

Application Number	Expiry Date	Parish	Ward
192325	30/04/2022	Wokingham, Wokingham Without	Wescott, Wokingham Without

Applicant	Charles Church Developments Ltd
Site Address	Land South East of Finchampstead Road, South Wokingham Strategic Development Location Wokingham (SDL)
Proposal	Hybrid Planning application (part outline/part full) comprising outline application with all matters reserved for up to 171 no. dwellings, public open space and associated infrastructure and full application for Suitable Alternative Natural Greenspace (SANG).
Type	Hybrid
Officer	Emy Circuit
Reason for determination by committee	Major (EIA) application within the South Wokingham SDL

FOR CONSIDERATION BY	Planning Committee on Wednesday, 9 March 2022
REPORT PREPARED BY	Assistant Director Delivery and Infrastructure: Place and Growth

SUMMARY
<p>The application relates to an 18.75 hectare site to the south of Wokingham; it is allocated in the Development Plan as part of the South Wokingham Strategic Development Location (SDL).</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 required to support development is the SDL 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. This new street will 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. Montague Park represents roughly a quarter of the development within the SDL and delivered its proportionate share of the necessary</p>

infrastructure including the first section of the SWDR from the A329 London Road to the railway line, William Heelas Way.

Planning permission for the second section of the SWDR – commonly referred to as the “Eastern Gateway” – was granted in February 2018 and it opened in January 2022, connecting William Heelas Way to Waterloo Road via a new bridge over the Reading-Waterloo railway line. Planning permission for the remainder of the SWDR – from the Eastern Gateway to Finchampstead Road – was granted in May 2021 along with associated highway works on Finchampstead Road, often referred to as the “Western Gateway”.

A suite of three applications for development in the SDL south of the railway (referred to as phase 2) was reported to the planning committee on 18 May 2021, when the committee resolved to grant outline planning permission for up to 1,649 new homes (approximately 65% of the South Wokingham SDL development) subject to completion of S106 legal agreements to secure the necessary infrastructure and full planning permission for two Suitable Alternative Natural Greenspaces (SANG): a new SANG at Holme Park and St Anne’s SANG, an extension to the existing Buckhurst Meadows SANG. Other infrastructure (some of which is also intended to support the current proposal and vice versa, as part of the comprehensive planning of the SDL) includes land for a two-form entry primary school, a local centre including land for a community facility and other public open space required to support the development on-site.

The application is a hybrid, seeking full planning permission for the SANG and outline planning permission for the remainder with access, appearance, landscaping, layout and scale all reserved, although the application does establish parameters for these matters.

These proposals represent the final substantive phase of the planned development within the South Wokingham SDL and – in line with the expectations of the Development Plan – are consistent with the masterplanning of the applications already considered. While the application must be assessed on its own merit, comprehensive planning of the SDL, in particular supporting infrastructure, results in interdependences between the current application and those within phase 2. The application is accompanied by a comprehensive Infrastructure Delivery Plan (IDP) - prepared jointly with the applicants for phase 2 and the SWDR – which sets out how each application will contribute its proportionate share of the infrastructure required to support the SDL development. For ease of reference the current application 192325 is referred to as “phase 3” in this report, although that does not necessarily reflect the phasing of development delivery.

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

The proposal 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 application is accompanied by an Environmental Statement (ES).

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

PLANNING STATUS

- Strategic Development Location (SDL CP17/CP21)
- Major development location (CP9/CC01) ¹
- Countryside (CP11)
- Allocated SANG (SAL05) ²
- Thames Basin Heath Special Protection Area Linear Mitigation Zones: 5km Linear Mitigation Zone (CP8/SAL05)
- Sites of Special Scientific Interest Impact Risk Zones
- Tree Preservation Order 1435/2012
- Finchampstead Road is a Green Route (CC03)
- Public Rights of Way within the site Wokingham Without FP9/Wokingham FP24, Wokingham/Wokingham Without FP25, and Wokingham Without FP10
- Main River³
- Ordinary Watercourse⁴
- Flood Zones 1, 2 & 3⁵
- Grade 3a and 3b agricultural land
- Potentially contaminated land consultation zone⁶
- Landfill gas consultation zone⁷
- SSE overhead electricity cable consultation zone & substation consultation zone⁸
- Setting of listed buildings
- Emm Brook Surface Water Nitrate Vulnerable Zone
- Mineral consultation zone
- CC03 proposed Emm Brook path
- Local Plan submitted sites 5WK036 (Land at the rear of Chapel Green House (5WK036), 5WK006 (South of Gipsy Lane, housing, north of application site

RECOMMENDATION

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

- A. Completion of a S106 legal agreement to secure the infrastructure set out in section 17 of this report; and**

¹ Based on the South Wokingham SPD

² East and West of Lucas Hospital, Chapel Green

³ Emmbrook west of Wokingham Without Footpath 10

⁴ Emmbrook tributaries: Luckley Brook, a tertiary river on the western boundary of the site and a secondary river, east of Wokingham Without Footpath 10

⁵ Flood Zones 2 & 3 along the Emm brook and ordinary watercourses

⁶ North-western and north-eastern corners of the site.

