustrative layout in the DAS demonstrates that the site could be developed in an acceptable way, including the school buildings, outdoor play and sport and on-site staff car parking (see section 12.12 for more information about school parking provision).
28. Thus, collectively the applications for the SDL with delivery two, new, two-form entry primary schools in line with planning policy.
29. Secondary education requirements would be met through CIL and there is no requirement for land for a new secondary school within the development. Thus, planning policy requirements would be met.

30. The need for additional secondary school capacity is an issue that has been raised in a number of representations. While not directly relevant to the determination of this application, the People and Place Strategy and Commissioning Team acknowledge that the number of children admitted to the borough's secondary schools is rising: year 7 numbers are likely to peak before 2025, declining thereafter as the lower roll numbers seen in younger primary school age groups work their way into secondary schools. It is anticipated that there would be sufficient capacity in existing schools for admissions in 2020 and 2021 but there may be need for capital investment in subsequent years.

2.3 *Community facilities including libraries and indoor sport*

31. Core Strategy policies CP2 *Inclusive Communities* and CP3 *General Principles for Development* seek to secure a network of community facilities to support sustainable and inclusive communities and a multi-use community hall is among the on-site infrastructure required to support development in the South Wokingham SDL (Appendix 7, paragraph A7.53 and the Infrastructure SPD). Managing Development Delivery Local Plan policy TB08 *Open Space, sport and recreational facilities standards for residential development* establishes standards for indoor sports provision.

32. Under the CIL regime, community and social infrastructure (community centres, libraries and indoor sports facilities) are to be provided by the council from CIL receipts, with the exception of the land where facilities are required within the SDLs.

33. The outline planning permission for Montague Park pre-dated CIL but the S106 secured proportionate contributions towards provision of a community facility (including indoor sports provision) within the larger neighbourhood centre south of the railway, swimming pools and libraries. Because it would be some years before the development south of the railway would come forward, the planning permission also secured an additional 200m² community facility within a mixed use building in the Montague Park neighbourhood centre (this was in addition to the policy requirement but was offered to address the lag in provision).

34. The council's Shaping Our New Communities (SONC) (January 2015) document recognises the need for a new, multi-use community facility within the South Wokingham SDL and establishes a standard of 0.117m²/capita. Based on a total of approximately 2,500 dwellings within the SDL and an average household size of 2.4, this equates to a 702m² community facility. Balancing the functional requirements of the community facility and the practicalities of delivery with place making aims and the need for some ancillary outdoor space, a 500m² site is sought for a two-storey community facility within the neighbourhood centre.

35. The S106 would secure the land for this facility and delivery would be funded through a combination of S106 contributions from Montague Park and CIL. The vignette in the DAS illustrates how the facility could be successfully incorporated into the neighbourhood centre but the precise layout and, therefore, the location of the land for the building would be approved through reserved matters.

36. In addition to the on-site provision, the enhanced indoor sport, swimming and library facilities being delivered by the council through the redevelopment of the Carnival Pool site in the town centre (funded in part from S106 and CIL receipts) are intended – in part - to meet the needs of residents of the SDLs.

2.4 *Primary Health Care*

37. Core Strategy Appendix 7 paragraph A7.49 e) anticipates provision of new primary health care facilities within the SDL. However, circumstances have changed since adoption in 2010 and it is for the Clinical Commissioning Group to determine whether additional health facilities are required. The Wokingham Medical Practice has consolidated and significantly expanded its services in the town centre (planning permission F/2012/0321). The reasons for this were threefold: to address issues with their former premises (the practice was previously split between two historic buildings which did not meet modern requirements in terms of space or hygiene); to accommodate changes in the way in which primary health care is delivered (in larger health facilities) and to accommodate the anticipated increase in their patient list as a result of the development of the North and South Wokingham SDL's. The application anticipated an increase of approximately 9,000 patients on the presumption that the majority would register with them (rather than the small Gibraltar surgery or more distant Woosehill surgery). Thus, provision for primary healthcare to meet the needs of the SDL has already been made.
38. NHS Wokingham Clinical Commissioning Group were consulted but have not commented on the application. However, discussions have been ongoing and they have advised no new facilities are required in this location.
39. As discussed in section 2.3, a site for a community building is to be provided within the neighbourhood centre, with delivery by WBC, and there could be an opportunity to provide supplementary medical facilities within that building if there were a need at the time of development.

2.5 *Fire station site*

40. Core Strategy Appendix 7 paragraph A7.49 anticipated a site for a relocated fire station would be provided at South Wokingham. However, shortly before adoption of the Core Strategy in January 2010, planning permission was granted for extension of the existing fire station in Denton Road and alterations to the access arrangements (application F/2009/2429). Hence, the requirement for a fire station site has fallen away.

3 Housing density, mix and tenure

41. Core Strategy policy CP5 *Housing mix, density and affordability* requires a mix and balance of densities, dwelling types, tenures and sizes.

3.1 *Making efficient use of land*

42. The density of development should be design led (Borough Design Guide principle R10), incorporating a mix of densities (Core Strategy policy CP5 *Housing mix, density and affordability*) and utilising the potential of the site to incorporate

complementary uses (Core Strategy policy CP3 *General Principles for Development*).

43. Core Strategy Appendix 7, paragraph A7.50 and the South Wokingham SPD anticipate an average density of 30–35 dwellings per hectare (dph) within the South Wokingham SDL but with significant variation across different character areas: a relatively low density of 25-30 dph on the “rural interface”, in particular on the southern edge of the development; 30-40 dph in “general residential” areas; and 40-45dph in “urban residential” areas, such as around the neighbourhood centres and along the SWDR.
44. The first phase of the SDL at Montague Park achieved an average density of 34 dph ranging from 25-30 dph around the periphery of the development to 40-50 dph along key routes, rising to 63 dph in the phase containing the neighbourhood centre. Building heights follow a similar distribution pattern.
45. The applicant’s DAS indicates an average net density of 38 dph for phase 2b, which is slightly above that anticipated by the SPD. This would be achieved developing at the at the upper end of the anticipated density range in the urban residential character areas and, conversely, at the lower end of the anticipated range on the rural interface. The density in each character area would be within the anticipated range and it has been demonstrated that the maximum amount of development proposed could be satisfactorily accommodated on the site (see the assessment of the character of the development section 6). Also the overall number of dwellings proposed is consistent with Core Strategy policies CP17 and CP21 (paragraph 8).

Character Area	SPD Density	Proposed Density
Urban Residential	35-45dph	40-45dph
General Residential	30-40dph	
Rural Interface	25-35dph	25-30 dph

46. There is generally a correlation between density and building height and the building heights parameter plan suggests the approach to density would be consistent with the SPD. Building heights would be greater along the SWDR corridor and in the neighbourhood centre (where mixed used development would be consistent with the aim of integrating complementary uses to make use of the full potential of the site) and lower around the southern periphery of the SDL.
47. The proposed densities across the different character areas are within expected ranges and while the average density is higher than anticipated this is consistent with the NPPF aim of optimising the use of land. The proposed density of development is appropriate subject to the assessment of character in section 6 of this appraisal and at the reserved matters stage.

3.2 *Housing mix*

48. Core Strategy Policy CP5 *Housing mix, density and affordability* and MDDL Policy TB05 *Housing Mix*, reinforced by SPD Design Principle 2b seek to provide a

mix and balance of dwelling types and sizes, with a predominance of houses with private gardens (Core Strategy Appendix 7 paragraph A7.51), having regard to both the underlying character of the area and the current and projected needs of households.

49. The most up-to-date information on market housing mix is in the Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) (SHMA, which recommends the following market housing mix.

Table 1: Extract from Table 140 of the SHMA, recommended housing mix for the Western Berkshire HMA

	1 Bed	2 Bed	3 Bed	4+ Bed
Market	5 – 10%	25 – 30%	40 – 45%	20 – 25%

50. While the precise mix would not be established until the reserved matters stage, the illustrative masterplan and Design and Access Statement have been based on the SHMA mix, establishing the site capacity and demonstrating that an appropriate mix can be satisfactorily accommodated on the site.
51. The table below gives an indication of the number of units of each size that would be delivered based on the proportions recommended in the SHMA.

	1 Bed units	2 Bed units	3 Bed units	4+ Bed units
Phase 2a	7-14	35-42	56-63	28-35
Phase 2b	47-93	233-280	373-419	186-233
Phase 2 total	54-107	268-322	429-482	214-268

52. Condition 3 would ensure phased delivery of an appropriate overall mix and distribution across the site.

4 Affordable & specialist housing

4.1 Amount of affordable housing

53. Core Strategy policy CP5 *Housing mix, density and affordability*, reinforced by SPD Design Principle 2b and the Infrastructure and Contributions SPD, requires residential development to provide a mix of tenures, including a proportion of affordable housing. The proportion depends on the size of the development, location and whether the land was previously developed: for developments of five or more dwellings (net) or on sites of 0.16 hectares or larger within SDLs the requirement is for 35% affordable homes.
54. For the maximum of 1,434 dwellings proposed in Phase 2b, this equates to up to 502 units. This proportion would be secured by a S106 agreement.

4.2 Affordable housing size and tenure mix

55. MDDL policy TB05 *Housing Mix* requires an appropriate mix of affordable dwelling types and sizes, assessed on a site by site basis and reflecting the Councils Housing Strategy and Affordable Housing SPD (2011). The MDDL and Affordable Housing SPD suggest a guide mix, to be considered in conjunction with the latest information from the Housing Register. Based on the latest requirements and taking into consideration that these requirements are likely to change over the build time of a development of this size (likely to be at least 10 years), a flexible approach is proposed as set out in the table.

Dwelling size and type	Proportion
1 bedroom	No fewer than 20%
2-bedroom flat	No more than 10%
2-bedroom house	No fewer than 40%
3-bedroom	No fewer than 20%
4-bedroom	No more than 10%
5+ bedroom	

56. The Affordable Housing SPD also provides guidance on the tenure of on-site affordable housing, to be assessed on a site by site basis but generally 70% social rented and 30% shared ownership. In this case it is recommended that a proportion of the rented accommodation (4-12% of the total on-site affordable) may be affordable rented accommodation for key workers, consisting of two-bedroom and larger properties.

57. For the maximum of 1,434 dwellings proposed in Phase 2b, this equates to 331 social rented homes (of which up to 20 could be affordable rented) and 151 homes for shared ownership. In line with the SPD, the shared ownership units would be delivered with a minimum equity share of 35% on the initial sale and rent capped on the unsold equity at 1.5% per annum.

58. The SPD also requires affordable housing to be dispersed through the development (“pepper potted”).

59. The S106 agreement would secure the overall proportion of each size and tenure; condition 3 combined with applications for approval of reserved matters would ensure appropriate phasing of delivery and distribution of affordable housing of different types through the development.

4.3 Specialist housing

60. In accordance with Core Strategy Policy CP2 *Inclusive Communities* new development should meet the needs of the aging population and people with special needs, among others, and MDDL policy TB05 *Housing Mix* requires a proportion of housing (determined on a site-by-site basis) to be built to Lifetime Homes standards. Based on needs at the time, the Infrastructure SPD anticipated an element of extra care housing within the South Wokingham SDL as well as a proportion of the affordable housing being built to lifetime homes standards.

61. Based on current needs and strategies, there is no need for additional extra care accommodation within the SDL but the need for Lifetime homes remains: 5% of the affordable housing and 5% of the market housing should be built to M4(2) standard (accessible and adaptable dwellings) consisting of one and two-bedroom

flats in clusters of 8 – 10 units. The S106 agreement would secure this with condition 3 combined with applications for approval of reserved matters would ensure appropriate phasing of delivery and distribution.

5 Landscape

62. Core Strategy policy CP1 *Sustainable Development* and CP3 *General Principles for Development* established a requirement for high quality of design that respects its context and maintains or enhances the quality of the environment. This includes the way development integrates with its surroundings and the use of appropriate landscaping.

5.1 Landscape Character

63. MDDL policy TB21 *Landscape Character* amplified by the Borough Design Guide (General Principle G1) and South Wokingham SPD (Design Principle 1a) require proposals to demonstrate how they have addressed the requirements of the council's Landscape Character Assessment and respond positively to the local landscape context, retaining or enhancing features that contribute to the landscape including topography, natural features – hedgerows, trees, watercourses etc. - heritage assets, settlement patterns and the network of routes. New development should protect and enhance green infrastructure networks, promoting connectivity between different parts of the network and integrating with adjacent open space (MDDL policy CC03 *Green Infrastructure, Trees and Landscaping*).
64. Core Strategy Policy CP21 *South Wokingham Strategic Development Location* and the Concept Rationale (Core Strategy Appendix 7) amplified by the South Wokingham SPD (Section 4, part 1 in particular is concerned with the Landscape Framework) identify the landscape setting of the SDL – in particular the course of the Emmbrook - as a key determinant of the urban form.
65. These policies and guidance establish that there should be continuous network of open space running through the SDL, focused on a linear corridor along the course of the Emm Brook and its tributaries. New homes should be embedded within the landscape setting with existing landscape features and notable buildings providing structure. Management of the transition between town and country will be critical to the successful integration of the new development within the landscape and the southern extent of the SDL should be defined by the landscape setting. Borough Design Guide Design Principle RD9 also highlights the need for the edge of built up areas to relate to local patterns and for landscaping to soften the edge of settlements and to help integrate new housing into its rural setting. Consistent with Core Strategy policy CP11 *Proposals outside development limits (including countryside)*, the importance of incorporating measures to maintain the separation from Bracknell and Binfield, in order to protect the separate identity of these settlements and maintain the quality of the environment, is recognised.
66. The council's Landscape Character Assessment identifies the area to the South of Wokingham as N1 *Holme Green Pastoral Sandy Lowland*. It is a gently undulating, agricultural landscape in predominantly pastoral use – small scale 'hobby' farming, speciality farms and pick-your-own - with smaller areas of arable

land and an 'unmanaged' character. It is peaceful and sparsely settled, with clusters of settlement at to Holme Green and Gardeners Green and large manor houses converted to educational establishments. The Emm Brook and its tributaries form a network of brooks in small valleys, although these are not visible in the landscape being hidden within woodland and trees. The land appears to slope up from these watercourses to the edge of Wokingham to the north and to the forested plateau (Gorrick Plantation) to the south.

