

Agenda Item 79.

Application Number	Expiry Date	Parish	Ward
190914	EXT	Wokingham Without	Wokingham Without

Applicant	Kingacre Estates Ltd
Site Address	Land at phase 2a of the South Wokingham Strategy Development Location (SDL)
Proposal	Outline application with all matters reserved except for principal means of access to the highways, for up to 215 dwellings, public open space, play areas, associated infrastructure and landscaping. To be read in conjunction with applications 190900 & 191068.
Type	Outline
Officer	Emy Circuit
Reason for determination by committee	Major (EIA) application within the South Wokingham SDL

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

SUMMARY
<p>The application relates to a 6.29 hectare site to the south of Wokingham.</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> <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.</p>

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 up to 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 application for Phase 2a 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.

Although this site is currently located in countryside, it is within the Strategic Development Location, adjoining the other development parcels and is allocated in the Development Plan. 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)
- Countryside (CP11)¹
- 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
- Great Crested Newt consultation zone³
- Tree Preservation Order 1340/2010
- Flood Zone 1
- Potentially contaminated land consultation zone⁴
- SSE overhead electricity cable consultation zone
- Archaeological site
- Emm Brook Surface Water Nitrate Vulnerable Zone

RECOMMENDATION

- 1. That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:**

¹ Based on the South Wokingham SPD

² Land north of Waterloo Road (near Lock's Farm)

³ in the vicinity of Locks Barn

⁴ East of the site

- 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:
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.**

Conditions:

Timescale for development

- 1.
 - 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 five 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 s.92 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:

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

P18-0963_06Y-02 *Indicative Masterplan (Phase 2a)*

P18-0963_81K *Indicative Phasing Plan*

P18-0963_82P_1-01 *Land Use Parameter Plan (Phase 2a)*

P18-0963_82P_1-02 *Access & Movement Parameter Plan (Phase 2a)*
P18-0963_82P_1-03 *Open Space Parameter Plan (Phase 2a)*
P18-0963_82P_1-04 *Building Heights Parameter Plan (Phase 2a)*
P18-0963_137E *Site Location Plan (Phase 2a)*
P18-0963_160A-01 Phase 2 of the South Wokingham Strategic Development Location (The Project)
P19-0052_02N *Green Infrastructure Provision*
P19-0052_15C *Phase 2a Landscape Masterplan*
P19-1525 A.2.A Rev B *Proposed access strategy for Waterloo Road and parcels R10 & R14*
Access parcel plan into R10

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) or equivalent standard (accessible and adaptable dwellings) 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) 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;
 - vi) timing of the delivery the drainage and SuDS in relation to the development it is to serve;
 - vii) public art pursuant to condition 7;

- viii) early delivery of landscaping required to mitigate the impact upon listed buildings at Lock's House (Grade II*) and Lock's Barn (Grade II);
- ix) undergrounding of the overhead electricity apparatus;
- x) on and off-site highway works necessary to mitigate the impact of the development pursuant to conditions 39, 40 & 41 ;
- xi) a car club pursuant to condition 37; and
- xii) implementation of the public transport strategy pursuant to condition 36 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 *Design and Access Statement, Green Infrastructure Strategy (GIS)* and Drawing No P19-0052_15C *Phase 2a Landscape Masterplan* – and demonstrate coordination with the wider Strategic Development Location 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) details of how parking to the council's standards will be delivered within each character area including integration of unallocated parking in the public realm;
 - iv) An increase in the extent of the eastern Semi-Natural Corridor to provide a sufficient buffer to the open countryside to the east of the site and accommodate the necessary mitigation planting as required by the

- Landscape and Visual Impact Assessment (LVIA) and to maintain appropriate separation from Bracknell;
- v) An increase in the width of the green corridor on the western boundary of the site to allow successful integration of structural landscaping, play provision and SUDS;
 - vi) Demonstrating that there is sufficient space available for appropriate landscaping to establish successfully around the pumping station in the south-western corner of the site; and
 - vii) Coordination of undergrounding of power lines and the footpath network to minimise the impact on hedgerows.

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.

Crime Prevention Design Advisor

5. 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

6. Reserved matters shall incorporate suitable internal and external storage for refuse and recyclable materials for all development. The storage should be both functional and well-integrated in the development.

No building shall be occupied 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 Sustainable Development, CP3 General Principles for Development, Managing Development Delivery Local Plan policy CC04 Sustainable Design and Construction and the Sustainable Design and Construction Supplementary Planning Document

Art

7. Before submission of the first application pursuant to reserved matters, a strategy for delivery of public art for 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 3

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

8. Before development in in any 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 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

9. Before submission of the first application for reserved matters details of levels across the whole of phase 2, consistent with the SuDS Strategy to comply with condition 24 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.

10. No development 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

11. 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 13 & 14.

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.

12. 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.

13. No development or other operation shall commence in any phase of the development until an Arboricultural Method Statement and Scheme of Works 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 shall commence in any phase 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

14.

- i) No development shall take place in each Phase of the development 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 Detailed, 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 9 & 10 ;
 - 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) hard landscaping materials including samples;

- g) 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.
 - h) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
 - i) 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;
 - j) car parking layouts, other vehicle and pedestrian access and circulation areas;
 - k) measures required for ecological mitigation or biodiversity gain;
 - l) public art in accordance with the strategy approved pursuant to condition 7.
- 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)

15. Prior to the commencement of each 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.

Suitable Alternative Natural Greenspace (SANG)

16. No dwelling shall be occupied until the St Anne's Suitable Alternative Natural Greenspace (SANG) has been provided in accordance with planning permission 190900, written confirmation has been received from the Local Planning Authority that the SANG has been delivered to an acceptable standard and the SANG is available for public use.