⁷ North-western corner of the site.

⁸ Substations adjacent to Gipsy Lane Footbridge, adjacent to the railway line at Tesco & at the junction of Luckley Road/the Ludgrove access/Wokingham Without BW25

B. Conditions and informatives as below (subject to any additions and updates agreed with the Assistant Director Delivery and Infrastructure, Place and Growth between the date of the resolution and issue of the decision):

- 2. Should the S106 legal agreement not be completed within 6 months of the date of this resolution planning permission be refused due to failure to secure the necessary infrastructure impact mitigation, unless otherwise agreed by the chairman of the planning committee and confirmed in writing by the Local Planning Authority.**

Timescale for development

1. i) The development hereby approved in full, shall be begun before the expiration of three years from the date of this permission.
- ii) 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 each 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 five years from the date of this permission, whichever is the later.

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

Approved drawings

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

P18-2684_02F Site Location Plan

P18-2684_06W Provisional Layout

P18-2684_32E Illustrative Landscape Masterplan

P18-2684_40E Green Infrastructure Provision

P18-2684_41E Parameters Land Use

P18-2684_42F Parameters Building Heights

P18-2684_43L Parameters Movement & Access

P18-2684_44E Parameters POS Typologies
 P18-2684_45A SANG Detailed Soft Landscape Proposals (sheet 1 of 3)
 P18-2684_46A SANG Detailed Soft Landscape Proposals (sheet 2 of 3)
 P18-2684_47A SANG Detailed Soft Landscape Proposals (sheet 3 of 3)
 P18-2684_48A SANG Detailed Hard Landscape Proposals (sheet 1 of 3)
 P18-2684_49A SANG Detailed Hard Landscape Proposals (sheet 2 of 3)
 P18-2684_50A SANG Detailed Hard Landscape Proposals (sheet 3 of 3)
 P18-2684_51 Natural Play Area Detailed Proposals
 PRI22405-03A Tree Protection Plan Sheet 1 of 2
 PRI22405-03A Tree Protection Plan Sheet 2 of 5

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

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

Phasing

3. Before or concurrent with submission of reserved matters details of the phasing of development, including the coordinated delivery of the on and off-site infrastructure required to support it, shall be submitted to and approved in writing by the local planning authority and development shall be implemented in accordance with the approved details. The details shall define the development to be delivered in each phase including:
 - i) the number, size, type and tenure mix of affordable dwellings, demonstrating overall delivery of 35% affordable homes, appropriately distributed across the development;
 - ii) the number and size of housing to be built to M4(2) standard (accessible and adaptable dwellings) or equivalent which should amount to at least 5% of the affordable housing, consisting of one and two-bedroom flats a clusters of three units and at least 5% of the market housing;
 - iii) the size and type of market dwellings in general accordance with the Wokingham Borough Local Housing Needs Assessment 2019 Report of Findings (January 2020) 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) delivery of the emergency access before occupation of more than 100 dwellings within parcel D as identified on the Illustrative layout Drawing No P18-2684_06W;

- vii) delivery of the pedestrian and cycle access before occupation of more than 30 dwellings within parcel D as identified on the Illustrative layout Drawing No P18-2684_06W;
- viii) timing and delivery of the flood compensation works associated with the SWDR;
- ix) timing of the delivery the drainage and SuDS in relation to the development it is to serve;
- x) public art pursuant to condition 7;
- xi) early delivery of landscaping required to mitigate the impact upon the listed buildings at Lucas Hospital;
- xii) on and off-site highway works necessary to mitigate the impact of the development pursuant to conditions **Error! Reference source not found.**, 45 & 46;
- xiii) a car club pursuant to condition 42;
- xiv) implementation of the interim public transport strategy pursuant to condition 41 including details of the bus route.