67. It is a landscape of moderate quality and condition and the strategy is to enhance the existing character through reinstatement of hedgerows on historic field boundaries, maintaining open views and appearance of settlements being integrated within the rural landscape and increasing the extent of native deciduous woodland, liking existing sites whilst avoiding loss of significant views.
68. The applicants' DAS describes the existing landscape character of the project area, which is typical of the Holme Green Pastoral Sandy Lowland. The landform is influenced by the Emm Brook and its tributaries, with levels falling by up to 15 metres from the railway line to the brook and rising again to the south of it. There is a strong presence of trees and woodland, particularly within the western part of the site, with mature tree belts along field boundaries and watercourses, small woodland blocks, and an extensive band of mature trees along the southern length of the railway line (many of these are protected; see paragraph 80). The land within phases 2a and 2b comprises primarily a mix of agricultural fields, in a variety of uses including paddocks, game pens, arable and pastoral grazing. The meadow in the south-western corner of phase 2b is screened from the rest of the phase by the woodland, north of the Emm Brook and is identified as having a more intimate character, relating to the area to the south and west, at Chapel Green and Ludgrove School.
69. The DAS (paragraph 4.35) explains that the landscape strategy has been strongly influenced by the existing landscape features including the Emm Brook, trees, woodland and hedgerows as well as constrains such as the overhead power lines. Consistent with the policies referred to in the preceding paragraphs, it aims to retain existing landscape and habitat features – largely within areas of public open space within the development - to deliver a network of green infrastructure providing for sustainable travel, biodiversity and ecology, SuDS and recreation and amenity.
70. The strategy differs from that envisaged by the SPD Framework Plans (SPD Figures 3.1 & 4.1) in one significant respect: the SPD Framework Plans show the land east of the SWDR as multi-functional green space including SANG, whereas the applications propose development parcels (phase 2a and part of 2b) extending to the eastern boundary of the SDL with a corresponding reduction in the southerly extend of development in the central part of the SDL, west of Heathlands Road. For this alternative approach to be accepted it needs to be demonstrated that the proposals do not conflict with the objective of maintaining separation from Bracknell and Binfield or there are other material planning considerations that outweigh this.

71. There would be over 950 metres from the south-eastern corner of phase 2a to the nearest housing in Jennets Park, Bracknell and the intervening land is mostly either semi-natural ancient woodland or SANG, so unlikely to be developed. By comparison there is approximately 800 metres between the housing at Montague Park and the built-up areas within the Amen Corner South development in Bracknell, with the intervening area being occupied by SANG, the St Anne's Hilton Hotel and the A329(M). North of the Coppid Beech roundabout there is approximately 450 metres between the Plough Lane development and Amen Corner North, with SANG and the A329(M) between.
72. Other factors that weigh in favour of the proposed approach are that the landscape of the eastern SDL is less sensitive than further west; it is consistent with the aim of providing a 'soft' southern edge to the development to assist with the transition from urban to rural; and the decisions to relocate the existing balancing pond and to develop Gray's Farm as a sports hub which have influenced the overall masterplan for South Wokingham; and the ability to locate a greater proportion of the proposed homes within 400 metres of the SDR.
73. The most extensive area of proposed open space would be the Holme Park SANG, on the southern edge of the development, west of Easthampstead Road and Heathlands Road, with a tributary of the Emm Brook flowing through it. It incorporates a variety of habitats including an area of semi-natural ancient woodland. This would provide a 'soft' southern edge to the western part of the application site, consistent with the requirement to provide a transition between built-up areas and the adjacent countryside. The soft southern edge of the development would be continued eastwards by a landscaped buffer incorporating existing field boundary trees and hedgerows, supplemented with new planting (extending into Phase 2a). To the west, application 192325 takes a similar approach with SANG located on the southern part of the site.
74. As second peripheral corridor of open space on the northern edge of the development would incorporate existing landscaping along the railway corridor. The space would incorporate SuDS and allotment sites; provide a buffer protecting the proposed dwellings from railway noise and allowing adequate separation between proposed dwellings and existing properties north of the railway; and facilitate the undergrounding of the existing overhead power lines across the eastern part of the site (see section 18 for further detail).
75. These northern and southern corridors would be connected by a network of open spaces, following the existing landscape structure, allowing retention of existing trees and hedgerows and for tributaries of the Emm Brook to be integrated in the open space. The most substantial area would be the "central parkland" a linear space between Easthampstead Road and Waterloo Road which is proposed to include much of the more formal open space provision.
76. The proposed network of open space differs somewhat from that illustrated by SPD Landscape Framework Plan (Figure 4.1) due to the alignment of the SWDR and relocation of the balancing pond but remains consistent with the principles established by the SPD providing a multi-functional network of blue-green open

spaces, informed by the existing landscape structure. As anticipated by policy, as well as providing for outdoor recreation, it is proposed to incorporate SuDS within the open spaces and landscaping (using local native plants to enhance the natural or semi-natural vegetation characteristics of the area), which would allow the range of habitats to be increased, supporting ecology as well as providing variety and interest for users. The functions of these spaces are considered further in under Public Open Space (section 8 Public Open Space) of this report.

77. An important characteristic of Wokingham is the verdant, tree lined streets that lead into the town centre, making an important contribution to the character and environment of the area. Easthampstead Road is one of these and the section that runs through the application site is identified as a Green Route Enhancement Area, where the existing landscaping requires reinforcement to fulfil its full potential (MDDLDP policy CC03 *Green Infrastructure, Trees and Landscaping*). This character is reflected in the SPD street typologies which require tree planting on both sides of primary streets and at least one side of secondary streets. Accordingly the SWDR design (albeit the subject of separate applications) incorporates verges and trees on both sides and the street typologies in the DAS applicants' DAS also reflect this approach.
78. The applicants' Landscape and Visual Impact Assessment considers the impact of the proposed development and how it can be appropriately mitigated within the open space. At this stage, there has been little consideration of how mitigation could be delivered through the design and layout of development parcels themselves, through integration of structural planting and SuDS elements for instance. This would need further consideration at the reserved matters and conditions stages (conditions 4 & 15).

5.2 Trees

79. MDDLDP policy CC03 *Green Infrastructure, Trees and Landscaping*, supported by Borough Design Guide Design Principle R14, requires new development to retain and protect existing trees, hedges and other landscape features and to incorporate high quality, ideally, native planting and landscaping.
80. A number of individual trees, groups of trees and woodlands on the site are protected by Tree Preservation Orders (TPO). These are generally along roads footpaths or watercourses and include the trees and woodland that line footpath 10, extending eastwards from there along the north bank of the Emm Brook; trees that line the Ludgrove School access, Easthampstead Road, Footpath 5, Waterloo Road and Heathlands Road; a number of individual trees and small groups adjacent to water courses between Easthampstead and Waterloo Road; and a group on the boundary between phase 2a and 2b. The woodland north of the Emm Brook and at the junction of Byway 28 with Waterloo Road are also classified as semi-natural ancient woodland.
81. The applicants' Arboricultural Assessment categorises trees according to their quality and landscape value and establishes their root protection areas, in accordance with BS5837:2012. It recorded 271 individual trees, groups, woodlands and hedgerows across Phase 2b.

82. A number of these trees are on the route of the SWDR and their loss has been considered as part of the assessment of that application (application 192928, elsewhere on this agenda). While the proposals for Phase 2b - other than the SANG - are in outline, the parameters for development establish which trees would be in areas of open space and which would be within development parcels. Outside the SWDR corridor the majority of important trees are proposed to be retained areas of public open space. The Assessment considers the combined effect of the SWDR and Phase 2b proposals (and associated SuDS): together they would result in the loss of 34 individual trees, six groups and partial removal of a further five groups and one woodland. Of these 13 Category C (low quality) trees and two category C groups would be removed solely as a consequence of the development in Phase 2b. In addition, a small number of individual poor quality or low value trees and shrubs would be removed from a Category B woodland and a Category C group to facilitate formation of the SANG footpath network. The loss of these low quality trees would be compensated for by the tree planting secured by condition 15, which would significantly exceed the number of trees lost as a result of the proposals.

6 Character of the development

83. Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* establish an overarching requirement for high quality design that maintains or enhances the high quality of the environment; development should be appropriate in scale of activity, mass, layout, built form, height, materials and character to the area; protecting amenity; and providing an attractive, functional, accessible, safe, secure and adaptable environment: buildings and spaces should contribute to a sense of place in themselves and in the way they integrate with their surroundings including the use of appropriate landscaping. The Borough Design Guide provides more detailed guidance on general principles for good design (section 4 in particular), while Core Strategy Appendix 7 and the South Wokingham SPD give site specific advice on how high quality development would be achieved within the SDL. There is also a National Design Guide: *Planning practice guidance for beautiful, enduring and successful places* (October 2019).

6.1 Distinct neighbourhoods

84. Residential development should contribute positively towards the character and quality of the local area. For large sites a distinctive identity may be created, by establishing a new character that relates well to the existing (Borough Design Guide design principle R1). The SDL presents such an opportunity. Core Strategy A7.52 and SPD Design Principle 2a establish that development in the SDL should consist of a series of distinct neighbourhoods, with recognisable centres, following the linear nature of the site⁷: a northern neighbourhood north of the railway, a central neighbourhood spanning out from Easthampstead Road, an elongated residential area following the SWDR and railway and a small pocket to the west of the SDL close to Chapel Green Farm. The northern neighbourhood

⁷ Phase 2 is just under 2km east-west and the SDL as a whole approximately 2.5km, while the north-south extent of the residential parcels ranges from as little as 150 metres across R4 & R5 up to around 670 metres across R8, the Central Parkland and R11.

has already been delivered at Montague Park and the western one is the subject of a separate planning application (192325). The two applications for Phase 2 would deliver the remaining two neighbourhoods.

85. The neighbourhood centre (Section 2.1) is proposed to be situated just to the east of Easthampstead Road, south of the SWDR. This is the same broad, central location as envisaged by the SPD, close enough to the Easthampstead Road-SWDR crossroads to provide good access but avoiding the fragmentation that would arise from straddling the junction. The central location, between the neighbourhood centre at Montague Park and the retail provision at Tesco would provide residents with good access to local facilities and a focus for community activity; a function that would be consolidated by the proximity to the Holme Park SANG, play areas and future sports hub. Thus, the pattern of development would be consistent with the SPD and - in line with the requirement for each neighbourhood to be structure around a recognisable focal point - the residential area to the east of the neighbourhood centre would be focussed on the central parkland area (incorporating the more formal open space within Phase 2) and the area to the elongated residential to the west would have a strong relationship with the SANG, giving each a different identify, which would be reinforced by the application of character typologies described in section 6.3 and the design code pursuant to condition 4.

6.2 *Layout of the residential parcels*

86. New development should be integrated with its surroundings, providing an interconnected network of streets and spaces (as described in section 12.4, The transport network within the SDL). Residential areas should be organised around a robust, traditional pattern of perimeter blocks, with clear distinction between public and private areas and building frontages overlooking public areas, providing natural surveillance and generating activity (Section 4 of the Borough Design Guide and SPD Design principle 2a).
87. The Access and Movement Plan and Illustrative Masterplan in the DAS show how a layout based on the Access and Movement Parameters Plan and could achieve this.

6.3 *Character typologies*

88. SPD design principle 3a establishes three character typologies which should be applied to reinforce the settlement structure and help create distinctiveness within the SDL: urban residential, general residential and rural interface. The distinctiveness of each character area would result from a combination of its layout, built form, density, block configuration, approach to the design & landscaping of the public realm, provision of car parking and boundary treatments.
89. The Character Areas Plan in the DAS and building heights parameter plan establish a very similar distribution to that anticipated by the SPD, with a few variations arising from the alignment of the SWDR and the landscape structure of the site. The DAS also includes the Neighbourhood centre as a distinct character area; see paragraphs 20 & 21.

Urban residential

90. The SPD establishes that development along the SWDR should have a formal “**urban residential**” character with closely spaced town-houses, terraces and apartments fronting the street, providing continuous built frontages and a high degree of enclosure.
91. In line with this guidance, it is proposed to establish a formal character with consistent buildings lines, rhythm and spacing, although with a broader range of typologies and greater proportion of two-storey buildings than anticipated by the SPD. The prevailing building height is proposed to be two-storey, increasing to 2.5 or three-storey at the intersection of key routes with the SWDR, and other locations where landmark buildings are required to aid place making, legibility and way-finding, as advocated by design principle 3c. To accommodate these taller buildings, the building heights parameter plan would allow with buildings of up to three-storeys (12.5 metres), rising to four-storey (15 metres) in the vicinity of the neighbourhood centre and adjacent to the bridge over the railway line.
92. The proposals for the area between Waterloo Road and Easthampstead Road, differ from the SPD in that public open spaces are proposed immediately adjacent to the SWDR with housing beyond. (The reason for this are explained in paragraphs 75 & 76). The housing facing onto these areas of open space would also have an urban residential character. Given that these are the more formal open spaces, in the heart of the development rather than on the rural edge, the formality of the urban residential typology would be appropriate, providing a degree of enclosure and natural surveillance which would benefit the open spaces and help establish a distinctive character for this part of the site.
93. The SPD acknowledges that there will be limited opportunities for direct access from the SWDR. It cites London Road as a local character reference; on London Road many of the houses are accessed from service roads parallel with the street. While this is space consuming it reduces the number of direct accesses and allows for a green buffer between the houses and the road. Tree lined roads leading into the town are a characteristic of Wokingham (MDDPL Policy CC03 refers to Green Routes) and this approach has successfully adopted on the London Road frontage of Montague Park.

General residential

94. The SPD establishes that development in “**general residential**” character areas should also generally be parallel to the street but have a less regular built form consisting of shorter terraces, semi-detached and occasional detached two-storeys buildings, occasionally rising to three at key corners and along important secondary streets, with varying plot widths. Combined with small front gardens - enclosed by walls, railings or hedges - this would create variety while retaining a sense of enclosure. Parking is expected to be predominantly on-plot, with some mewses and informal on-street parking.
95. The principles established by the DAS are consistent with this as is the Building Heights Parameters Plan, which establishes maximum building heights of 2.5 storeys (up to 11.5 metres).

Rural interface

96. The Core Strategy (Appendix A7.52) requires a managed transition between town and country. Accordingly, the SPD expects development on the southern edges of the built-up area, at the “**rural interface**” to respond to the rural context with less dense, development of two-storey, detached or semi-detached houses on wider plots, with a more informal layout, facing onto open space. Front gardens should be enclosed by hedges rural fences. Parking should be on-plot with informal, on-street visitor parking.
97. The principles established by the DAS are consistent with this guidance and the building heights parameters plan shows development of up to 10 metres (two-storeys on the southern edge of the development, east of Easthampstead Road and up to 11.5 metres (2.5 storeys) west of Easthampstead Road, where the existing woodland would filter views.

Materials and enclosure

98. Materials and enclosure are an important aspect of local character and the SPD - design principles 3a and 3d - provides guidance on how these elements can be used both to reinforce local character and to help distinguish the different character areas within the development. The DAS reflects this approach, proposing red brick and tiled roofs as the dominant elements with white render and white painted brick work and tile hanging as subservient. A design code would establish more detailed principles to be applied at the reserved matters and stage (condition 4).