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.

Ecology

17. 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.

18. Before commencement of development within each phase 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

19. 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 Core Strategy policies CP1, CP3, CP7, CP21 In the interests of amenity and highway safety. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1, CP3 [and CP6 / CP11 and Managing Development Delivery Local Plan policy TB21] TB23 Biodiversity and Development

Archaeology

20.

- 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

21.

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

22. Reserved matters 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

23. 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)

24. Before submission of the first application pursuant to reserved matters, a Strategy for delivery of a coordinated Sustainable Drainage System (SuDS) for the site (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.

25. 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 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.

26. 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.

27. Development shall not commence 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.

28. 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

29. i) Before submission of the first application pursuant to reserved matters, 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) 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)

30. 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)

31. Prior to commencement of development (including demolition and site clearance) in each phase 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) protection of important trees, hedgerows and other natural features
- xxii) relevant ecological mitigation measures for protected species and species of principle importance;
- xxiii) updated survey information (due to long build out period), for example arboricultural and ecological surveys;
- xxiv) an invasive, non-native species strategy;
- xxv) contact details for complaints construction liaison officer;

- xxvi) Communications Plan to keep local residents, town/parish councils and ward members informed;
 - xxvii) programme of works, including measures for traffic management and operating hours;
 - xxviii) monitoring and review mechanisms;
 - xxix) 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; MDDLDP policies CC03, CC06, CC07, CC10, TB21, TB23 and TB24; and the Environmental Statement Phase 2 (March 2019) and Addendum (August 2020) and Environmental Statement Phase 2a (March 2019) & Addendum (August 2020). To avoid harm, measures need to be in place upon commencement.

Hours of work

32. 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.

Noise mitigation

33. 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.

Contaminated land

34. 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

35. 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 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.

Public Transport Strategy

36. 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 an approved in writing by the Local Planning Authority and the Strategy shall be implemented in accordance with the approved details.

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

Car club

37. 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 before completion of the SWDR

38. 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

39. 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) the Waterloo Road/parcel R14 access as identified on Drawing No P18-0963_06Y *Framework Plan* together with proposals for the existing route and prohibition of driving as necessary.

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

40. 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;
 - i) Easthampstead Road/SWDR;
 - j) Easthampstead Road/Parcel R7 as identified on Drawing No P18-0963_06Y *Framework Plan*; and
 - k) Easthampstead Road/Heathlands Road/new Heathlands link road; together with
 - l) 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

41. 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 railway to and including Peach Street, 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

42. 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.

43. 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

44. 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 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 policy CC07 & Appendix 2; and the South Wokingham SDL SPD and the Borough Design Guide.

45. Prior to the first occupation of any dwelling in each 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 policy CC07 & Appendix 2; and the South Wokingham SDL SPD and the Borough Design Guide.

46. 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.

47. Reserved matters shall include details of cycle parking in accordance with the principles established by the Design and Access Statement, 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.

Highway Construction details

48. 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

49. 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

50. 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

51. 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

52. 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.

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

53. The reserved matters for each phase of the development shall be accompanied by 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 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).

54. 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).

Informatives:

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
Adopted Managing Development Delivery Local Plan (2014)	CP11	Proposals outside development limits (including countryside)
	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
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage

TB05	Housing Mix
TB07	Internal Space standards
TB12	Employment Skills Plan
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 (2010) & 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 31 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 31.
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 off-site mitigation and junction capacity works, and new junctions pursuant to: condition
40.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 40.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.

40.i) & 40.j) 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 40.d) & 40.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 40 submission of the Local Planning Authority decision notices listing the details submitted pursuant to the relevant condition(s) of these planning permissions and

12. The off-site pedestrian and cycle and associated enhancement works pursuant to condition 41

Condition 41 b) shall be broadly in accordance with Drawing No P19-1525-SK011 Rev B *Proposed access strategy for Easthampstead Road and parcel R7*

Condition 41e) shall be broadly in accordance with Drawing No P19-1525-A11.E Rev A *Walking and cycling strategy improvement schemes Waterloo Road*

Condition 41 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.

Waste

13. The provision for refuse storage to comply with condition 6 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/>.
14. 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

15. The CEMP to comply with condition 31 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.
16. Condition 5 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

17. This permission does not convey or imply any approval or consent required for protected species under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), or the

Protection of Badgers Act 1992. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.

18. Any gully pots required as part of the detailed SuDS proposals to comply with condition 24 shall be designed for ecological permeability and to prevent entrapment of wildlife.

Materials

19. 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 14.

Play Space Design Guide

20. Details of play areas to comply with condition 14 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/>

Art

21. The details of public art pursuant to condition 7 require a strategy for delivery of public art for the development, which need not be within the application site boundary providing a coordinated approach has been demonstrated (for instance provision may be made within the SANG to serve the development).