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

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

4. Before submission of the first reserved matters a Site-Wide Masterplan, Design Code and Landscape Design Statement – which build on the principles established by the *Design and Access Statement* (P18-2684_24H, February 2022), *Green Infrastructure Strategy* (P18-2684_16E, February 2022) and Drawing Nos P18-2684_06W *Provisional Layout* and P18-2684_32E *Illustrative Landscape Masterplan* - shall be submitted to an approved in writing by the local planning authority and subsequent applications pursuant to reserved matters and conditions shall be in accordance with the approved details. The details shall include:
 - i) how the character analysis of urban form within the Design and Access Statement has informed the design principles for the development;
 - ii) 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 to include sections through streets and cover, among other things, the contribution that density, building setbacks and front garden depths, boundary treatment and enclosure, and materials will make to distinguishing the different character areas;
 - iii) landscape principles for each character area and street typology including a clear hierarchy of connected spaces informed by the surrounding landscape character and incorporating mitigation measures identified in the LVIA and street trees;

- iv) sufficient space around important, retained trees to allow their successful retention;
- v) an interconnected movement network delivering a hierarchy of streets and paths to prioritise movement by pedestrians and cyclists including integration of Public Rights of Way and Greenways within residential parcels;
- vi) principles for how parking to the council's standards will be delivered within each character area including integration of unallocated parking in the public realm;

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, the South Wokingham SDL SPD and NPPF paragraph 131. 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 for each phase shall incorporate suitable internal and external storage for refuse and recyclable materials as appropriate to the 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, CP3, Managing Development Delivery Local Plan policy CC04 and the Sustainable Design and Construction SPD.

Art

7. Before submission of the first application pursuant to reserved matters, a strategy for delivery of public art throughout the site, setting out principles for:
 - a) public engagement;
 - b) the nature of the artwork;
 - c) number of pieces;
 - d) broad locations;

- e) procurement; and
- f) phasing of delivery in accordance with condition 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 each phase of the development hereby approved begins, samples and details of the materials to be used in the construction of the external surfaces of the building(s) consistent with the Design Code pursuant to condition 4 and having regard to the need to reinforce that the development is part of the town of Wokingham, 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 a strategy for levels across the site, consistent with the SuDS Strategy to comply with condition 26 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 (including laying of the SANG) shall take place in each 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 and the SWDR.

Tree protection

11. Before submission of the first application pursuant to reserved matters or commencement of any operation including landscaping in the SANG (whichever is earlier) a site-wide plan showing the combined tree loss resulting from the proposals and the construction of the SWDR (planning permission 192928 or any application that supersedes it) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure the combined impact of the proposals for the site and other applications relating to the same land is fully understood and inform the details pursuant to conditions 12, 13 & 15 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. 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 & 15.

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

13. No development or other operation including landscaping in the SANG shall commence until an Arboricultural Method Statement and Scheme of Works for the relevant phase which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).
- a) No operations in that phase shall commence in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
 - b) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
 - c) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and

surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

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

14. 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.

Landscape, ecology and green infrastructure

- 15.
- i) No development shall take place in each phase of the development including the SANG until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall be consistent with the Site-Wide Masterplan, Design Code and Landscape Design Statement pursuant with condition 4 and include, as appropriate:
 - a) Scheme drawings;
 - b) proposed finished floor levels and contours in accordance with the details pursuant to conditions 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) a three metre wide flexipave, flexistone or equivalent path through the public open space to the south of parcel D which can also fulfil the emergency access requirements of conditions 3vi), 3vii) & 44.b);
- g) a three metre wide flexipave, flexistone or equivalent northeast-southwest route through the SANG connecting to the equivalent path within phase 2b;
- h) a three metre wide flexipave, flexistone or equivalent east-west route through the SANG connecting parcel D (as identified on Drawing No P18-2684_41E Parameters Land Use) with the new footbridge over the Emmbrook;
- i) consideration of the interface between the shared surface within residential parcel D and Wokingham Footpath 25 outside the application site, west of Chapel Green;
- j) a pedestrian and cycle connection between the access to parcel C2 and Wokingham Footpath 24 and Wokingham Without Footpath 10;
- k) a second pedestrian link between the SANG and parcel D (as identified on Drawing No P18-2684_41E Parameters Land Use)
- l) planting, in particular boundary treatments, to reinforce the rural appearance of the lane and proposed public open space to the west of Lucas Hospital;
- m) hard landscaping materials including samples;
- n) 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.
- o) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
- p) all boundary treatments and other means of enclosure or controlling access such as gates and bollards, which shall include consideration of ecological permeability and control of access to allotment sites;
- q) car parking layouts, other vehicle and pedestrian access and circulation areas;
- r) measures required for ecological mitigation or Biodiversity Net Gain;
- s) public art in accordance with the strategy approved pursuant to condition 7;
- t) a minimum eight metre wildlife zone to watercourses measured from the top of the bank within which all planting shall be native species of local provenance;
- u) how non-native species such as Himalayan Balsam will be eradicated;
- v) how the buffer zone will be protected during development and managed over the long term; and
- w) how the river channel morphology and bankside habitat will be enhanced to contribute to biodiversity net gain.