6.4 *Public Art*

99. Core Strategy Appendix 7 (paragraph A7.52) and the SPD (Design Principles 3f and 1e(iv)) establish that public art should be an integral component of the built environment and landscape framework.
100. The Planning Statement indicates that there has already been some discussion with the local community in relation to Public Art and opportunities are identified within the Holme Park SANG, mostly at junctions in the footpath network where they could also fulfil a wayfinding function. Condition 8 would secure a strategy for delivery of public art in the SDL.

7 Heritage

7.1 The setting of listed buildings

101. The Planning (Listed Buildings and Conservation Areas) Act 1990, establishes a statutory duty to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Consistent with this, Core Strategy Policy CP3 *General Principles for Development* and MDDLDP policy TB24 *Designated Heritage Assets* establish that development should not have a detrimental impact on important heritage features and works affecting heritage assets or their setting should conserve and, where possible, enhance their important character and special architectural or historic interest.

102. There are no listed buildings within the application site boundary but the proposals would affect the setting of several groups of buildings: the Lucas Hospital and farm complexes at Britton's Farm, Wood's Farm, Pearce's Farm and Locks Farm. The farm buildings are listed for their architectural interest and the historic value of their built fabric, although the functional relationship with the surrounding agricultural land is also of some significance and the proposals would change the character the surrounding area from rural to residential. The impact on each group of buildings is considered below and is acceptable subject to the proposed open space and landscape buffers being delivered (Conditions 3 & 15).

Lucas Hospital

103. The Henry Lucas Hospital (Grade I), outbuildings (Grade II*) and wall (Grade II) lie approximately 320 metres west of the application site. The land to the east of it is proposed to be SANG (retaining a rural aspect) and views of the housing to the north would be filtered through intervening vegetation resulting in a negligible impact; development in the western part of the SDL (application 192325) would have a greater impact on the setting of this complex and is be considered separately under that application.

Britton's Farm

104. Britton's Farmhouse (Grade II) and Barn (Grade II) form part of a complex of buildings accessed from Waterloo Road (changes to the access arrangements have been approved under 172934). As proposed this group would remain intelligible as a historic farm complex, within the Central Parkland which would provide a buffer of at least 20 metres from the SWDR-Heathlands Road link and 30 metres from the nearest housing, reducing the urbanising impact of the SWDR (the impact of which is assessed separately under application 192928) and the current proposals.

Lock's House

105. Lock's House (Grade II*) and Lock's Barn (Grade II) lie on the south side of Waterloo Road, just beyond the southern boundary of the proposed development. The House is set back approximately 28 metres from the road and 33 metres from the application site boundary; the end of the barn is about 14 metres from the road and 19 metres from the application site boundary. There are a number of mature trees in the curtilages of the properties on the south side of the road and a hedgerow on the northern side. It is proposed to reinforce the existing vegetation on the north side of the road to provide a 20 metre deep landscape buffer. This separation combined with the screening that would be provided by the reinforced landscaping would be sufficient to protect the setting of Locks' House and Lock's Barn (and addresses Historic England's initial concerns). Conditions 3 & 15 would secure this mitigation. Furthermore, the proposals would result in a reduction in the amount of passing traffic (see paragraph 201).

Woods Farm

106. Wood's Farm (Grade II) is situated on a triangular site, east of Easthampstead Road. The houses on the western side of the road separate it from the land that

historically formed its landholding. The agricultural land and grounds surrounding the farmhouse and the secondary green corridor proposed adjoining its eastern boundary would provide a green buffer, achieving a separation of at least 60 metres from the residential parcel to the north and over 80 metres from the parcel to the south.

Pearce's Farm

107. Pearce's Farm House, a granary and barn (all Grade II) lie approximately 110 metres south-west of the application site. Due to the topography and the intervening fields, trees and hedgerows, there is limited inter-visibility and the development of the project site would have limited impact on their setting. Furthermore, the Landscape Strategy proposes green corridors along the boundaries with this property.

7.2 *Archaeology*

108. Core Strategy Policy CP3 *General Principles for Development* establishes that development should not have a detrimental impact upon heritage assets. This is amplified by MDDL Policy TB25 *Archaeology* which requires developments in areas of high archaeological potential to provide an assessment of the impact of the development upon archaeological remains and to secure preservation in situ or - where this is not practical - excavation, recording and archiving of remains.
109. There are two identified areas of high archaeological potential within phase 2: one covering Phase 2a and the eastern side of Phase 2b and the other centred on Gray's Farm but extending into the proposed SANG.
110. An archaeological baseline assessment and a programme of trial trenching have taken place (more than eighty trenches were dug within phase 2b).
111. The results show that archaeology survives below ground in at least one location, probably reflecting agricultural activity dating to before the current field system layout and possibly of prehistoric date. The results of trenches excavated along the course of the SWDR also demonstrate a modest level of dispersed prehistoric, Roman and post-medieval agricultural activity in the vicinity.
112. Due to issues of access and land use in Phase 2b, several areas were unable to be investigated. However, given the overall potential demonstrated so far, preservation in situ is unlikely to be necessary.
113. The applicant has submitted an archaeological mitigation strategy, which summarises the results of the archaeological investigations; acknowledges that archaeological remains are present that would require further investigation and recording, if final details mean they are not to be preserved intact; and outlines methodologies for further evaluation (post-consent) and for preservation or recording or archaeology. Condition 24 refers.

8 Public Open Space

114. Core Strategy policy CP3 g) *General Principles for Development* establishes an overall requirement for 4.65 ha/1,000 population of open space within new

development. This is amplified by MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development* which sets out the requirements for different types of open space. The now historic CIL Regulation 123 List anticipated delivery of amenity open space and play areas within the SDLs together with land for other types of green infrastructure.

115. In line with the comprehensive masterplanning approach required by the Core Strategy and SPD's, the opens space requirements for Phase 2 have been considered together, to ensure appropriate distribution of open space across the phase. The masterplanning also took into consideration what has already been delivered in Montague Park and what is proposed in Phase 3 under application 192325.
116. Consistent with the requirements of the Core Strategy (A7.42 c), A7.45 and 7.46) and the Landscape Design Principles set out in Section 4 of the South Wokingham SPD, much of the open space provision is to be provided in a multi-functional corridor, along the course of the Emm Brook and its tributaries, providing for recreation as well as flood water attenuation and biodiversity.
117. The proposed green infrastructure network within Phase 2 consists of five main areas of public open space, which would provide the majority of the on-site open space requirements, with the remainder being integrated within the development parcels: two SANGs at Holme Park and St Anne's Drive (see section 9 of the appraisal); a central parkland area between Easthampstead Road and Waterloo Road; and northern and southern natural/semi-natural corridors. The following paragraphs explain how Development Plan requirements would be met.

8.1 *Parks and gardens*

118. The central parkland consists of three adjacent open spaces which are intended to form a "green heart" to the development. Their combined area would be 4.36 hectares, which would fulfil the *parks and gardens* requirements for the whole of Phase 2 (1.10 hectares/1,000 population).

8.2 *Children's play*

119. Three of the six *children's play* areas proposed to serve Phase 2 - a Multi-Use Games Area (MUGA), for use by older age groups, and two Local Equipped Area for Play (LEAP) – would be located in the central parkland, creating a focus for formal open space provision broadly in the centre of the development. The remaining play areas would be a Neighbourhood Equipped Area for Play (NEAP) (adjacent to the neighbourhood centre) and a Local Landscaped Area for Play (LLAP), both in the Holme Park SANG, plus a LEAP in Phase 2a. The combined area of these play areas would be 1.08 hectares, slightly over the 0.99 hectare requirement for phase 2 (0.25 hectares/1,000 population), and the size of individual play areas and distribution of different types of provision proposed is appropriate. The intention is that the character of each play area would respond to its location and landscape context.
120. While the detailed design is for the reserved matters stage, it has been demonstrated it would be possible to achieve suitable buffers (to prevent undue

disturbance to neighbouring properties) whilst also achieving natural surveillance (for safety reasons, South Wokingham SPD Design Principle 1c(v)).

8.3 *Allotments*

121. The northern and southern green corridors would form landscaped buffers along the edges of the development incorporating four allotment sites and a community orchard as well as informal amenity open space and natural green spaces.
122. The four *allotment sites* would have a combined area of 2.13 hectares, slightly over the 2.06 hectare requirement (0.52 hectares/1,000 population). Their number and distribution is consistent with the policy expectation that allotment provision for the SDL should be split between at least three sites, in accessible locations where they can be integrated into the landscape (SPD Design Principle 1c(iv) and the WBC Open Space, Sports and Recreation Strategy, November 2013). In addition to the conventional allotment sites, a community garden and orchard is proposed. The orchard could be designed to mature into traditional orchard habitat of principal importance (see paragraph 156).

8.4 *Amenity greenspace*

123. Land within the green corridors, plus four local greens - focused on either SuDS features or existing trees - would provide 3.96 hectares *amenity greenspace* for informal recreation and visual amenity within and adjacent to residential areas. The overall provision proposed is slightly over the 3.88 hectare (0.98 hectares/1,000 population) requirement for Phase 2. Condition 3 refers.

8.5 *Natural & semi-natural greenspace*

124. *Natural and semi-natural greenspaces* are intended primarily to protect and enhance biodiversity; suitably designed SANG can count towards this provision (MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development*). The landscaping proposals for the Holme Park and St Anne's SANGs incorporate a variety of habitats, intended to support biodiversity as well as providing recreational opportunities. The extent of these areas would in itself exceed the requirement for 11.24 hectares of natural and semi-natural greenspace for Phase 2 (2.84 hectares/1,000 population) and a further 9.99 hectares is proposed in the green corridors.

8.6 *Civic space*

125. The requirement for 400m² civic space (0.01 hectares/1,000 population) for the SDL south of the railway is proposed to be incorporated in the neighbourhood centre, in a similar way to Montague Park. To encourage use, it should be of high quality incorporating public art and well-designed street furniture. Condition 5 refers.

8.7 *Securing public open space and future maintenance*

126. Reserved matters, plus conditions 3 & 15 would control phased delivery of on-site public open space, with suitable landscaping (except for allotments which are to be delivered by the council through CIL funding); transfer to the council or other

suitable body would be secured through the S106, together with a commuted sum for future management and maintenance.

8.8 Outdoor Sports Facilities

127. MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development* requires a total of 7.33 hectares of land for outdoor sport for the SDL development south of the railway (1.66 hectares/1,000 population): 0.86 hectares for phase 2a, 5.71 hectares for phase 2b and 0.76 hectares for phase 3 (at the time of writing). In addition, the provision for Montague Park was met partly through dual use of facilities at the Floreat Montague Park school and partly through a contribution towards 1.14 hectares off-site provision (some of which has already been used for delivery of a 3G pitch at Emmbrook School). The South Wokingham SPD envisages playing fields will open-up off the linear corridor of that runs through the development.
128. The, now historic, CIL Regulation 123 List anticipated provision of land for outdoor sport within the SDLs but, since the adoption of the Development Plan and South Wokingham SPD and the grant of outline planning permission for Montague Park, the council has acquired approximately 26 hectares land adjoining the SDL at Gray's Farm, with the intention of delivering a sport hub to provide outdoor sports capacity for the remainder of the development at South Wokingham and elsewhere (and the site has been promoted for this use through the Local Plan Update; Site 5WW006). 3.3 hectares (which is unsuitable for sports use) is included in the Holme Park SANG, leaving 22.7 hectares for sport. The S106 would secure a contribution of circa £2,347 per unit (indexed linked) to secure land for off-site provision of sports facilities (consistent with the approach taken in other SDLs). Laying out of the pitches and associated development, including access routes within the site, would be undertaken by the council from CIL.
129. Gray's Farm is situated to the south of the proposed neighbourhood centre and Holme Park SANG and this juxtaposition of sport, informal recreation, community and retail facilities would assist in establishing the neighbourhood centre as a focus for community activity. Pedestrian and cycle access would be from the north, through the neighbourhood centre and SANG, to be delivered as part of this application (condition 15 g) would secure this). It is anticipated that vehicular access would be from Heathlands Road; arrangements would be confirmed when detailed proposals for the sports hub come forward.

9 Thames Basin Heaths Special Protection Area (SPA)

130. The Thames Basin Heaths Special Protection Area was designated under European Directive due to its importance for heathland bird species. Southeast Plan Policy NRM6 *Thames Basin Heaths Special Protection Area* and Core Strategy policy CP8 *Thames Basin Heaths Special Protection Area* establish that – alone or in combination - new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the Special Protection Area and is, therefore, required to provide avoidance and mitigation measures in the form of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Monitoring and Management (SAMM).

9.1 *Suitable Alternative Natural Greenspace (SANG)*

131. The South Wokingham SDL falls within the 5km zone of influence and, accordingly, Core Strategy Policy CP21 amplified by Design Principle 1c(vi) require provision of SANG at a minimum of 8 hectares/1,000 population (calculated at a rate of 2.4 persons per household).
132. MDDPL policy SAL05 *Delivery of avoidance measures for Thames Basin Heaths Special Protection Area* allocates six areas of SANG within the South Wokingham SDL and establishes a presumption that these sites will be used as SANG unless sufficient alternative avoidance can be provided. Three of these allocated SANG sites fall within Phase 2; the remaining sites are the established Buckhurst Meadows SANG, which serves Montague Park, and two areas to the west of the SDL (application 192325 refers).
133. Through more detailed masterplanning (since adoption of the MDDL P in 2014) an alternative strategy for delivery of SANG is proposed, namely due to site constraints (the reasons behind this are explained in section 5.1).
134. 32.54 hectares of SANG is proposed in two parcels: 24.71 hectares at Holme Park, within Phase 2b, and 7.43 hectares north of the railway at St Anne's Manor (application 190900 refers). Together these would have sufficient capacity to meet the requirement for 31.66 hectares of SANG to mitigate the impact of the maximum of 1,649 dwellings in Phase 2 (27.53 hectares for phase 2b), although it is also anticipated that there would be surplus capacity within the phase 3 SANG which could – if approved - be relied on as an alternative to the St Anne's SANG. Condition 18 would secure this provision.
135. The Holme Park SANG would be contiguous with the SANG proposed in the western part of the SDL, at Chapel Green (application 192325), forming a single SANG extending along with southern boundary of the western SDL. Similarly, the St Anne's SANG would form an extension of the existing Buckhurst Meadows SANG. These two, substantial SANGS would provide sufficient capacity to mitigate the impact of the entire SDL. The SANGS would be less fragmented than the MDDL P approach, with good access for residents (the majority of the new homes in the SDL would be within a 400 metre radius of a SANG and all would be within 600 metres). They would also fulfil design quality standards including walk length, multiple access points, a variety of habitats achieving a semi-natural character and parking (see paragraph 241). This approach is consistent with the Core Strategy requirement for comprehensive planning and delivery.
136. Thus, the proposals meet both the quantitative and qualitative requirements for SANG and are compliant with Core Strategy policies CP8 and CP21. While the strategy differs from that indicated by MDDL P policy SAL05, it would provide sufficient (and otherwise acceptable) alternative avoidance so is compliant with this policy too. Condition 3 and the S106 would ensure delivery of SANG before occupation of the dwellings it is to serve and the S106 would secure the transfer of the land to the council (to ensure it is maintained in perpetuity in line with Natural England's standards).