Drainage

22. The Sustainable Drainage details to comply with conditions 24, 25 & 26 shall have regard to The Wokingham SuDS Strategy (2017)

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	Submitted in November 2019 & reported elsewhere on this

	Finchampstead Road and Waterloo Road, including a link to Heathlands Road	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
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, recommended for conditional approval 24 March 2021
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	6.29 hectares	
Previous land use(s) and floorspace(s)	Agricultural	
Residential		
Existing units	None	
Proposed units	market	Up to 140 (65% of the maximum number of dwellings)
	affordable	Up to 75 (35% of the maximum number of dwellings)
	total	Up to 215
Proposed density	38 dph	
public open space	1.5 hectares	

CONSULTATION RESPONSES

Berkshire Archaeology	No objection subject to a condition to secure further archaeological investigations (<i>Officer Note: condition 20 refers.</i>)
Berks, Bucks and Oxon Wildlife Trust	No comments received
Bracknell Forest Borough Council	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 12.8 & 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 40.1) 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 5, 14 & 31 refer plus informatives 15 & 16</i>)
Environment Agency	No objection and no conditions recommended.
Fields in Trust	No comments received
Gigaclear Ultrafast Fibre Broadband	No objection: advise of a Gigaclear routes in the vicinity of the application site.
Health and Safety Executive	No comments: the site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline.
Highways England	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>)
Historic England	No objection on the basis of the revised plans which addressed initial concerns about the adequacy of landscape buffer

	between phase 2b and Lock's House (Grade II*) and barn (grade II). (<i>Officer Note: the more substantial buffer would be secured by conditions 3 & 14.</i>)
Linesearch	Advise that, Gigaclear, Scottish and Southern Electricity Networks, SGN and SSE Telecoms have assets in the vicinity.
Loddon Valley Ramblers	No comments received. (<i>Officer Note: section 12.7 refers.</i>)
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 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 31 & 51 refer.</i>)
Scottish & Southern Electricity Networks	Advise of the locations of 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 52 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 comments but identify issues that should be considered in the assessment of the proposals. (<i>Officer Note: sections 2.3 & 8.2 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 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).</i> No comments on water supply which is the remit of the South East Water Company.
WBC Children's services/Education (School Place Planning)	No comments received. <i>(Officer Note: comments were made on the application for phase 2b and section 17.1 refers.)</i>
WBC Cleaner & Greener (Waste Services)	No objection. <i>(Officer Note: condition 6 & informative 13 refer).</i>
WBC Community Sustainability	No comments received. <i>Officer Note: comments were made on the application for phase 2b and section 2.3 refers.)</i>
WBC Conservation Officer	No objection: comments that 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: this comment relates primarily to phase 2b and does not require any specific mitigation to be secured within phase 2a.)</i>
WBC Drainage	No objection subject to conditions. <i>(Officer Note: conditions 23-30 refer).</i>
WBC Ecology	No objection subject to conditions and mitigation to be secured through the S106 agreement. <i>(Officer Note: conditions 11-19 & 31 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 31-34 refer.)</i>
WBC Green Infrastructure	Requested clarification of the POS strategy, which has been provided, and conditions can address outstanding issues about specification of the play area and integration of SuDS features. <i>(Officer Note: section 17.1 and conditions 14 & 15 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, 31 & 35-50 and section 17 refer.)</i>
WBC Libraries and Information Services	No comments received.
WBC Tree & Landscape	No objection subject to conditions to secure further detail of landscaping and tree protection. <i>(Officer note: conditions 4 & 9-15 refer.)</i>
WBC Public Rights of Way	"No comments". <i>(Officer Note: section 12.7 refers.)</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.)*

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 192928 & 203535 refer.*)

Off-site traffic impact must be considered. (*Officer note: section 12.8 refers.*)

Sustainable travel links between the site and the existing community in Wokingham Without should be considered. (*Officer note: sections 12.6 & 12.7 refer.*)

Lack of evidence of collaboration between Wokingham Borough Council and Bracknell Forest Borough Council (BFBC). (*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.*)

The Parish would like to be consulted on construction traffic management proposals.

Construction impacts must be mitigated. (*Officer Note: construction impacts are considered throughout the appraisal; condition 31 refers.*)

Community forums should be established to allow residents to raise concerns. (*Officer note: condition 31 xxv) & xxvi) refer.*)

Wokingham Town Council:

Object. (*Officer Note: identical comments were submitted in relation to this and applications 190900 & 191068: only those relating to this application have been summarised here*)

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.*)

The proposed SANG is remote from the new community. (*Officer note: section 9 and the report on application 190900 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 along the SWDR is the subject of a separate application, 192928.*)

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

Members comments (Cllrs Maria Gee & Sarah Kerr) (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 0 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.*)

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.*)

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 detailed design or methods of construction but, 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.)

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 14g) & informative 20 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. This is considered further in the report on application 190900.)*

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 18 & 19 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 12.8 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

22 objections have been received including submissions on behalf of the Arts Society Wokingham, Great Langborough Residents Association and Crowthorne Village Action Group.