- ii) The landscaping details for each Phase of the development shall include a Landscape Phasing Plan demonstrating timely delivery of hard and soft landscaping in relation to adjacent built development and the approved landscaping for each "Landscape Phase" shall be carried out in accordance with the approved phasing. The scheme shall be maintained in the approved form for so long as the development remains on the site.
- iii) No development shall take place in each phase until 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) have been submitted to and approved in writing by the Local Planning Authority. 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, ecology and the setting of heritage assets in accordance with Core Strategy policies CP1, CP3, CP7 & CP21; Managing Development Delivery Local Plan policies CC03, TB21, TB23 & TB24; the South Wokingham SDL SPD; and National Planning Policy Framework Section 16 (Conserving and Enhancing the Historic Environment). Details are required prior to commencement to ensure that landscaping and ecological mitigation and enhancement can be satisfactorily integrated in the development.

Landscape and Ecological Management Plan (LEMP)

- 16. Prior to the commencement of any Phase of the development including the SANG 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)

- 17. No dwelling shall be occupied until the Suitable Alternative Natural Greenspace (SANG) has been provided in accordance with the details approved pursuant to condition 15, together with a circular walking route of at least 2.3-2.5km in accordance with details that have first been submitted to and approved in writing

by the Local Planning Authority and written confirmation has been received from the Local Planning Authority (LPA) that the SANG and walking route have been delivered to an acceptable standard and are 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

18. 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.

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

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

20. Prior to commencement of development in either parcels C1 or C2, whichever is the first, mitigation for the very high distinctiveness lowland fen habitat of principal importance shall be implemented in accordance with a detailed mitigation strategy that has first been submitted to and approved in writing by the local planning authority. The strategy shall include:

- i) identification of the translocation donor and receptor site;
- ii) preparation requirement for the receptor site;
- iii) translocation method;
- iv) protection and ongoing management measures for the receptor site;
- v) monitoring and remedial contingency; and
- vi) timings of works;

The approved mitigation strategy shall be implemented in full in accordance with the approved details and a report detailing the works undertaken shall be submitted to the local planning authority prior to adoption of the SANG.

Reason: To ensure appropriate mitigation of the very high distinctiveness lowland fen habitat of principal importance in accordance with Core Strategy policies CP3 & CP7; and Managing Development Delivery Local Plan policy TB23.

Lighting

21.

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

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

Archaeology

22.

- i) Prior to commencement of development (including landscaping) in the SANG and prior to submission of reserved matters for each phase of the development hereby approved in outline, 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 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

23. 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

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

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

Flood Risk Assessment

25. Development shall be carried out in accordance with the *Flood Risk Assessment September 2019* (Issue 4 January 2022) and *Flood Risk Assessment Addendum* (February 2022). There will be no culverting of watercourses other than that already approved by this planning permission. Should the proposals for the SWDR and associated flood storage mitigation and watercourse diversions change materially, a FRA addendum comparing proposed flood levels and extents for the 1%, 1% plus 35% allowance for climate change, 1% plus 70% allowance for climate change and 0.1% annual probability events to those approved within the current model. The FRA shall include additional flood storage mitigation for any increases in flood risk identified and the agreed mitigation shall be implemented, retained and maintained thereafter through the lifetime of the development.

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)

26. Before or concurrent with submission of the first application pursuant to reserved matters or commencement of development within the SANG (whichever is earlier), a Strategy demonstrating coordination with the wider Strategic Development Location (the SuDS Strategy), based on the *Flood Risk Assessment September 2019* (Issue 4 January 2022) and *Flood Risk Assessment Addendum* (February 2022) and including infiltration tests in accordance with BRE Digest 365 (or such other guidance as has first been agreed in writing by the Local Planning Authority),

evidence of the level of the seasonally high groundwater table , 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.

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

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

28. 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.