9.2 *Strategic Access Monitoring and Management (SAMM)*

137. Strategic Access Monitoring and Management (SAMM) is also required to mitigate the impact upon the SPA but is not considered to constitute infrastructure and remains to be secured by S106 at a rate of: £464.00 per one-bedroom dwelling; £646.00 per two-bedroom dwelling; £858.00 per three-bedroom dwelling; £1,010.00 per four-bedroom dwelling & £1,153.00 for each dwelling with five or more bedrooms.

9.3 *Habitats Risk Assessment (HRA) Appropriate Assessment*

138. The application is supported by a Shadow Habitat Regulation Assessment (HRA), to inform the Appropriate Assessment for the site, which the council must undertake Competent Authority under Regulation 7 of the Habitats Regulations.
139. The report screens all European sites within 10km and identifies two instances where there could be likely significant effects: recreational pressure and air quality impacts on the Thames Basin Heaths SPA.
140. Recreational pressure – and how it can be avoided and mitigated - is considered in section 9.1 & 9.2 of this appraisal.
141. Traffic modelling identified sections of road where the development (alone or in combination) may lead to a significant change in traffic movements, resulting in a likely significant effect on air quality and consequently the adjacent habitats and their ability to support qualifying bird species. Where heathland habitat has been identified within the 200 metres of a screened-in road, the analysis concludes that changes to pollutant levels and/or retardation of background improvements would not have a significant effect on the SPA bird populations, either alone or in combination and, accordingly, it can be concluded that there would be no adverse effect on the integrity of Thames Basin Heaths SPA.
142. Thus, modelling has demonstrated with sufficient certainty that the air quality pathway will not result in likely significant effects and the measures proposed to mitigate the recreational pathway are in line with a delivery framework approved by Natural England and are secured in such a way that gives certainty of their effectiveness. Therefore this project passes appropriate assessment.

10 **Ecology**

143. Core Strategy policies CP3 *General Principles for Development* and CP7 *Biodiversity* establish that proposals should not have a detrimental impact on ecological features. Species and habitats of conservation value should be protected and the ability of a site to support fauna and flora, including protected species, should be maintained and enhanced. Where the need for development outweighs the need to safeguard nature conservation importance and there are no less harmful alternatives available harm should be mitigated or compensated for. In addition, MDDL policy TB23 *Biodiversity and Development* requires proposals to enhance and incorporate new biodiversity features, provide appropriate buffer zones between development and designated sites as well as habitats and species of principle importance for nature conservation and ensure ecological permeability.

These principles are reiterated in Core Strategy A7.46 and SPD Design Principle 1b.

144. The ES ecology chapter describes the habitats and species within the site and its zone of influence, provides a detailed assessment of potential ecological effects development and identifies the need for any measures to avoid, mitigate or compensate for significant adverse effects on habitats and species. It also details enhancements to the sites ecology to be implemented as part of the development.

10.1 Designated sites

145. There is one designated site within the application site: a narrow piece of ancient woodland north of Ludgrove School which is a Local Wildlife Site (LWS). It is proposed to incorporate this within the Holme Park SANG, thereby enhancing and protecting this area.
146. Where the primary SANG footpath route passes through the ancient woodland it would take the form of a no-dig boardwalk, skirting the edge of the woodland rather than running through it. This is a suitable avoidance measure and combined with the Landscape and Ecology Management Plan (LEMP) and Woodland Management Plan submitted give sufficient certainty that the development would be able to retain the ancient woodland within a functioning SANG and maintain it without deterioration. Conditions 16, 17 & 19 refer.
147. The parameters plan demonstrates a sufficient a buffer between the ancient woodland and the residential parcel, subject to conditions 4 & 22.
148. The surface water drainage strategy for the residential parcel to the north of the ancient woodland relies on directional drilling under the ancient woodland to connect attenuation features to the Emmbrook. The approach of directional drilling under ancient woodland has been applied elsewhere in the borough recently and is considered acceptable; it is preferable significant at surface ground disturbance and tree loss. Condition 21 refers.
149. The ES identified two designated sites within the Project Zone of Influence which could be affected by the proposals: the Thames Basin Heaths Special Protection Area and Gorrick Plantation LWS. Provision of SANG within the development (section 9.1) would prevent significant additional recreational pressure on them. All other sites within the Zone of Influence for recreational impacts are either not publicly accessible or already actively managed to mitigate for recreational pressure.

10.2 Habitats and species within the Project area

150. A Phase 1 habitat survey, in accordance with Chartered Institute of Ecology and Environmental Management (CIEEM) guidance, was carried out to establish baseline conditions. The survey is based on a desk top study and field surveys in August 2015 and August 2018: species-specific surveys were undertaken for notable plants and habitats, bats, otter, badger, dormouse, water vole, breeding birds, reptiles, great crested newt; and aquatic invertebrates. Notable and priority habitats supported in the Project area are ancient woodland, hedgerows including

species rich hedgerows, lowland meadows, purple moor-grass and rush pastures; lowland mixed deciduous woodland and wet woodland priority habitat.

151. As explained in section 5.1 the proposed network of open space is based largely around retention and enhancement of existing landscape and habitat features, strengthened with new native planting where necessary. While the development within phases 2a and 2b would result in loss of or reduction in the area of some habitats, there are opportunities to replace these within the green infrastructure network within the Project area, through enhancement of retained habitats and creation of new ones, in particular in the Holme Park and St Anne's SANGs. Based on the parameters plans and the principles set out in the DAS and Green Infrastructure Strategy the Project would provide for retention of habitats and ecological permeability across the site. It should be noted also that SANG's provide better habitats, in terms of distinctiveness and condition for biodiversity, than the current managed farmland.
152. The ES considers the impact on each habitat and species in turn and recommends avoidance, mitigation or compensation as necessary.
153. Alterations to ordinary watercourses and flood attenuation features associated with this application and the SWDR would result in the loss of marshy grassland that may be considered habitat of principal importance. However, the proposed design of the Holme Park SANG would provide like-for-like or like or better compensation for this loss. Retaining the diverted ordinary watercourses at surface level allows for a multifunctional approach to surface water drainage to be taken and for habitat beneficial to wildlife and ecological permeability to be integrated into the development.
154. Due to the proximity to known Great Crested Newt breeding ponds development in parcels R10, R4 and R5 (plus phase 2a) could affect this species. However, the development as a whole (including the SANGs) has the potential to maintain favourable conservation status for this protected species and – subject to implementation of mitigation measures and a protected species licence – the impact would be acceptable (condition 36 & informative 21).
155. The application site supports ground nesting 'farmland' birds including the red listed lapwing and skylark: these are species of principal importance and the local planning authority has a duty to consider their local conservation status when determining this application. They cannot be accommodated within compensation habitat within the SANGs provided because of the recreational pressure, particularly from dog walkers, that these open spaces would be under. However, off-site compensation is possible the S106 would secure a contribution to secure this, to be paid before commencement of development in the affected phases.
156. As well as avoiding adverse effects on habitats and species, a number of enhancement measures are proposed including new areas of high value habitat, which would provide foraging and shelter for a range of species, creation of new ponds (an objective within the adopted Wokingham Biodiversity Action Plan (2012-2024), enhanced connectivity, new nesting and roosting opportunities for birds and bats, positive ecological management. Opportunities are identified for: the

community orchard could mature into traditional orchard habitat of principal importance (paragraph 122); the main attenuation basin within the Holme Park SANG to support reedbed habitat is in line with the targets of the Wokingham Biodiversity Action; translocation of the more botanically rich areas of wet/marshy grassland to the Holme Park SANG as part of the habitat mitigation and compensation programme; a soil testing programme and soil inversion to lower the nutrient levels and support species rich wildflower grassland.

157. The landscaping and future management of the site – as set out in the Landscape and Ecology Management Plan (LEMP) and Woodland Management Plan – would ensure the mitigation and enhancement set out in the ES is delivered (conditions 15, 16 & 17.) The CEMP (condition 36) would incorporate ecological mitigation measures required during the construction phase.

10.3 *Biodiversity net gain*

158. The application is supported by a draft Biodiversity Net Gain Assessment, calculated using DEFRA's Biodiversity Metric 2.0 Calculation Tool (Beta) (Natural England, 2019). This provides an assessment of the net change in the biodiversity value of the site as a consequence of the proposals, taking into consideration habitat type, area, distinctiveness and condition, ecological connectivity and strategic significance. It is an iterative process and the calculation would be refined as design and implementation progresses. The initial assessment adopts a precautionary approach: it does not rely on post-development habitats on land which overlaps with the SWDR proposals, the contribution that residential gardens may make or the potential for enhancement of the stretches of the Emmbrook tributary that run through the Holme Park SANG.
159. The assessment of habitat creation and enhancement identifies three habitats of 'very high' distinctiveness within the application site. These would be lost as a result of the relocation of an existing attenuation basin, proposed to be relocated (and assessed) as part of the SWDR application. Bespoke alternative compensation is proposed and the SANG landscaping proposals and LEMP identify suitable translocation sites (larger than the donor site) within the SANG (these habitats cannot be counted as a gain).
160. The council's ecologist has reviewed the assessment and considers a 10.67% net gain in habitats; a 18.06% increase on the existing hedgerow habitats and a net gain of at least 10% in the ecological value of watercourses could be achieved, fulfilling the requirement of Core Strategy policy CP3 to maintained and enhanced the ability of a site to support fauna and flora. Condition 23 would secure a review of the assessment as more detail becomes available and the S106 would secure a contribution towards off-site provision, as a fall-back, should there be a shortfall on-site.

11 **Residential amenity**

161. In addition to the overarching requirement for good design, Core Strategy Policy CP3 *General Principles for Development* establishes that development should not harm the amenity of adjacent sites. There are a number of aspects of residential amenity to consider: privacy, light and overbearing impacts (sections 11.1-11.3);

internal space standards (section 11.4), external amenity space (section 11.5) and noise (section 14.1). Also, for the dwellings proposed within the neighbourhood centre odours are a consideration (condition 42 refers).

11.1 *Separation distances between dwellings*

162. The Borough Design Guide SPD establishes that buildings should be designed to provide reasonable levels of privacy in habitable rooms (design principle R15) and appropriate levels of daylight and sunlight to new and existing properties (design principle R18). Paragraph 4.7 provides guidance on the separation distances generally necessary to achieve appropriate levels of privacy, avoid unacceptable loss of light or overshadowing and overbearing impacts. It recommends minimum separation distances of 10 metres front-to-front across the street, 12 metres back-to-flank and 22 metres back-to-back, whilst acknowledging that greater separation may be desirable between higher buildings: up to 26 metres back-to-back and 15 metres back-to-flank is desirable between houses with three or more storeys and 30 metres for flats/houses with living rooms above ground floor. Conversely development in more urban settings (such as the proposed neighbourhood centre) or with a more intimate character may require a tighter, more compact layout.
163. This guidance applies equally to the relationships between new and existing dwellings and to those within new development but SPD Design Principle 1a(iv) emphasises the need for careful treatment of the transition between new and existing developments.
- #### 11.2 *Neighbouring properties outside the site*
164. Although the residential element of the application is in outline (layout, scale and appearance are reserved matters), the land use and building heights parameters plans identify the broad location of residential parcels and maximum building heights (height and the number of storeys) allowing a high level assessment of the impact on neighbouring properties outside the site, which would be reviewed when more detail of the proposed development is available, at the reserved matters stage.
165. The Reading-Waterloo railway line marks the northern boundary of the SDL and the application site. The general trend is for levels to fall from north to south but the railway is elevated on an embankment (roughly equivalent to a storey height) for most of the section between the Star Lane and Waterloo Road level crossings. To the north of the railway line, the majority of the dwellings in **Gipsy Lane, Southlands Road, South Wood, Green Drive, Easthampstead Road, Waterloo Crescent, Waterloo Road and 2-50 Ifould Crescent** are two-storey properties (a few are bungalows or three-storey), which back onto the railway line and have reasonably generous rear gardens but there are exceptions. These exceptions are considered in the following paragraphs but, generally, the locations where existing properties are close to the application site boundary coincide with the locations where the separation within the application site is greatest.
166. The railway corridor is about 17 metres at its narrowest but generally 20 metres or more, providing a substantial separation between the existing properties and the application site. Further separation between existing and proposed dwellings

would be provided by the northern green corridor, which is proposed to extend along the whole of the northern boundary of the application site. The width of this corridor varies: between the western boundary of the application site and Easthampstead Road it ranges from 25 metres to 80 metres or more, with the wider sections accommodating two of the proposed allotment sites; to the east of Easthampstead Road it would generally be narrower but still a minimum of about 15 metres. Thus, the overall separation between existing properties and proposed dwellings would be in excess of 30 metres - the recommended back-to-back separation distance between three-storey buildings with first-floor living rooms - so it is apparent that acceptable separation between existing and proposed homes can be achieved.