(to 14 April 2021)

Need

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 housing and support for the approach of growth being linked to delivery of supporting infrastructure as set out in the council's 'Homes for the Future' document but this proposal is not consistent with that approach. Large scale development should be put on hold until the outcome of the review is known. *(Officer Note: 'homes for the future' formed part of the consultation on the emerging local plan for the period up to 2036. Nevertheless, the principle of comprehensively planned development, with the infrastructure required to support it is already established in the adopted Development Plan and the current proposal relates to a Strategic Development Location, allocated in the Core Strategy. See sections 14.4 & 1.)*

New homes are out of the price range of the people they are intended for. *(Officer note: planning cannot control market forces but section 4 deals with provision of affordable housing.)*

Character

Overdevelopment has already had a detrimental impact on Wokingham's environment and market town character (community spirit will not survive as it becomes a suburb of Reading/Maidenhead). Easy access to open space/the countryside for (dog) walking, running and cycling makes Wokingham an attractive place to live and there are objections to the loss of natural green space (woodland and meadows), landscape/views, trees and wildlife habitats/biodiversity which cannot be replaced by SANG and play areas. *(Officer Note: sections 0, 5,8 & 9 refer.)*

Infrastructure

The strategic plan was that housing would be developed in conjunction with supporting infrastructure, including the SWDR, but this is no longer the case. Wokingham's infrastructure – public services, doctors, dentists, education and sewage system - is already struggling and needs to be improved before more houses are built. A new doctors surgery should be included in the development and a new secondary school is also needed with Bohunt already at capacity. *(Officer Note: sections 2.4, 2.2 & 17 refer.)*

Transport

No development should take place until the SWDR from Waterloo Road to Tesco is complete; there is no information on the connection to Finchampstead Road. Without this traffic from the development would be reliant on London Road and rural roads linking to Nine Mile Ride and emergency access during rush hour could be delayed. *(Officer Note: the SWDR is the subject of application 192928, reported elsewhere on this agenda and recommended to be determined before the applications for other development within the SDL. Section 12.2 refers.)*

The additional traffic generated by the development will exacerbate existing congestion (on-and off-peak) and impact on car, cycle and pedestrian travel; noise, air pollution, journey times and risk of accidents will increase; road surfaces will deteriorate further; and green targets will not be met which will be detrimental to health. Particular mention was made of delays on Finchampstead Road (queues back to the Ford Garage/ Sandmartins Golf Course and beyond at peak times and the Holt School bus is regularly delayed by 25-

30 minutes) and the negative impact on the distributor road. There is a lack of information on the impact and a traffic assessment is needed to understand the impact on journey times (to the M4). *(Officer Note: section 12.8 refers.)*

Roundabouts should be provided at either end of Heathlands Road to improve traffic flow/reduce pollution together with traffic calming to prevent speeding/rat running in Honey Hill. *(Officer Note: sections 12.4 & 12.8 refer. The fact that alternative options exist is not a reason to withhold planning permission for an otherwise acceptable proposal.)*

Lack of pedestrian and cycle connections to leisure facilities in Crowthorne. *(Officer note: sections 12.6 & 12.7 refer.)*

Public Art

It is vitally important to incorporate public art at focal points in the development 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, conditions 3, 7 & 14 I) and informative 22 refer.)*

Other

Devaluation of existing properties as access to the countryside decreases *(Officer Note: property prices are not a planning matter.)*

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, in relation to transport matters.)*

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)
	CP15	Employment Development
Adopted Managing Development Delivery Local Plan (2014)	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB12	Employment Skills Plan
	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, including the application site, 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, policies CC02 and SAL05 allow flexibility for alternative layouts, where they are accompanied by a deliverable SDL wide masterplan and Infrastructure Delivery Plan (IDP). This is the case in this instance and the reasons for and acceptability of the proposal are considered in paragraph 7 and section 5.1.
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 an outline application for up to 215 dwellings. The other applications are a hybrid application for up to 1,434 new dwellings and a 24.71 hectare Suitable Alternative Natural Greenspace (SANG) (application 191068); 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 at the junction with Molly Millars Lane (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 site has also been promoted for development through the Local Plan Update – (reference 5WW015).
 8. 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. These plans and MDDL policy SAL05 identify the application site as SANG. However, the application must be considered in the context of the wider proposal for the SDL. These 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.
 9. 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*
10. 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

11. 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*
12. Development Plan policy is supportive of mixed-use development that provides for the shopping needs of local residents and anticipates provision of new or enhanced local centres (consistent with the retail hierarchy) within the SDLs, in order to achieve sustainable patterns of development (Core Strategy policies CP3 *General Principles for Development*, CP13 *Town Centres and Shopping* with paragraph 4.65 of the supporting text and MDDL Policy TB15 *Major Town, and Small Town/District Centre 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 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 and a southern neighbourhood centre – including land for a community facility and school – is proposed to be located on the south side of the SWDR, just to the west of Easthampstead Road, within phase 2b. The location, site area, amount of development and range of uses are considered in the report on phase 2b, along with assessment of the proposals against retail policy and the character of the neighbourhood centre.
- 2.2 *Education*
15. 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 in accessible locations.
16. The first school has been provided within the first phase of the SDL at Montague Park (the Floreat Montague Park Primary School) and suitable site for a primary school is proposed within phase 2b, to be delivered by the council from the Community Infrastructure Levy (CIL).
17. Thus, collectively the applications for the SDL with delivery two, new, two-form entry primary schools in line with planning policy. The IDP and S106 would secure a proportionate contribution towards the site from phase 2a.

18. 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.
19. The need for additional secondary school capacity is an issue that has been raised in a number of representations which - while not directly relevant to the determination of these applications – is considered in the report on phase 2b.

2.3 *Community facilities including libraries and indoor sport*

20. 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.
21. 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.
22. The outline planning permission for Montague Park secured a small (200m²) community facility within the first phase of the SDL and a contribution towards a larger facility south of the railway. A site for community facility is proposed within the neighbourhood centre in phase 2b, delivery of which would be funded through a combination of S106 contributions and CIL. The IDP and S106 would secure a proportionate contribution towards the site from phase 2a.
23. 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*

24. 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.

25. 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.
26. 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*

27. 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

28. 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*

29. 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*).
30. 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.
31. The overall average density in phase 2a would be 34 dph and the average net density as indicated would be 47 dph, which is slightly above that anticipated by the SPD. However, provided the development remains in accordance with Council’s standards this range may prove acceptable, this detail would be reviewed at reserved matters stage. 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 9).

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

32. 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.
33. 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

34. 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.
35. 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%

36. 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.
37. 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

38. 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

39. 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.

40. For the maximum of 215 dwellings proposed in Phase 2a, this equates to up to 75 units. This proportion would be secured by a S106 agreement.

4.2 Affordable housing size and tenure mix

41. MDDL P 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 P 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 for phase 2 as a whole), 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	

42. 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.

43. For the maximum of 215 dwellings proposed in Phase 2a, this equates to 50 social rented homes (of which 3-9 could be affordable rented) and 12 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.

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

45. 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*

46. 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.
47. 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**

48. 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*

49. 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. 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*).
50. 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.
51. 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, peaceful and sparsely settled, strongly influenced by the Emm Brook and its tributaries. It is a landscape of moderate quality and condition and the strategy is to enhance the existing character.

52. The applicants' DAS describes the existing landscape character of the project area, which is typical of the Holme Green Pastoral Sandy Lowland and explains that the landscape strategy has been strongly influenced by the existing landscape features. 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.
53. The policies and guidance mentioned above establish that there should be a 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, with existing landscape features providing structure. The transition between town and country will be critical to achieving this 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 landscaping to soften the edge of settlements and to help integrate new housing into its 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: the SPD Framework Plans (SPD Figures 3.1 & 4.1) and MDDL policy SAL05 *Delivery of avoidance measures for Thames Basin Heaths Special Protection Area* identify the land east of the SWDR – including the application site - as SANG.
54. The masterplan for phase 2 differs from the suggested approach in one significant respect: the applications propose development parcels extending to the eastern boundary of the SDL with a corresponding reduction in the southerly extent 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.
55. 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. Thus, the separation distance and character of the intervening land would provide equivalent if not better separation than has been achieved elsewhere in the vicinity. This is considered appropriate to maintain the settlement separation in this instance.
56. Furthermore, the Planning Statement (paragraph 7.42) refers to the inclusion of further landscaping on the eastern boundary of the site, to help retain the

separation between the proposed development and Bracknell, and the parameters plans identify a 14-23 metre deep corridor of open space along the northern section of this boundary. A similar approach would need to be continued along the whole boundary to provide suitable landscape screening along the eastern SDL boundary, without reliance on land outside the site: conditions 4 & 14 would secure this.

57. This aspect of the proposals should also be considered in the context of the wider landscape strategy for phase 2. The Holme Park SANG would form a substantial area of open space, on the southern edge of the development, west of Easthampstead Road and Heathlands Road. This would provide a 'soft' southern edge, which 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. As second peripheral corridor of open space on the northern edge of the development, also extending into phase 2a, would incorporate existing landscaping along the railway corridor. The space would provide a buffer protecting the proposed dwellings from railway noise, screen them from the Buckhurst Meadows SANG and facilitate undergrounding of the existing overhead power lines across the eastern part of the site (see section 18 for further detail). A similar corridor is proposed on the boundary between phases 2a and 2b, incorporating structural tree planting, a SuDs basin and play area. The landscape officer has expressed concern that this corridor is not wide enough to allow these elements to be successfully integrated as a multi-functional blue-green space but is satisfied that these outstanding issues could be satisfactorily addressed though conditions 4 & 14.
58. 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; 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; the ability to locate a greater proportion of the proposed homes within 400 metres of the SWDR; and a more consolidated approach to SANG delivery. As explained in the report on phase 2b, the Holme Park SANG would be contiguous with the SANG proposed at Chapel Green in phase 3, (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 and would be less fragmented than the MDDL 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).
59. While the landscape strategy for phase 2 differs from that anticipated by adopted policy and guidance in one important respect and would reduce the distance between the built-up areas of Wokingham and Bracknell, this would not undermine the separation and separate identities of the two settlements. It is consistent with the overarching aim of providing a continuous network of open space running through the SDL, focused on the Emm Brook corridor and, taking into

consideration the other material considerations that weigh in favour of the approach now proposed, it can be supported.

60. 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 but, at this stage, there has been little consideration of how mitigation could be delivered through the design and layout of development parcels themselves. This would need further consideration at the reserved matters and conditions stages (conditions 4 & 14 refer).

5.2 Trees

61. MDDL 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.
62. Existing vegetation is confined to the periphery of the site, particularly along the northern, railway boundary and the western boundary (these trees are protected under TRO 1340/2010).
63. One tree (a Hawthorne within a larger group) is proposed to be removed to provide a footpath link between phases 2a and 2b and a section of hedgerow would be removed to form the new junction with Waterloo Road. Other than this, existing vegetation would be retained within areas of public open space. Conditions 12, 13 & 31 would ensure protection of retained vegetation during construction.

6 Character of the development

64. 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

65. 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 site⁵: 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 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.