167. On the western side of Phase 2b, the five properties to the north of the railway, east of the Gipsy Lane footbridge (**Duxmeer, Odimbo/St Clair, Rowans, Penlan and Satara, Gipsy Lane**) are a mix of bungalows and two-storey dwellings. They have very little separation from the boundary with the railway line (as little as a metre in the case of Rowans) but more substantial amenity areas to the side of the buildings. Nevertheless, the railway corridor provides in the region of 25-35 metres separation between these properties and the application site and the northern green corridor would provide at least 35 metres additional separation from the nearest residential parcel, resulting in an overall separation of 60 metres plus. Despite the proximity of these dwellings to their southern boundaries, the proposed separation would be ample to prevent the dwellings of up to 2.5 storeys (11.5 metres) proposed to the south of them having an adverse impact.
168. Further east the properties **on Gipsy Lane, Southlands Road, South Wood, Green Drive** have deeper gardens (at least 15 metres and many are 20 metres or more) and although in places the railway corridor is narrower (about 17 metres at its narrowest) the combined separation plus the depth of the northern green corridor within the application site (ranging from 25 – 35 metres), resulting in an overall separation of over 30 metres which would be sufficient to prevent the dwellings of up to 2.5 storeys (11.5 metres maximum) proposed to the south of them having an adverse impact.
169. **149 & 159 Easthampstead Road** flank onto the railway line with little separation from the boundary. The railway corridor is relatively narrow (about 19 metres) at this point but the northern green corridor would be wider (approximately 35-50 metres) which would give an overall separation in the vicinity of over 50 metres). Building heights immediately to the south of them, at the junction of the SWDR with Easthampstead Road, are proposed to be up to four-storey (15 metres maximum) but the overall separation would be sufficient to prevent even these taller proposed dwellings having an adverse impact.
170. East of Easthampstead Road **17 Waterloo Crescent** flanks onto the railway but **1 Easthampstead Road** and the remainder of the properties on the south side of **Waterloo Crescent and Waterloo Road** back onto the railway line, which is elevated here. Those to the west tend to have modest rear gardens – some in Waterloo Crescent are as little as four metres in depth – but depths generally increase further westwards, up to about 15 metres. The railway corridor is at least 20 metres wide along this section and the proposed northern green corridor

providing at least 15 metres additional separation and much more immediately to the east of Easthampstead Road, where the existing properties are closer to the boundary. Overall separation distances would be over 30 metres which would be sufficient to prevent the dwellings of up to 2.5 storeys (11.5 metres) – or in one location, south of Waterloo Road up to three-storey (12.5 metres maximum) - proposed to the south of them having an adverse impact.

171. **Waterloo Crossing Cottage**, is close to the railway line and set down below Waterloo Road by about half a storey. Two new dwellings - **the Poppies and White Rose Cottage** – have recently been constructed in its garden. The railway corridor is over 20 metres in this location, the proposed northern green corridor would be 15 metres. The overall separation would be approximately 35 metres which would be sufficient to prevent the 2.5 storeys (11.5 metres maximum) dwellings proposed to the south of them having an adverse impact.
172. **Ifould Crescent** is within the first phase of the SDL at Montague Park. The mostly three-storey houses and flats are separated from the railway by an allotment site (approximately 18 metres deep). The railway corridor is about 19 metres at this point and the northern green corridor is proposed to be about 15 metres wide, giving an overall separation of over 50 metres. Building heights south of the railway are proposed to be up to four-storey (maximum 15 metres) but the overall separation would be sufficient to prevent even these taller proposed dwellings having an adverse impact.
173. The most easterly residential parcel within phase 2b is situated to the south of the **Floreat Montague Park school** playing fields, which are also available for community use outside school hours. Building heights south of the railway are proposed to be up to four-storey (maximum 15 metres) but the approximately 40 metres separation provided by the railway line and northern green corridor would be sufficient.
174. **Ludgrove School**, a private boarding school, lies to the southwest of Phase 2b. The land immediately to the north of it is proposed to be SANG and the nearest residential parcels would be beyond that, some 120 metres to the north. The land immediately to the east, at Gray's farm has been acquired by the council with the intention of using it as a sports hub, which would be the subject of a separate application at a later date (to be assessed on its own merit). Beyond that, the land at Holme Park is also proposed to be SANG. Thus, the nearest land, within the application site would be used for quiet, informal leisure, which would not give rise to disturbance, and the closest residential development would be far enough away to prevent an adverse impact on the school including the associated residential accommodation. The school access track would be crossed by a pedestrian and cycle path through the SANG, which is anticipated would in future form a link between the proposed neighbourhood centre and sports hub but this is well removed from the school complex so its use would not result in undue disturbance.
175. There is a row of dwellings on the **south-western side of Easthampstead Road** extending around into Heathlands Road. These currently back onto open farmland (a pheasantry).

176. The most northerly is **East Lodge**, a detached dwelling on a substantial plot. The land use parameters plan identifies the land to the west of this property as open space with the school and neighbourhood centre beyond. While the proposals are in outline, illustrative proposals have been submitted to show how the neighbourhood centre and school might be delivered. These show the school buildings on the western part of the site with playing fields to the east, an approach which is consistent with the design guidance in the SPD. East Lodge itself is over 30 metres from the boundary, so it is clear that sufficient separation can be achieved to prevent the school buildings having an adverse impact upon the neighbouring property. While the level of activity associated with the school would be greater than is currently the case, the use would not result in unacceptable disturbance.
177. The land west of **1-8 Holme Green, White Horse Cottage, the White Horse PH and Rosedene** (which is separated from the site by other dwellings) **Easthampstead Road and Squirrels, Skylarks and Long Patch, Heathlands Road** is proposed to be SANG. No built development is proposed on this part of the site and the use of the land for informal recreation would not result in significant levels of activity or disturbance.
178. On the east side of Easthampstead Road are **Woods Farm** (Woods Farmhouse and a cluster of equestrian and commercial buildings) and **Edgemead, Easthampstead Road**. Residential parcels are proposed to the north and east of these properties. The northern residential parcel would be some 75 metres north of Woods Farmhouse and separated from it by commercial buildings, so acceptable separation distances would be easily achieved. Woods Farmhouse lies approximately 50 metres from the eastern boundary but Edgemead is much closer – approximately five metres at its closest point. However, the land use and open space parameters plans show a buffer of open space (approximately 13 metres wide) along the eastern boundary of Woods Farm and Edgemead, separating the existing dwellings from the proposed residential parcel and thus, with a suitable layout at reserved matters stage, acceptable separation distances would be achievable.
179. Residential parcels are proposed to the north and east of **Pearce's Farm and Pearce's Cottage, Easthampstead Road**. The dwellings are at least 100 metres from the boundaries with the application site and corridors of public open space are proposed along these boundaries (at least 25 metres wide along the northern boundary and 8 metres along the eastern one), so acceptable separation distances would be achievable.
180. **Britton's Farm, Waterloo Road** and a **mobile home** are proposed to be surrounded by open space, including play areas but the level of activity associated with this use would not result in undue disturbance. The nearest proposed dwellings would be but to three-storey (12.5 maximum) adjacent to the SWDR but over 30 metres away, so acceptable an unacceptable impact could be avoided.
181. **Locks Barn, Locks Farm, the Barn House and Locks House** are situated on the south side of Waterloo Road, facing the application site and some 20 metres

from the boundary. This separation, combined with the southern green corridor, which would be about 20 metres wide in this location, would be sufficient to prevent the proposed two-storey (maximum 10 metres) dwellings in the residential parcel to the north (in Phases 2 a & b) having an unacceptable impact. The proposed changes to the movement network described in paragraph 0 would result in a reduction in the amount of passing traffic.

182. **In conclusion**, from the land use and building heights parameters plans that form part of the outline planning application, it is apparent that acceptable separation distances – in line with the guidance in the Borough Design Guide - can be achieved and, subject to the detailed design at the reserved matters stage, the proposed dwellings would not have an adverse impact on existing neighbours.

11.3 *Neighbouring properties within the development*

183. The separation distances referred to in paragraph 162 apply equally to the relationships between dwellings within new development. Since layout is a reserved matter this cannot be assessed at this stage. However, for outline planning permission to be granted, it is necessary to demonstrate that the amount of development proposed can be satisfactorily accommodated on the site and the applicant has prepared an illustrative masterplan and a number of more detailed vignettes, showing indicatively how different parts of the site might be developed. These show that acceptable separation distances can be achieved at the density proposed. Condition 4 would ensure retention of appropriate separation distances.

11.4 *Internal space standards*

184. MDDL policy TB07 *Internal space standards* and Borough Design Guide design principle R17 establish that the size and layout of new homes should be suitable to serve the amenity requirements of future occupiers, although the standards set out in them have now been superseded by the DCLG Technical housing standards – nationally described space standard (March 2015).
185. The design of individual buildings cannot be assessed until the reserved matters stage but the applicant has confirmed that the proposed dwellings would conform to this guidance and that the illustrative masterplan and vignettes are based on policy compliant house types. Hence, it has been demonstrated that internal space standards are capable of being met without giving rise to other issues. Condition 27 refers.

11.5 *Private amenity space*

186. The Borough Design Guide design principle R16 establishes that dwellings should have access to some form of amenity space, preferably in the form of a private or communal garden. To be useable a garden should generally be broadly rectangular, receive sunlight of some of the day, be capable of accommodating a range of activities – sitting, play, clothes drying, storage - and have secure access for cycle storage. While occupants of upper-floor flats rarely have access to a garden, they should be provided with useable private outdoor space in the form of a balcony, roof terrace or winter garden, of at least one metre by three metres.

The pandemic has reinforced the need for everyone to have access to private outdoor space.

187. The design of individual buildings cannot be assessed until the reserved matters stage but the illustrative masterplan and vignettes demonstrate that amenity space standards are capable of being met at the density of development proposed, taking into account the variation in density across the site. Condition 26 would ensure retention of appropriate amenity space post-development.

12 Access and Movement

188. Core Strategy Policies CP1 *Sustainable Development* and CP6 *Managing Travel Demand* require consideration of the travel impacts of development, emphasising the importance of reducing the need to travel, particularly by private car. Supported by CP10 *Improvements to the Strategic Transport Network* and MDDL policy CC08 *Safeguarding alignments of the Strategic Transport Network & Road Infrastructure* they require development to make provision for a choice of sustainable forms of transport including improvements to existing transport infrastructure including road, rail, public transport and facilities for pedestrians and cyclists, including those with reduced mobility. The South Wokingham SPD, Section 4, part 5 in particular, provides more detailed guidance on the Access and Movement Framework for the SDL.

12.1 Accessibility of the site: location

189. Core Strategy Policy CP6 b) directs development to locations which minimise the distance people need to travel and where there are choices of mode of transport available (or will be by the time of development).
190. Core Strategy policy CP9 *Scale and Location of Development Proposals* identifies Wokingham as a Major Development Location (one of the settlements which offer the greatest range of facilities and services as well as allowing residents the greatest choice of modes to access them) and the opportunities for easy access to the town centre were an important factor in designating the South Wokingham SDL as an extension to the existing settlement. The railway line restricts north-south movement to some extent but even the most remote parts of the SDL are within a 2km radius of the Town Centre and subject to the measures set out in sections 12.5, 12.6 & 12.9 of the appraisal, good access can be provided to Wokingham Town Centre and also to destinations in Bracknell and Crowthorne.

12.2 The strategic transport network

191. Core Strategy Policy CP10 *Improvements to the Strategic Transport Network* identifies improvements required to ameliorate existing environmental and safety problems and to support new development. These include improvements on the A321 Finchampstead Road corridor and a cross reference to policy CP21 *South Wokingham Strategic Development Location* which requires improvements to transport capacity along the A321 Finchampstead Road and A329 London Road corridors, including a new connection between Coppid Beech Roundabout and Finchampstead Road (the South Wokingham Distributor Road (SWDR)) (MDDL policy CC08 *Safeguarding alignments of the Strategic Transport Network & Road*

Infrastructure also refers). These policies also require delivery of measures to improve access by non-car modes which are considered in sections 12.5 and 12.6 of this appraisal.

192. The improvements along the Finchampstead Road corridor are among the works to be delivered by the council through CIL funding and off-site mitigation is also to be secured at the junction with Molly Millars Lane, secured through the IDP and S106's. These works are the subject of separate applications (192928 & 203535).
193. The SWDR is a key element of the infrastructure required to support development in the SDL. It will form a continuous new route running broadly east-west through the SDL, south of the existing settlement, connecting the A329 London Road in the northeast to the A321 Finchampstead Road in the southwest and should fulfil three important functions (Core Strategy paragraph A7.52 d)): to integrate with the existing street network, providing access to the new development as well as allowing dispersal of traffic, thus relieving some pressure on the historic town centre; to function as a corridor for sustainable travel accommodating bus routes (section 12.5) and catering for safe, comfortable pedestrian and cycle movement (section 12.6); and to be a street with civic quality, fronted by development serving as a location for commercial and community activity.
194. The first section of the SWDR – from London Road south to the Reading-Waterloo railway line - has already been delivered as part of the first phase of the SDL, at Montague Park (formerly Buckhurst Farm) and is called William Heelas Way.
195. The second section of the road, often referred to as the “Eastern Gateway” (planning permission 172934), is under construction and will extend William Heelas Way southwards, to Waterloo Road. The works include construction of a new bridge over the railway line, a new roundabout at the junction with Waterloo Road and stopping up of Waterloo Road between the existing level crossing and the new roundabout, to facilitate closure of the level crossing by Network Rail (for safety reasons) once the alternative route via between William Heelas Way and Waterloo Road is open.
196. The central section of the SWDR, from Waterloo Road to Finchampstead Road and associated works in the Finchampstead Road corridor (often referred to as the “Western Gateway”) are the subject of a separate planning applications (192928 & 203535) which are reported elsewhere in this agenda.
197. The S106 would secure land in the applicants' control for the SWDR plus financial contributions for two, small parcels within the SDL boundary which the council has acquired from third parties for construction of the road.

12.3 *Access to the site*

198. The application is in outline with details of access to be determined at this stage, so consideration must be given to how the proposed movement network within the site would connect into the wider, existing network. In future the key connection would be the SWDR (192928, paragraph 196) which will run east-west through the SDL, crossing both Waterloo Road and Easthampstead Road, but in terms of direct connections from Phase 2 to the (currently existing) adopted highway, four

are proposed: three from Easthampstead Road (at the intersection with the SWDR, opposite the Heathlands Road junction and the third between these two) and one from Waterloo Road (within Phase 2a). All other connections would be with proposed roads so cannot be approved as “access to the site”.

199. The SWDR is proposed to cross **Easthampstead Road**, approximately 110 metres south of the Star Lane Level Crossing. Approximately 500 metres to the east of this, a new “Heathlands Road link” would connect the SWDR to Easthampstead Road, forming a crossroads at the existing junction with Heathlands Road. Signalised junctions (equipped with Microprocessor Optimised Vehicle Actuation (MOVA) software for efficient operation) are proposed at all three intersections (under application 192928) and details of the two junctions with Easthampstead Road have also been provided as part of this application.
200. The section of Easthampstead Road between the SWDR and Heathlands Road would become a cul-de-sac with access from the south for existing properties plus one proposed residential parcel, R7 and secondary/emergency access to parcel R13. Pedestrians and cyclists would continue to be able to use the direct north-south route (which would be enhanced) but motor vehicles travelling north-south would travel via the new Heathlands Road link (a minor diversion for a motorist, the rationale for which has been considered as part of the assessment of application 192928). The application also includes details of the access to development parcel R7 (in the interim a turning head would be constructed in this location as part of the SWDR works), together with preliminary proposals to improve provision for pedestrians and cyclists along this section of Easthampstead Road (conditions 53 & 45).
201. A new roundabout has already been approved where the SWDR crosses **Waterloo Road** (see paragraph 195). South of the new roundabout Waterloo Road currently has a rural character: the carriageway is relatively narrow, there are no footpaths and the road is lined by ditches and hedgerows containing mature trees. Widening the road to accommodate pedestrian and cycle movement would have significant landscape and ecological implications, so it is proposed to provide an alternative connection – suitable for use by buses and with good quality provision for pedestrians and cyclists - through development parcels R10 and R14. The existing route would be retained to provide access to the properties that are situated on it (Locks Barn, Locks Farm, the Barn House and Locks House) and an alternative route for pedestrians and cyclists but closed to vehicular traffic just south of the northern junction effectively forming a cul-de-sac with access from the east. Given the reduced level of vehicular traffic there may be potential to make this route more attractive to pedestrians and cyclists (condition 53). Details of the connection to Waterloo Road, south of parcel R14/Phase 2a, have been provided together with sufficient detail to demonstrate that it would be possible to provide a suitable connection through the development parcel; further detail would be provided at the reserved matters stage and through condition 53.
202. The proposed access arrangements (direct connections to the existing, adopted highway) are consistent with what is proposed under the SWDR application (192928) and are acceptable, subject to detailed design; condition 52 refers.