66. Phase 2a would fall within a wider residential area to the east of the neighbourhood centre, focussed on the central parkland area (incorporating the more formal open space within Phase 2) but would also have a more local focus formed by the public open space and play area on its western side. This would help establish an identity for the development, 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*

67. 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).
68. 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*

69. 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.
70. The Character Areas Plans in the DAS and building heights parameter plans for phase 2 establish a very similar distribution to that anticipated by the SPD, with two of the three character areas occurring in phase 2a: general residential throughout most of the site and rural interface on the southern edge.

General residential

71. The SPD establishes that development in “**general residential**” character areas should generally be parallel to the street but have a less regular built form than the urban residential character area, consisting of shorter terraces, semi-detached and

⁵ 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.

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.

72. 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) through most of the site, rising to three-storey (up to 12.5 metres) adjacent to the railway and in an area identified in the DAS as appropriate for a landmark building, along the proposed new route which will form an alternative to Waterloo Road.

Rural interface

73. 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.

74. 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.

Materials and enclosure

75. 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

76. 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.
77. The Planning Statement indicates that there has already been some discussion with the local community in relation to Public Art and opportunities have been identified within the Holme Park SANG, mostly at junctions in the footpath network where they could also fulfil a wayfinding function. Condition 7 would secure a strategy for delivery of public art in the SDL.

7 Heritage

7.1 *The setting of listed buildings*

78. 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. Consistent with this, Core Strategy Policy CP3 *General Principles for Development* and MDDL policy TB24 *Designated Heritage Assets* establish that development should not have a detrimental impact on important heritage features or their setting and should conserve and, where possible, enhance their important character and special architectural or historic interest.
79. There are no listed buildings within the application site boundary but the proposals would affect the setting of **Lock's House** (Grade II*) and **Lock's Barn** (Grade II). 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.
80. The buildings lie on the south side of Waterloo Road, just beyond the southern boundary of the proposed development. Phase 2b would be directly opposite so would have a greater impact than phase 2a, which lies obliquely to the north-east. The House is set back approximately 28 metres from the road and over 40 metres from the south-western corner of the application site; the end of the barn is about 14 metres from the road and over 70 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 (Conditions 3 & 14) would be sufficient to protect the setting of Locks' House and Lock's Barn (and addresses Historic England's initial concerns). Furthermore, the proposals would result in a reduction in the amount of passing traffic (see paragraph 144).

7.2 *Archaeology*

81. 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.
82. Phase 2a is within an identified area of high archaeological potential.
83. An archaeological baseline assessment and a programme of trial trenching have taken place (twelve trenches were dug within phase 2a).
84. The results show that archaeology survives below ground in two principal areas within this application site, comprising "a dispersed mix of ditches, pits and postholes, possibly associated with low-density settlement activity". A comparison

is made with the Iron Age site discovered at nearby Jennett's Park, suggesting further Iron Age or Romano-British activity within the site.

85. The applicant has submitted an archaeological mitigation strategy, which summarises the results of the archaeological investigations; acknowledges that archaeological remains reflecting probable Iron Age/Romano-British activity are present and that the proposed development has the potential to damage surviving archaeology. It recognises that further archaeological works would be needed to ensure these impacts are mitigated in line with national and local policy and outlines appropriate. Condition 20 refers.

8 Public Open Space (POS)

86. Core Strategy policy CP3 g) *General Principles for Development* establishes an overall requirement for 4.65 ha/1,000 population of open space (POS) 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.
87. 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.
88. 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.
89. 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.
90. The provision within phase 2a would comprise a 0.11 hectare leap, 0.51 hectares of natural or semi-natural greenspace and 0.87 hectares of amenity greenspace. This represents a 0.36 hectare contribution towards to the overall amenity space requirement for phase 2 but reliance on phase 2b for provision of parks and gardens, play (the proposed play area would be just 0.02 hectares short of the requirement for phase 2a), allotment sites, Natural and semi-natural greenspaces (there would be an overall overprovision of this category) and civic space. The proposed provision within phase 2b is considered in section 8 of the report on application 191068.

91. Thus the three consortium applications together would meet the quantitative requirements for POS, which would be appropriately distributed through the development in line with the comprehensive masterplanning approach.

8.1 *Securing public open space and future maintenance*

92. Reserved matters, plus conditions 3, 14 & 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.

8.2 *Outdoor Sports Facilities*

93. 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.

94. 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). 3.5 hectares (which is unsuitable for sports use) is included in the Holme Park SANG, leaving 22.5 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.

95. 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 phase 2b. 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)

96. 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)*

97. 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).
98. 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).
99. Through more detailed masterplanning (since adoption of the MDDL in 2014) an alternative strategy for delivery of SANG is proposed (the reasons behind this are explained in section 5.1).
100. 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. The intention is that phase 2a would rely entirely on the St Anne's SANG to meet its 4.13 hectare SANG requirement: condition 16 refers.
101. Thus, the combined 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 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)*

102. 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*

103. 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.
104. 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.
105. Recreational pressure – and how it can be avoided and mitigated - is considered in section 9.1 & 9.2 of this appraisal.
106. 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.
107. 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**

108. 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.
109. 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*

110. There are no designated sites within the application site.

10.2 *Habitats and species within the Project area*

111. 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 2018: species-specific surveys were undertaken for notable plants and habitats, bats, badger, Hazel dormouse, breeding birds, reptiles and great crested newt. The only priority habitats within the application site are hedgerows, sections of which are species rich, and are of importance at the site level.

112. 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.

113. The ES considers the impact on each habitat and species in turn and recommends avoidance, mitigation or compensation as necessary.