12.4 *The transport network within the SDL*

203. Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* are supportive of high quality design, requiring schemes to be functional, accessible, safe, secure and adaptable. The layout of development and how it facilitates movement is an important aspect of this and Core Strategy policy CP6 *Managing Travel Demand* expects development to improve the movement infrastructure network for all modes of transport.
204. These development plan policy requirements are amplified by the Borough Design Guide (Design Principles G3, R3, R4, S5, S6, S8, S10 & S11) and the South Wokingham SPD (Design Principles 2a, 5a and 5b in particular). Proposals should link into and strengthen the existing network of streets and spaces to create an inter-connected network with a clear hierarchy of streets (in terms of function and character). The South Wokingham SPD establishes a hierarchy of routes ranging from pedestrian and cycle routes, through mews lanes, tertiary streets and secondary streets to primary streets (the SWDR), to respond to different travel needs and allow easy and efficient movement, which should be organised around a robust and traditional pattern of streets and blocks and provide a clear distinction between public and private areas. The network should provide a choice of easy to navigate, safe, attractive, inclusive and convenient routes to neighbouring areas and to local destinations – these include schools, local shops and other services, public transport stops and open spaces - for all to use and for all modes but with a particular emphasis on promoting walking, cycling and public transport. The design of streets must meet the technical requirements for road layout, but these must not become dominant and they should contribute to the character, identity and environmental quality of an area. The landscape design of the street should be governed by a detailed street design strategy, which should be prepared by the developer in advance of the Reserved Matters stage as part of a design code or design statement (condition 4).
205. The Access and Movement Parameters Plan is supplemented by an Access and Movement Plan and Illustrative Masterplan in the DAS, which also establishes a hierarchy of streets and principles for their design, reflecting the guidance in the SPD.
206. While the SWDR is the subject of a separate planning application, its functions include providing access to development in the SDL and connecting the neighbourhoods and, as such its design is integral to the masterplanning of the development on either side. Consistent with the SPD and the character already been established by the first phase of the SWDR, William Heelas Way, the SWDR application proposes a tree lined street with three metre wide verges on either side, separating pedestrians and cyclists from other traffic. Secondary streets are intended to provide local access with a lower level of traffic movement and emphasis on pedestrians and cyclists. Footpaths would be provided on both sides and street trees should be on at least one side, on-street parking may be provided in designated bays. Tertiary and shared surface streets are intended to provide access and have a more informal layout intended to give equal priority to pedestrians and slow moving vehicles.

207. Thus, it has been demonstrated that an appropriate movement network could be delivered. It is of particular importance that this aspect of the design is considered comprehensively and condition 4 requires approval of a more detailed masterplan and design code for the whole of Phase 2 (also including consideration of connectivity to the movement network within other parts of the SDL) before submission of the first reserved matters.

12.5 *Public transport*

208. Core Strategy policies CP6 *Managing Travel Demand*, CP10 *Improvements to the Strategic Transport Network* and SPD Design Principle 5c require development to provide for sustainable forms of transport, including delivery of public transport infrastructure and improvements to the quality and frequency of public transport services. One of the three functions of the SWDR identified in Core Strategy A7.42 D is as a corridor for sustainable travel including by bus. Policy CP21 *South Wokingham Strategic Development Location* also identifies the need to improve accessibility by non-car modes along the A321 and A329 corridors and to Wokingham Town Centre (including the station interchange).

209. Following discussions with operators there may be an opportunity to extend the existing Courtney's 108 bus service (currently a partly subsidised, 40-minute service between Bracknell Town centre and Jennett's Park). The applicant's Public Transport Strategy currently proposes a 30-minute service (for the main part of the day, Monday to Saturday, hourly on a Sunday) connecting Wokingham and Bracknell town centres (including both railway stations) via Jennett's Park and the SDL. Condition 48 and the S106 would secure a contribution to implement this (or an alternative should circumstances change in the meantime). The S106 would also secure contributions towards additional bus stops in Wokingham Town Centre and on the route towards Bracknell, required to facilitate the revised service.

210. Accordingly, the SWDR (application 192928) has been designed to accommodate buses and includes five pairs of bus stops, located to be convenient to the neighbourhood centre and to residential areas. The principles for the design of the Waterloo Road link (see paragraph 201) would also allow bus use of this route and also accommodate at least one additional pair of bus stops. Thus, the majority of new homes in phase 2 would be within 400 metres walk of a bus stop: the exception would be the southern corner of residential parcel R11 which is 400 metres from the SDR and Waterloo Road "as the crow flies".

12.6 *Pedestrian and cycle network*

211. Core Strategy policy CP1 *Sustainable Development* establishes an overarching aim of reducing the need to travel by car. This can only be achieved by providing for alternative, sustainable forms of transport to allow choice: Core Strategy policies CP6 *Managing Travel Demand* and CP10 *Improvements to the Strategic Transport Network* both require improvements to pedestrian and cycle networks to improve access to services and facilities and increase use of cycling. The guidance in the Borough Design Guide and South Wokingham SPD's reinforce the importance of good connections to local destinations (paragraph 204) and Core

Strategy policy CP21 *South Wokingham Strategic Development Location* refers to more site specific improvements: pedestrian links between Wokingham town centre and the countryside (including for those using mobility aids); improved access by non-car modes along the A321 and A329 corridors and to Wokingham Town centre (including the station interchange).

212. MDDL policy CC03 *Green Infrastructure, Trees and Landscaping* also seeks to promote accessibility for pedestrian and cyclists, with a specific focus on permeability between and within green corridors including public rights of way such as footpaths, cycleways and bridleways and identifies a specific aim of establishing a riverside footpath and cycleway along the Emm Brook.
213. SPD Design Principle 2a(ii) requires the layout of residential areas within the SDL to provide direct, easy, safe access to the neighbourhood centres, with first priority given to the safety, comfort and convenience of pedestrians followed by cyclists and public transport. The Access and Movement Parameters Plan, supplemented by the Access and Movement Plan and Illustrative Masterplan in the DAS and the applicant's Pedestrian and Cycle Strategy shows how a network of routes could be delivered through the SDL, tying into the existing network - including Public Rights of Way (PRoW) - and providing for both sustainable travel and recreational use. Further detail of the on-site sections would be secured by the detailed masterplan and design code (conditions 4 & 5). At that stage connections between residential parcels and the footpath network would need to be identified (taking into consideration other factors such as the impact on trees and hedgerows, condition 47 refers.)
214. The Pedestrian and Cycle Strategy identifies improvements along a number of off-site routes which are identified in the IDP and would be secured either by condition 53 or S106. These include routes between the site and destinations in Wokingham including the town centre, Molly Millars Lane employment area and St Crispin's: a pedestrian and cycle path is proposed between the SWDR and Star Lane level crossing and Network Rail are intending to carry out safety improvements at the crossing (including to sensors on the crossing). Also a pedestrian and cycle path is proposed along Peacock Lane to provide connectivity between the eastern SDL and destinations in Bracknell. An off-road foot and cycle path would be provided through the SANGs (see paragraph 224).
215. The key routes south, towards Crowthorne - Easthampstead Road, Heathlands Road and Honey Hill – are rural in character, with roadside ditches and vegetation. To provide footpaths along these routes would require significant widening and consequently drainage works, loss of trees and hedgerows, which would cause significant harm to the rural character of the area and ecology. However, there is an intention to upgrade Wokingham Without Byway 28 to a Greenway (see paragraph 225).
216. In addition to the sustainable travel measures outlined in sections 12.5 & 12.6 the S106 would secure contributions of £520.00 per dwelling towards My Journey, the borough-wide active and sustainable travel service.

12.7 *Public Rights of Way (PRoW)*

217. The existing Public Right of Way (PRoW) network passing through the SDL south of the railway consists of two broadly north-south routes which form part of the wider network connecting Wokingham town with Gorrick Planation to the south and Crowthorne beyond. These are Wokingham/Wokingham Without Footpath 25 immediately east of the Reading-Guildford railway line and Wokingham Without Footpath 10 further to the east, connected by Wokingham Footpath 24 and Wokingham Without Footpaths 9 and 17. To the west of the SDL, Wokingham Without Footpath 5 and Wokingham Without Byway 30 link Easthampstead Road and Waterloo Road.
218. As well as the changes to the routes of the existing PRoW, described in section 12.8, the proposed development would change the setting and, therefore, the character of the PRoW and also increase use of them.
219. Wokingham Without Footpaths 10 and Wokingham Footpath 17 are contiguous with the western boundary of Phase 2. The southern section of Footpath 10 would be within the proposed SANG, so retain a relatively rural setting and the northern section would form a green corridor between two residential parcels. These footpaths form an integral part of the network between Wokingham and Crowthorne, linking the two settlements as well as providing a link in circular walking routes and would be increasingly well used as a pedestrian and cycle link to the town centre.
220. Wokingham Without Footpath 5 is proposed to run through an area of public open space, so would also retain a pleasant, green setting, albeit more formal than is currently the case.
221. The IDP includes improvements to the specification of the PRoWs to make them fit for more intensive future use, to be secured by conditions 15 & 46 and the S106 would secure permissive rights for use by cyclists.
222. Representations have raised the need to make the existing Gipsy Lane footbridge, over the railway more accessible. This is acknowledged and was identified by the now historic Regulation 123 list as infrastructure to be delivered by the council from CIL. Initial feasibility studies have shown there is no easy solution to this (the length of ramps required to deliver an accessible bridge would result in significant land take and other amenity impacts) but it is to be considered further as part of the Greenways project.
223. MDDLDP policy CC03 *Green Infrastructure, Trees and Landscaping* aspires to establish a riverside footpath and cycleway along the Emm Brook and the footpath network through the Holme Park SANG would deliver the section through Phase 2. The SANG layout would also facilitate a future link to Wokingham Without Footpath 11 through the land at Gray's Farm (section 8.8).
224. The Rights of Way Improvement Plan (RoWIP) (2020) contains aspirations to formalise the permissive east-west route along the existing Ludgrove access, between Easthampstead Road and Luckley Road, as a restricted byway or bridleway and to upgrade Wokingham Without Footpath 10 to a bridleway. The

Ludgrove access is outside the application site and in separate control but the proposals do make provision for an east-west route for pedestrians and cyclists. Ludgrove School have indicated they are amenable to an agreement to dedicate the eastern section of the route, to facilitate access from the eastern part of the SDL to the SANG (via the cul-de-sac section of Easthampstead Road). From that point westward, paths within the Holme Park and Phase 3 SANGs would connect to the PRow in the western SDL, largely fulfilling the RoWIP aspiration for an east-west route albeit in a different way. To fulfil this function the path should be at least three metres wide with a flexipave or equivalent finish. Condition 15 refers. Bridleway status has not been sought for this route or the other footpaths within the application because the changing character and function of the PRow would make them less attractive for horse riding and restrictions on the routes (the footbridge over the railway and height restrictions over the proposed footbridge) would limit their usefulness as part of a wider network for equestrians.

225. Consistent with the aim of enhancing links between Wokingham town centre and the surrounding countryside, Appendix A7.47 establishes that pedestrian and cycle movement should be supported by an internal network of Greenways, extending beyond the site to public green space and footpaths leading to Gorrick Plantation and Queens Mere. The council has since developed a Greenways Strategy and Implementation Plan (an appendix to the Rights of Way Improvement Plan 2020/2030) and Route D (Arborfield SDL-Barkham-South Wokingham SDL-Wokingham) runs through the SDL on the route of the existing Wokingham Footpaths 25-24-9-17, providing a pedestrian and cycle connection between Wokingham and Crowthorne, via the SDL. Sections of the Greenways within the SDLs are to be delivered as part of the SDL development and are included in the IDP - albeit outside Phase 2b - and would be secured by condition/S106; sections outside the SDLs are to be delivered by the council from CIL. Wokingham Without Parish Council are already in discussion with the PRow Officer about a potential joint project to deliver surface improvements in preparation for the Greenway south of the SDL.

12.8 *Public Right of Way diversions, extinguishment & permissive use by cyclists*

226. While not directly related to delivery of Phase 2, a number of PRow diversions are proposed to facilitate the SDL development south of the Railway as a whole: extinguishment the section of Wokingham Footpath 25 between the SWDR and Finchampstead Road (it would be fragmented by the SWDR which would also provide an alternative pedestrian route); diversion of Wokingham Footpaths 9 and 24 at their intersection with the Emmbrook (to provide an improved footbridge crossing); extinguishment of the section of Wokingham Without Footpath 10 where the SWDR crosses it (to incorporate pedestrian and cycle crossing facilities); and diversion of Wokingham Without Footpath 5 at either end (to accommodate the new junctions on Waterloo Road – approved under 172934 – and on Easthampstead Road). Given the changing function of these routes, the status of Wokingham Without Footpath 10 and Wokingham Footpaths 9, 17 & 24 would need to be revised to permit cycle use; the S106 would secure permissive use of FP10 & 17 by cyclists and the phase 3 application would secure the same for Footpaths 9 and 24. These matters are controlled under separate legislation and are the subject of separate reports elsewhere on this agenda.

12.9 *Traffic generation and mitigation of off-site transport effects*

227. Core Strategy policy CP6 *Managing Travel Demand* establishes that development should not cause highway or traffic related environmental problems: any adverse effects upon the local and strategic transport network arising from development should be mitigated, road safety should be enhanced and development should not lead to highway problems or traffic related environmental problems.
228. The application is accompanied by a Transport Assessment, which uses the Wokingham Strategic Transport Model (WSTM4) to forecast the combined impact of development in the South Wokingham SDL and elsewhere, plus background growth for various scenarios including 2026 and 2036 without development (for comparison purposes); 2026 with a realistic assumption of the full SWDR, 450 dwellings within phase 2 and 192 in Persimmon⁸ being complete; 2026 with an assumption of the full SWDR and full SDL development; and 2036 with the full SWDR and the full SDL development being complete. WSTM4 is fully validated model in line with Department for Transport WebTAG guidance. Data from the strategic model is further validated by local traffic surveys, to ensure that the local junction modelling work carried out for the planning application is robust. This modelling has also informed the noise and air quality assessments which are considered in sections 14.1 & 14.4 of this appraisal.
229. While development in the SDL and elsewhere would generate additional traffic, the SWDR would provide an alternative route resulting in redistribution of traffic so, in some locations, a reduction may be experience despite an overall increase in the amount of traffic on the network. The modelling has identified a number of junctions which are likely to require improvement to allow them to continue to function satisfactorily in future. These are:
- a) Barkham Road/Barkham Street;
 - b) Bearwood Road/ Barkham Road
 - c) Barkham Road/Molly Millars Lane;
 - d) Easthampstead Road/Heathlands Road;
 - e) Molly Millars Lane/Finchampstead Road;
 - f) Finchampstead Road/Oakey Drive/SWDR;
 - g) Peacock Lane/Waterloo Road/Old Wokingham Road⁹;
 - h) Peacock Lane/Vigar Way¹⁰; and
 - i) B3430 Nine Mile Ride/Heathlands Road (to be secured by S106 contribution).

Phased capacity improvements at these junctions would be secured by conditions 3 & 52 or, in the case of i), by S106. These conditions would also secure

⁸ This number was based on proposals at the time and has since been reduced.

⁹ Within Bracknell Forest Borough

¹⁰ Within Bracknell Forest Borough

coordinated delivery of new junctions within the SDL but outside phase 2. A longstop date for the highway mitigation works will be included in the S106 agreement.

230. The modelling shows a reduction in movements at the Easthampstead Road/Old Wokingham Road junction, so no justification for mitigation. It also indicates capacity issues at the junction of the B3430 Nine Mile Ride and Honey Hill but any increase in capacity at the junction would draw additional traffic down Honey Hill which is unsuitable for increased use.
231. Construction traffic could be managed through a Construction Environmental Management Plan (CEMP) (Condition 36).

12.10 *Intermediate railway station & public transport interchange*

232. Core Strategy policy CP6 *Managing Travel Demand* requires improvements to the existing infrastructure network, including rail and Appendix 7 (paragraphs A7.42 f) & g)) suggests land should be safeguarded for future provision of an intermediate railway station at South Wokingham, together with a public transport interchange. This was subject to subsequent discussions with Network Rail (and the Department of Transport). It transpired a station would not be deliverable and, consequently, this element of the proposals has not been progressed.

12.11 *Residential car and cycle parking*

233. Core Strategy policy CP6 *Managing Travel Demand* and MDDLDP policy CC07 *Parking* require appropriate vehicle parking, in line with the council's standards (MDDLDP Appendix 2). For residential developments, demand for unallocated car parking is calculated, depending on the location (the SDL is categorised as 'urban'), size and tenure of property and the amount of unallocated parking (with garages counting as half a space).
234. Although the application is in outline and details of parking provision would not be fixed until the reserved matters stage it is necessary to establish an approach to parking provision in order to demonstrate that an appropriate amount of car parking can be provided and integrated into the development without harm to the character and amenities of the area.
235. Section 3 of the South Wokingham SPD (Design Principles 3a & e in particular) requires a comprehensive strategy for vehicle parking (cars, motorcycles and bicycles), which should be an integral part of the scheme to limit the impact on visual and residential amenity. Different approaches are recommended for each character area but parking should generally be on plot, in mews lanes or on-street, designed to be integral to the street. Parking courts should generally be avoided but may be necessary for apartment buildings and along the SWDR. This is consistent with the design principles in the Borough Design Guide (P1-3) which require parking to be safe and convenient without dominating the street scene, among other things.
236. The applicants' Design and Access Statement references the relevant standards and proposes a variety of parking typologies including on plot, occasional parking

courts (in the urban and general residential character areas) and on-street. It anticipates that the majority of allocated parking would be provided on-plot, generally to the front or side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwelling. The illustrative masterplan and vignettes in the DAS demonstrate that an appropriate quantum of parking could be satisfactorily integrated in the development. The approach to parking delivery, including the contribution it could make to differentiating the different character areas, would be refined by conditions 4 & 56.

237. The amount of cycle parking also depends on the size of dwelling (MDDL Appendix 2).
238. Cycle storage should be considered at an early stage of in design process to ensure that it is conveniently located and integrated into the development, rather than being provided as an afterthought (SPD Design Principle 3e(iv)) and Borough Design Guide Design principle R20). Larger garages (a 3 x 7 metre garages) can accommodate two bicycles as well as a parked car. Where sheds are used direct access to the garden should be possible (balanced with achieving a secure layout). Cycle storage for flats should either be within the building or in a purpose built structure, located where it would not encroach on amenity areas. Hence, details of cycle parking should be considered in the Design Code and at the reserved matters stage (conditions 4 & 59 refer).

12.12 *Neighbourhood centre parking and servicing*

239. The requirement to provide appropriate parking applies equally to commercial and community uses (Core Strategy policy CP6 *Managing Travel Demand* and MDDL policy CC07 *Parking* and Appendix 2). SPD Design principle 2a(ii) establishes that neighbourhood centre parking should be shared by all facilities and services and integrated into the landscape scheme: peak parking demand for the various uses within the neighbourhood centre would vary so this is the most efficient way of providing parking.
240. Consistent with this guidance, a shared car park is proposed to serve the retail and community facilities, including drop-off and collection of school pupils, and the SANG.
241. Natural England SANG standards require parking at a rate of 1 space per hectare, where a SANG is more than four hectares and more than 400 metres from the dwellings it serves. Approximately 10 hectares of the residential land Phase 2 would be more than 400 metres from a SANG. Based on the proposed average density, this would generate a requirement for eight SANG parking spaces. There is spare capacity of three places in the Buckhurst Meadows SANG (seven were approved initially but retention of additional spaces provided for the marketing suite spaces has since been agreed) and an allowance for SANG use has been made in the neighbourhood centre car park. As the SANG is likely to be brought into use before the neighbourhood centre is constructed a temporary car park is proposed as an interim measure (condition 60).

242. An assessment has been carried out based on peak demand for each of the proposed uses and when it arises, with an allowance for shared trips. This indicates a requirement for approximately 74-83 cars (including Blue Badge spaces). The vignette in the Design and Access Statement shows how amount of parking at the lower end of this range could be satisfactorily integrated into the neighbourhood centre without cars dominating the street scene and detracting from the character and functioning of the area as a focus for community activity. The appropriate amount of parking and how it can be integrated would need to be considered in more detail as the design progresses: conditions 5 & 56 would ensure an appropriate level of parking, satisfactorily integrated within the development. Long term cycle storage (for staff) and short-term cycle parking (for visitors) will also need to be considered.
243. As well as providing for staff and visitor parking, MDDL policy *TB20 Service Arrangements and Deliveries for Employment and Retail Use* requires proposals for commercial development to demonstrate that they can be serviced without harm to the amenity of other nearby properties (due to noise, fumes and disturbance) and without a significant impact on highway safety, visual amenity or the environment. This point is reinforced by SPD Design Principle 4d which requires the inclusion of dwellings within the neighbourhood centre.
244. The vignette shows how servicing might be accommodated within the neighbourhood centre and that - subject to detailed design at the reserved matters stage and the conditions 5, 39 and those recommended to prevent disturbance in paragraph 269, it could be integrated satisfactorily.

12.13 *Electric charging*

245. The application assumes provision of electric charging to reflect the guidance set out in the 2019 Living Streets: Highways Design Guide. Two types of provision are anticipated: 'passive' provision, which is a wired-in system that can be readily converted later; and 'active' provision, which includes a direct charging point ready for use. Condition 63 would secure provision, although it is worth noting that new government standards – expected to be announced later this year – may well superseded current standards and transfer this matter to Building Regulations.

13 **Flooding and drainage**

246. The NPPF and National Planning Practice Guidance establish a framework for assessing the probability of flooding and the suitability of land for different uses, depending on their level of vulnerability. Consistent with this, Core Strategy Policy CP1 *Sustainable Development* (and Appendix 7 A7.46 & A7.53) and MDDL Policy CC09 *Development and Flood Risk (from all sources)* require a sequential approach which directs development away from the areas at highest risk of flooding (from any source). Furthermore, development should incorporate Sustainable Drainage Systems (SuDS) to provide adequate drainage; avoid increasing - and where possible reduce - the risk of flooding, on the site and elsewhere; and limit adverse effects on water quality (including ground water). Flood modelling and drainage systems should be designed to accommodate a 1 in

100 year flood event plus and allowance for climate change: 40% surface water (pluvial) flooding and 70% for fluvial flooding.

247. The South Wokingham SDL is allocated for development in the Core Strategy which was subject of a Strategic Flood Risk Assessment (SFRA). Furthermore, the ES considers flooding, drainage, water quality and water resources and is supported by a Flood Risk Assessment (FRA); required because the site area is more than one hectare and parts of it fall within Flood Zones 2 and 3 (where the probability of flooding is medium or high).
248. During the time that the application has been under consideration flood modelling has been undertaken to demonstrate the effect of construction of the SWDR (application 192928) and the Environment Agency's flood maps have been updated to reflect this. The applicant's FRA has also been updated accordingly.

13.1 *Risk of flooding*

249. The majority of the Project area falls within Flood Zone 1 where the probability of flooding is low (less than 0.1% annual probability/1 in 1,000). However, the Emm Brook (an Ordinary Watercourse, which flows northwest through the proposed Holme Park SANG, becoming a Main River at the western boundary of the application site) and its tributaries traverse the site and land within the river valleys is at risk of fluvial flooding: this includes land in Flood Zone 2 where the probability of flooding is medium (between 0.1% and 1% annual probability/1 in 1,000 and 1 in 100) and Flood Zone 3, including the functional floodplain (Zone 3b, where water flows or is stored in time of flood) and the probability of flooding is high (greater 1%/1 in 100).
250. The FRA considers existing flood extents and how these would change as a result of construction of the SWDR and associated works (application 192928). The main impact would be the concentration of the predicted flooding to the realigned Emm Brook tributary corridor and the removal of the large shallow attenuation feature located centrally within the SDL (in the vicinity of the neighbourhood centre; capacity would be replaced within the Holme Park SANG). Thus the area of land within Flood Zones 2 and 3 would be reduced.
251. The Flood Risk Assessment (FRA) identifies one instance where there is risk of flooding from pluvial/overland sources but this would be mitigated as a result of the works associated with the SWDR. Other than that, no significant risk of flooding was identified. Increased risk resulting from formation of impermeable surfaces within the development would be mitigated by the Surface Water Drainage Strategy (SuDS) (conditions 29 & 30).

13.2 *Vulnerability of the proposed uses*

252. Residential uses and the primary school are classified as 'more vulnerable' uses, which are appropriate in Flood Zones 1 & 2. The commercial and community uses proposed within the neighbourhood centre are classified as 'less vulnerable' and are appropriate in Flood Zones 1, 2 and 3a. SANG and other opens space are 'water compatible' and are appropriate in any location.

13.3 *The sequential test*

253. Consistent with the approach anticipated by the Core Strategy and South Wokingham SPD, the landscape and green infrastructure strategies identify the land along the Emmbrook corridor as open space for outdoor recreation, nature conservation and biodiversity. These water compatible uses are acceptable in all zones including the functional floodplain, providing they can remain operational and safe for users in times of flood; do not result in a net loss of floodplain storage; and do not impede water flows and not increase flood risk elsewhere.
254. The majority of land in residential parcels, the school and the neighbourhood centre would be within Flood Zone 1 where all uses are appropriate. Where tributaries would flow along the periphery of parcels, flooding would be confined to the route of the watercourse, which would be situated in a corridor of open space or – in the case of the neighbourhood centre - culverted.
255. Thus all more vulnerable and less vulnerable uses would be located outside the areas at risk of flooding (based on the post-SWDR mitigation and residual flood zones) and only water compatible uses would take place within Flood Zones 2 and 3. Furthermore, most of the development parcels would be accessed from the SWDR, which has been designed to be above any predicted flood levels (fluvial and surface) for all events up to the 1 in 1,000 year event and/or the 1 in 100 year event with a 70% climate change allowance for peak river flows. Hence, the sequential test would be met.

13.4 *Sustainable Drainage (SuDS) strategy*

256. MDDL Policy CC10 *Sustainable Drainage* requires surface water to be managed in a sustainable manner, maintaining greenfield run-off rates and volumes, taking into account climate change. This is reinforced by policy CC03 *Green Infrastructure, Trees and Landscaping* which expects green infrastructure improvements within the River Valleys to help minimise flood risk.
257. The Project site currently drains overland towards the Emm Brook and its tributary. Due to the creation of impermeable areas within the development attenuation would be needed to limit peak runoff rates to greenfield rates. Part H of the Building Regulations establishes a hierarchy for surface water disposal based on a SuDS approach: discharge should first be into the ground, then a surface water body, followed by a surface water drainage system or finally a combined sewer.
258. The site has been divided into a number of sub-catchments based on topography, geology the Project Masterplan and key features such as the SWDR. The majority of the project area is underlain by London Clay Formation, which has low permeability. Hence, infiltration into the ground not feasible in this case but the proposed surface water drainage system incorporates a combination of SuDS features such as permeable paving, swales (along highways and within public open space), geo-cellular storage and attenuation basins (a combination of wet, semi-wet and dry basins within public open space and wetland corridors within SANG) as well as utilising on-line storage within an enhanced Emm Brook tributary. These would regulate the discharge of surface water before discharge to existing surface water drainage ditches (mainly the Emm Brook tributary) as well

as providing treatment to reduce pollution. The drainage system is proposed to be designed to accommodate the 1% annual probability rainfall event runoff with a 40% allowance for climate change: flooding should not occur on any part of the site for 1 in 30 year rainfall events.

259. Should any flows exceeding the capacity of the surface water network occur (generally in excess of 1 in 100 year event with a 40% climate change allowance) they would be directed through open space and/or the road network toward low points adjacent to the Emm Brook and its tributaries.
260. As advocated by the MDDL (para 2.76) the applicants have worked with the SWDR application team to deliver a coherent approach to surface water management. In addition to swales and filter trenches in the verges alongside the SWDR, basins are proposed to be incorporated in the wider development, including the Holme Park SANG, which would also accommodate measures to mitigate the risk of downstream flooding, post-construction of the SWDR. Overall the development would maintain greenfield run-off rates and improve drainage by holding water on the site, thus slowing discharge.
261. Incorporation of SuDS within the development parcels and the green infrastructure network is consistent with the approach envisaged by planning policy. Condition 15 would ensure that SuDS features are appropriately incorporated in the wider landscape to support recreational use and biodiversity as well as fulfilling their drainage function.