114. As well as avoiding adverse effects on habitats and species, a number of enhancement measures are proposed within the application site and the wider phase 2 development, including new 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.

115. The landscaping and future management of the site – as set out in the Landscape and Ecology Management Plan (LEMP) – would ensure the mitigation and enhancement set out in the ES is delivered and maintained (conditions 14, 15, 17 & 19.) The CEMP (condition 31) would incorporate ecological mitigation measures required during the construction phase.

10.3 *Biodiversity net gain*

116. 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 does not rely on the contribution that residential gardens may make.

117. The council's ecologist has reviewed the assessment and is satisfied that a 10% net gain would be achievable. Condition 18 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

118. 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).

11.1 *Separation distances between dwellings*

119. 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 or with a more intimate character may require a tighter, more compact layout.
120. 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*

121. 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.
122. To the north of the site the railway separates the site from the **Buckhurst Meadows SANG** and the south-eastern corner of the **Floreat Montague Park School** site. Hence, residential amenity is not a consideration. The railway

corridor is about 23 metres wide at this point and the northern landscape buffer within the site would be about 14 metres, resulting in an overall separation in the vicinity of 37 metres. Based on the principles established by the DAS and the illustrative masterplan it is likely that an access would run adjacent to the landscape buffer, further increasing the set back of the proposed dwellings from the sites (which could be up to three-storey/12.5 metres) to the north. The woodland buffer within the SANG would also provide visual screening. Thus, the separation would be sufficient to prevent the development being intrusive, overlooking the school site or detracting from the semi-rural character of the SANG.

123. To the south the nearest dwelling would be **Locks House, Waterloo Road** which is over 40 metres from the closest corner of the site and separated from it by the road. A landscaped buffer is proposed on the southern boundary of the site which would increase the separation from new dwellings and provide screening. Hence, there would be no adverse impact on this property or those to the west of it.
124. To the south-east, the **Oakwood Youth Challenge Centre** lies on the south side of Waterloo Road. There is some 20 metres between the two sites and the separation of the road and the landscaped buffer within phase 2a would prevent the development detracting from the sport and leisure uses that take place on the neighbouring site.
125. **Bigwood House** is a three-storey dwelling, located on the north side of Waterloo Road, approximately 17 metres east of the application site. The illustrative masterplan and heights parameter plan suggest up to 2.5-storey (11.5 metres) houses flanking the boundary. This would itself provide sufficient back-to-flank separation but, given the considerations in paragraph 56 and the requirements of condition 14 it would be expected that a landscaped buffer would be introduced increasing the separation distance. Should a back-to-back relationship be proposed, garden depths would also increase the separation. It is apparent that – subject to the detailed design at reserved matters stage – it would be possible to achieve an acceptable relationship with this property.
126. To the north of Bigwood House are buildings in commercial use and their impact on the proposed dwellings is more likely to be of concern than the impact of the dwellings on them. With the landscaping referred to in the preceding paragraph an acceptable relationship could be achieved through detailed design at the reserved matters stage.
127. **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 - could 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*

128. The separation distances referred to in paragraph 119 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 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*

129. 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).
130. 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 22 refers.

11.5 *Private amenity space*

131. 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 metres by three metres. The pandemic has reinforced the need for everyone to have access to some private outdoor space.
132. 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 21 would ensure retention of appropriate amenity space post-development.

12 **Access and Movement**

133. 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*

134. 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).
135. 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 & 12.8 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*

136. 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.
137. 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). (The Pedestrian and Cycle Strategy for the SDL includes additional improvements to be secured by condition 41).
138. 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.
139. 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.

140. 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, 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.
141. 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.
142. Although the SWDR would not traverse phase 2a, it is part of the infrastructure required to support comprehensive development in the SDL. The IDP demonstrates that phase 2a would make a proportionate contribution towards the land in phases 2b and 3 required for its construction (through a collaboration agreement between the developers outside of planning) and the S106 would secure 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*

143. 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. Of the four connections to be approved (which are described more fully in the report on phase 2b) one would be on the southern boundary of phase 2a, where a new junction would be formed with **Waterloo Road**.
144. A new roundabout has already been approved where the SWDR crosses Waterloo Road (see paragraph 140). 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/phase 2a. 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 would be potential to make this route more attractive to pedestrians and cyclists (condition 41). 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 39.

12.4 *The transport network within the SDL*

145. 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.
146. 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).
147. 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. The new alternative route to Waterloo Road, described in paragraph 144, would be a secondary street. These are intended to provide local access with a lower level of traffic movement and emphasis on pedestrians and cyclists. A footpath would be provided on one side of street and a shared footpath and cycleway on the other and street tree planting would be incorporated. The remainder of the streets within this phase would be tertiary and shared surface streets, intended to prioritise the needs of pedestrians and cyclist road users whilst still accommodating motor vehicles including service vehicles.
148. 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*

149. 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).
150. 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 46 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.
151. 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 144) would also allow bus use of this route and also accommodate at least one additional pair of bus stops. Thus, all of the homes in phase 2a would be within 400 metres walk of a bus stop.

12.6 *Pedestrian and cycle network*

152. 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 146) 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).
153. 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.