14 Environmental Health

14.1 Noise

262. Core Strategy Policy CP1 *Sustainable Development* seeks to avoid development in areas where noise may impact on the amenity of future occupants and MDDL Policy CC06 *Noise* reinforces this, requiring proposals to demonstrate how noise impacts on sensitive receptors (both existing and proposed) have been addressed. Where there is no adverse impact noise would not be a material consideration. Where a significant effect could arise, a sequential approach should be taken first reviewing the layout of the site, then the internal layout of buildings and finally physical mitigation measures such as barriers and mechanical ventilation. Where there is still a significant adverse impact planning permission would normally be refused.
263. The Environmental Statement includes an assessment of the potential impact of both construction and operational noise on sensitive receptors within the site, adjoining the site (within 20 metres) and within 60 metres of the application site boundary.

14.2 Construction noise

264. Construction traffic is unlikely to generate any significant increase in noise levels on the local road network. Noise and vibration from operations on site such as use of vibratory rollers, driven cast piling, rotary bored piling and HGV movements has the potential to have an adverse impact on sensitive receptors in the vicinity of

the site but the impacts are capable of mitigation; condition 36 would secure appropriate measures.

14.3 *Operational noise*

265. Existing levels of road traffic noise and potential changes following development have been assessed, as well as noise and vibration from the railway line.
266. **Beyond the application site**, the proposed development would not result in a significant change in road traffic noise outside the SDL. An increase is predicted along William Heelas Way and Whitlock Avenue, within the first phase of the SDL at Montague Park, but this is based on a comparison with the existing situation. The application for Montague Park was assessed on the basis that the remainder of the SDL, including the extension of William Heelas Way to Finchampstead Road, would come forward and, therefore, this impact was taken into consideration at that stage.
267. Acceptable daytime and night-time **internal noise levels** would be achieved in the majority of the proposed dwellings without mitigation (other than standard double glazing), due a combination of the distance from the road and railway and shielding by other buildings. However, for those fronting the SWDR and a few behind them, additional mitigation is likely to be required to achieve acceptable internal noise levels. This could include a combination of planning the internal layout so habitable rooms are located away from noise sources (to be balanced with other considerations such as achieving active frontages), use of acoustic grade double glazing and alternative means of ventilation. With suitable mitigation appropriate internal noise levels could be achieved and condition 40 would require submission of Noise Mitigation Plan at the reserved matters stage detailing how this would be achieved.
268. Providing the layout of development is in accordance with the land use parameters and urban design principles established by this application, buildings would generally be sited between noise sources and **private amenity areas**, protecting them from road and railway noise. Noise levels in the majority of external amenity areas (gardens) are predicted to meet the WHO requirements of 50dB (55dB max) without the need for mitigation. There are a few exceptions, within 75 metres of the SWDR, where shielding from adjacent plots is likely to be limited and exceedances of up to 5dBA could occur. However, this could be addressed through careful consideration of the siting and spacing of buildings (dwellings and outbuildings such as garages) and boundary treatments (of at least 1.8 metres in height) at the reserved matters stage. Condition 40 refers.
269. Consistent with SPD Design principle 4d, the proposal includes residential uses in **neighbourhood centre** alongside sites for a school and community facility and allows flexibility for a variety of uses which could include Class A1 shops, A2 financial and professional services, A3 restaurants and cafes, A4 drinking establishments, A5 hot food takeaways, D1 non-residential institutions or D2 Assembly and leisure, alongside residential uses. The commercial and community uses have potential to cause disturbance unless carefully designed and adequate controls are put in place. Condition 38 would control hours of operation, 39 & 40

generation and mitigation of noise, condition 41 plant noise and condition 43 the visual impact of associated plant.

14.4 *Air quality*

270. Core Strategy policy CP1 *Sustainable Development* establishes that development should minimise the emission of pollutants into the wider environment. The Environmental Statement includes an assessment of the impact on air quality including nitrogen dioxide and PM₁₀ and PM_{2.5}.
271. The Environmental Statement identifies the potential for dust and fine particles arising from **construction** and earthworks to cause a 'nuisance' if not properly controlled. A Dust Mitigation Plan has been submitted which demonstrates that this nuisance can be adequately controlled and the measures set out in it should be incorporated in the CEMP (condition 36).
272. The Environmental Statement also includes an assessment of the **operational impact** of the development on local air quality, taking into account changes in traffic flow on roads potentially affected by the development. Concentrations would remain within acceptable levels and, in a number of location redistribution due to the SWDR would result in improvements. It concludes that the impact would be negligible and no mitigation is required. The report also notes that there is evidence of a downward trend, resulting primarily from more stringent vehicle emissions standards, and that the assessment is a worst case scenario: the Project would only be partially delivered by 2026 and would be built out up to 2036, over which time air quality is predicted to improve, largely due to reductions in traffic emissions from the uptake of newer, cleaner vehicles. Nevertheless, the Environmental Health Officer recommends provide charging points for electric vehicles so a positive contribution to improving local air quality is made. Section 12.13 refers.

14.5 *Contamination*

273. Core Strategy policy CP1 *Sustainable Development* requires development requires development to minimise the emission of pollutants, limit any adverse effects on water quality (including ground water) and avoid areas where pollution may impact upon the amenity of future.
274. A desk study and preliminary risk assessment has been carried out which concludes that the overall risk of contamination is low. An intrusive site investigation is recommended, to confirm this, prior to development (condition 44). This would provide data on the presence of contaminants in soils; groundwater levels and quality; the presence of ground gases (if any); and geotechnical properties of the ground to permit an assessment of the risk to the operational phase use of the Proposed Project Development. In the event that any contamination is found, a remediation strategy would be required - setting out mitigation measures, testing and verification - to make the site suitable for use. This would address protection of human health, controlled waters, structures and the surrounding ecological environment.

15 Sustainable design and construction

275. Core Strategy policy CP1 *Sustainable Development*, amplified by MDDLDP policy CC05 *Renewable energy and decentralised energy networks* requires development to contribute towards the goal of zero-carbon development by minimising energy consumption and incorporating on-site renewable energy features: at least a 10% reduction in carbon emissions should be achieved through renewable energy or low carbon technology.
276. Building Regulations Part L (conservation of fuel and power) currently require new residential development to achieve a 6% CO₂ reduction and non-residential development to achieve a 9% reduction compared to the equivalent 2010 standards. However, these standards and Part F (ventilation) are under review and the current government proposes a steppingstone approach which would require new homes in 2021 to produce 31% less carbon dioxide emissions compared to current standards. The aim is to reduce carbon emissions and improving energy efficiency without stifling growth.
277. A “fabric first” approach is proposed. Firstly, energy demand would be reduced through insulation, use of materials that regulate temperatures by absorbing and storing thermal energy and passive design measures such as the size, location and specification of fenestration to maximise natural daylight and solar gain. Second would be the use of energy efficient building services such as high-efficiency lighting and (until 2025 after which gas boilers will not be permitted in new homes) high efficiency gas condensing boilers. The third step would be use of on-site, low carbon renewable energy such as Photovoltaics (PV). Condition 66 refers.
- 15.1 *Water consumption*
278. The Environment Agency has identified the Thames region as an area of Water Stress and Core Strategy policy CP1 *Sustainable Development* requires development to reduce water consumption.
279. It is proposed that new dwellings would be designed to meet water consumption targets of 105 litres or less per person per day and non-residential development of more than 100m² to meet or exceed statutory requirements. Condition 66 refers.
- 15.2 *Recycling and refuse storage*
280. Core Strategy policy CP1 *Sustainable Development*, Appendix A7.46 and MDDLDP policy CC04 *Sustainable Design and Construction*, amplified by the Sustainable Design and construction SPD and Borough Design Guide design principal R20 require early consideration of how provision for waste sorting storage (internal and external), including on-site recycling and collection can be incorporated in new development.
281. The application is accompanied by a Waste Management Strategy, which sets out how this provision would be incorporated at the reserved matters stage: condition 7 would secure this – for individual properties and also provision for communal

recycling in the neighbourhood centre - and informative 37 directs the applicant to the council's guidance.

16 Employment skills plan

282. MDDL Policy TB12 *Employment Skills Plan* indicates that proposals for major development should be accompanied by an Employment and Skills Plan to show how the proposal accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
283. The Socioeconomic Chapter of the ES anticipates in the region of 146 jobs per year during the construction of phase 2 and construction expenditure of £90,600,000 GVA. During the operational stage it is estimated 84 FTE jobs would be generated in the school, retail and community facilities. The S106 would secure an Employment Skills Plan or alternatively a financial contribution to enable equivalent delivery by the council.

17 Infrastructure impact mitigation

284. In accordance with Core Strategy policy CP4 *Infrastructure Requirements* infrastructure, services, community and other facilities should be improved to meet the requirements of new development, taking into account cumulative impact. Specific requirements for the South Wokingham SDL are set out in Core Strategy policy CP21 *South Wokingham Strategic Development Location*, Core Strategy Appendix 7 (paragraph A7.53 in particular) and the Infrastructure Delivery and Contributions SPD.
285. In April 2015 the council adopted a Community Infrastructure Levy (CIL) charging schedule, allowing it to collect a contribution towards infrastructure delivery for each new market house built: £320/m² for residential development within the South Wokingham SDL. This rate is lower than for development outside the SDLs, reflecting the amount of on-site infrastructure that is expected to be delivered in conjunction with a large-scale, strategic development. There is also a charge of £50/m² for retail development outside existing centres.
286. The council's Infrastructure Funding Statement and Capital Programme set out the infrastructure that CIL is expected to cover (to be delivered by the council according to its priorities and overall funding availability). In addition, development specific mitigation not covered by CIL can still be secured through a combination of direct delivery (on or off-site) and financial contributions, secured by condition or S106 legal agreement, depending on the circumstances.
287. Planning policy and guidance also establish that there should be a comprehensive approach to the planning and the delivery of infrastructure for the SDL, with each development making a proportionate contribution towards the infrastructure required for the SDL as a whole. Accordingly, each application must be accompanied by an Infrastructure Delivery Plan (IDP) listing the necessary infrastructure, each developers' proportionate share and how it is to be secured. The first phase of the SDL - up to 650 dwellings, north of the railway at Montague Park – secured its proportionate share of the SDL infrastructure (26%). Using the

Core Strategy, Infrastructure SPD and now historic CIL Regulation 123 list as a basis, the consortium, Charles Church and the SWDR team have jointly prepared a comprehensive Infrastructure Delivery Plan (IDP) for the remainder of the SDL.

288. The need for mitigation and how it would be secured has been assessed throughout this appraisal and the IDP which provides a summary of the full package of mitigation. This demonstrates that the infrastructure requirements for the SDL would be met.

17.1 S106 Heads of Terms

289. The infrastructure and impact mitigation to be secured through the S106 (rather than by condition or through CIL contributions) is summarised below.

Land

- i) A 1.08 hectare site for a primary school, level with utilities to the site boundary, to be transferred to the council by the 250th occupation (section 2.2);
- ii) A 500m² serviced site within the neighbourhood centre for the community facility the precise location of which would be established through reserved matters; level with utilities to the site boundary to be transferred to the council by the 250th occupation (section 2.3);
- iii) Land for allotments (with soil to an agreed specification) (section 8.3);
- iv) Land for the SWDR (section 12.2).

On-site provision

- v) 35% Affordable housing (sections 4.1 & 4.2);
- vi) Lifetime homes (section 4.3);
- vii) On-site provision of amenity open space (land and laying out to an agreed specification) (section 8.4);
- viii) On-site provision of play areas (land and laying out to an agreed specification) (section 8.6);
- ix) Suitable Alternative Natural Greenspace (section 9.1);
- x) Civic space (section 8.6);
- xi) Permissive use of PRoW by cyclists (section 12.7);
- xii) Safeguarded route for vehicular access to the sports hub (paragraph 129);
- xiii) Car club;
- xiv) No fewer than 20% of dwellings occupied on or before 31 March 2026 to be flats and no fewer than 14% thereafter; and
- xv) Provision for the adoption of the roads as highways or as privately maintainable roads constructed to council's adoptable standards.

Financial contributions

- xvi) Land for the SWDR (paragraph 197);
- xvii) Land for outdoor sport (section 8.8);
- xviii) Strategic Access Monitoring and Management (SAMM) (section 9.2);
- xix) Commuted sums for future management and maintenance of on-site public open space (SANG, play areas, amenity open space) (paragraph 126);
- xx) Off-site delivery of compensatory habitat for ground-nesting birds (paragraph 155);
- xxi) Commuted sum for off-site biodiversity net gain if not secured on site (section 10.3);
- xxii) My Journey contribution (paragraph 216);
- xxiii) Off-site highway works (section 12.9);
- xxiv) Some elements of the Pedestrian and cycle strategy (section 12.6);
- xxv) Public Transport Strategy (section 12.5);
- xxvi) Bus stops;
- xxvii) Any necessary Traffic Regulation Orders; and
- xxviii) Employment Skills Plan (section 16).

18 Overhead power lines

290. The 132KV and 33kV overhead power lines which run broadly east-west across the site are a constraint and Core Strategy Appendix 7 (paragraph A7.48 d)) reinforced by the South Wokingham SPD (pages 11, 25 and 27) establishes that this issue should be appropriately resolved, preferably by undergrounding the power lines.
291. The applicants have been in discussion with Southern Electric Power Distribution (SEPD) who own and operated the power lines. It is proposed to underground the 33kV line across the whole site (within the service margins on the north side of the SWDR) and the 132kV line east of Easthampstead Road. The 132kV line would be diverted northwards at the new, SWDR bridge over the railway and run in the northern green corridor, adjacent to the railway line.
292. SEPD have suggested that there is not sufficient certainty about the diversion being achieved (a separate negotiation outside planning) and recommended conditions to secure a scheme for retention or reconfiguration of the electricity distribution apparatus (condition 65 refers) and flexibility within the approved parameters to accommodate an alternative reconfiguration.
293. Whilst the former is reasonable, the degree of flexibility sought in relation to the latter would undermine the purpose of the land use parameters plan, reducing certainty about what is proposed and indeed what is being assessed under this application. Should it transpire that the cables could not be rerouted as proposed and that material changes to the proposals would be required to accommodate an

acceptable alternative configuration, the applicants would not be able to implement their planning permission and would need to submit a fresh planning application.

CONCLUSION

Consistent with Development Plan policy, this application provides for the coordinated delivery of a substantial proportion of the new homes and supporting infrastructure required in the South Wokingham SDL. Subject to a prior resolution to approve the applications for delivery of the SWDR and SANG, the application can be supported.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

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