154. 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 (condition 4).
155. 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 41 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 future safety improvements at the crossing including automation of the barrier. Also a pedestrian and cycle connection is proposed along Peacock Lane to provide connectivity between the eastern SDL and destinations in Bracknell. Condition 41 refers.
156. 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.
157. 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)*

158. There are no Public Rights of Way (PRoW) within phase 2a but future residents would rely on them as part of the wider pedestrian and cycle network through the SDL and beyond. The implications of the combined proposals upon PRoW and the need for improvements, to make them fit for more intensive use in future, are considered in the reports on the SWDR and phase 2b (applications 192928 and 191068). The IDP and S106 for this application would secure proportionate contributions towards this mitigation.

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

159. 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.

160. 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 Persimmon⁶ 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.
161. 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 Road⁷;
 - h) Peacock Lane/Vigar Way⁸; 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 & 40 or, in the case of i), by S106. These conditions would also secure 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.

162. Construction traffic would be managed through a Construction Environmental Management Plan (CEMP) (Condition 31).

⁶ This number was based on proposals at the time and has since been reduced.

⁷ Within Bracknell Forest Borough

⁸ Within Bracknell Forest Borough

12.9 *Intermediate railway station & public transport interchange*

163. 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.

12.10 *Residential car and cycle parking*

164. 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).
165. 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.
166. 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.
167. 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 & 44.
168. The amount of cycle parking also depends on the size of dwelling (MDDLDP Appendix 2).
169. 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 & 47 refer).

12.11 *Electric charging*

170. 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 50 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**

171. 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.
172. 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. Phase 2a lies entirely in Flood zone 1, although parts of phase 2b fall within Flood Zones 2 and 3 (where the probability of flooding is medium or high).
173. 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*

174. The application site falls entirely within Flood Zone 1 where the probability of flooding is low (less than 0.1% annual probability/1 in 1,000) and all forms of development, including the proposed 'more vulnerable' residential use are

appropriate. The revised flood extents referred to in paragraph 173 would not alter this. Thus, the application would meet the sequential test.

13.2 Sustainable Drainage (SuDS) strategy

175. 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.
176. 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.
177. Phase 2 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.
178. 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.
179. 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.
180. Incorporation of SuDS within the development parcels and the green infrastructure network is consistent with the approach envisaged by planning policy. Condition 14 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

181. 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 is not 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.
182. 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

183. 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 31 would secure appropriate measures.

14.3 Operational noise

184. Existing levels of road traffic noise and potential changes following development have been assessed, as well as noise and vibration from the railway line.
185. **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.
186. 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, in some locations – generally adjacent to the SWDR - additional mitigation may be required to achieve acceptable internal noise levels. With suitable mitigation appropriate internal noise levels could be achieved and condition 33 would require submission of Noise Mitigation Plan at the reserved matters stage detailing how this would be achieved.

187. 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 external amenity areas (gardens) are predicted to meet the WHO requirements of 50dB (55dB max) without the need for mitigation. Condition 33 would address any exceptions that should arise at the detailed design stage.

14.4 *Air quality*

188. 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}.
189. 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 23).
190. 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. It concludes that the impact would be negligible and no mitigation is required. Nevertheless, the Environmental Health Officer encourages charging points for electric vehicles so a positive contribution to improving local air quality is made. Section 12.11 refers.

14.5 *Contamination*

191. 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.
192. 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 34). 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**

193. 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.

194. 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.
195. 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 53 refers.

15.1 *Water consumption*

196. 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.
197. 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 53 refers.

15.2 *Recycling and refuse storage*

198. Core Strategy policy CP1 *Sustainable Development*, Appendix A7.46 and MDDL P 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.
199. The application is accompanied by a Waste Management Strategy, which sets out how this provision would be incorporated at the reserved matters stage: condition 6 would secure this and informative 30 directs the applicant to the council’s guidance.

16 Employment skills plan

200. MDDL P 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.
201. 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

202. 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.
203. 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.
204. 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.
205. 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.
206. 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

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

On-site provision

- i) 35% Affordable housing (sections 4.1 & 4.2);
- ii) Lifetime homes (section 4.3);
- iii) On-site provision of amenity open space (land and laying out to an agreed specification) (section 8.1);
- iv) On-site provision of play areas (land and laying out to an agreed specification) (section 8.1);
- v) Suitable Alternative Natural Greenspace (section 9.1);
- vi) No fewer than 20% of dwellings occupied on or before 31 March 2026 to be flats and no fewer than 14% thereafter; and
- vii) Provision for the adoption of the roads as highways or as privately maintainable roads constructed to council's adoptable standards.

Financial contributions

- viii) Land for the SWDR (paragraph 142);
- ix) Land for outdoor sport (section 8.2);
- x) Strategic Access Monitoring and Management (SAMM) (section 9.2);
- xi) Commuted sums for future management and maintenance of on-site public open space (SANG, play areas, amenity open space) (paragraph 92);
- xii) Off-site delivery of compensatory habitat for ground-nesting birds;
- xiii) Commuted sum for off-site biodiversity net gain if not secured on site (section 10.3);
- xiv) My Journey contribution (paragraph 157);
- xv) Off-site highway works (section 12.8);
- xvi) Some elements of the Pedestrian and cycle strategy (section 12.6);
- xvii) Public Transport Strategy (section 12.5);
- xviii) Traffic Regulation Orders; and
- xix) Employment Skills Plan (section 16).

18 Overhead power lines

208. 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.
209. 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.

210. 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 55 refers) and flexibility within the approved parameters to accommodate an alternative reconfiguration.
211. 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 re-routed 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 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.