29. Before each 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.

30. The existing foul water provision serving properties Chapel Green shall not be disconnected until suitable alternative provision has been made.

Reason: To ensure provision of drainage for these existing properties is maintained in accordance with Core Strategy policies CP1 & CP4.

Drainage exceedance routes

31.

- i) Reserved matters and development in the SANG shall be in accordance with Drawing No 10005/1603 Rev P1 *Surface Water Exceedance Plan* (Appendix B of the *Flood Risk Assessment Addendum*, February 2022) or an alternative Strategy for Exceedance Flow Routing for flows above the 1 in 100+40% climate change across the site which has first been submitted to and approved in writing by Local Planning Authority. Any alternative strategy shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted.
- ii) Reserved matters shall be accompanied by a detailed exceedance flow routing plan consistent with the approved Strategy.
- iii) Landscaping of the SANG and reserved matters shall be in accordance with the approved details and works shall be implemented in accordance with the approved details before any phase of the development is first brought into use/occupied.

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

Drainage (Maintenance)

32.

SuDS maintenance shall be carried out in accordance with the *Drainage Maintenance & Management Plan* (February 2022) or an alternative plan SuDS Management and Maintenance Plan for the lifetime of the development that has first been submitted to and approved in writing by Local Planning Authority. Any alternative 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; and
- 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.

A GIS shape file for the drainage system serving the site shall be submitted to the Local Planning Authority before occupation of the 150th dwelling.

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)

33. Prior to commencement of development (including demolition and site clearance) in each phase (including the SANG) a Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work within that phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- i) measures for the control of dust, odour and other effluvia;
- ii) measures for the control of noise (including noise from any piling and permitted working hours);
- iii) measures for the control of noise from delivery vehicles and times when deliveries and dispatches will be accepted;
- iv) vibration monitoring;
- v) measures for the control of pests and other vermin (particularly during site clearance);
- vi) pollution control measures;
- vii) measures to control of surface water run-off including protection of the aquatic environment in terms of water quantity and quality;
- viii) measures to prevent spoil or building materials being deposited or stored within any area of the site liable to flood;
- ix) a construction travel protocol or Green Travel Plan for the construction phase;
- x) construction traffic management plan comprising:
 - a. analysis of the volumes of construction vehicles during construction phases for both light and heavy vehicles;
 - b. vehicle routes and notably lorry routes, with volumes of lorries; and
 - c. traffic management proposals including any mitigations, hours of operation and signage
- xi) site construction access;
- xii) haul routes within the site (supported by relevant surveys if not already adequately covered);
- xiii) details of any site construction office, compound and ancillary facilities;
- xiv) cycle storage and motor vehicle parking and turning for site operatives and visitors;
- xv) loading, unloading and storage of plant and materials;
- xvi) measures to prevent deposit of mud on the highway;
- xvii) provision of an emergency water supply including fire hydrants to meet firefighting needs (including the installation arrangements and the timing of such an installation);
- xviii) provision of boundary hoarding;
- xix) lighting;
- xx) a site security strategy;

- xxi) Details of any temporary diversions of Public Rights of Way and how they will be managed to minimise disruption to users (both distance and duration of diversion);
- xxii) protection of important trees, hedgerows priority habitats and other natural features
- xxiii) relevant ecological mitigation measures for protected species and species of principle importance;
- xxiv) updated survey information (due to long build out period), for example arboricultural and ecological surveys;
- xxv) an invasive, non-native species strategy;
- xxvi) contact details for complaints construction liaison officer;
- xxvii) Communications Plan to keep local residents, town/parish councils and ward members informed;
- xxviii) programme of works, including measures for traffic management and operating hours;
- xxix) monitoring and review mechanisms;
- xxx) implementation of the CEMP through an environmental management system;

Construction activity shall be carried out in accordance with the approved CEMP.

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

Hours of work

34. 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

35. The reserved matters for each phase of the development that includes noise sensitive premises shall be accompanied by a Noise Mitigation Scheme 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 shall 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

36. No development other than that required to be carried out as part of an approved scheme of remediation shall take place in each 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

37. 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.

PRoW and Greenways

38. Wokingham Footpath 24 and Wokingham Without Footpath 9 within the site and outside the residential parcels shall be upgraded to three metres wide with a flexipave, flexistone or equivalent surface in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority and works shall be delivered in accordance with the approved details and with the phasing pursuant to condition 3v).

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.

39. The reserved matters for parcel C2 shall incorporate an alternative three metre wide, pedestrian and cycle route connecting Wokingham Footpath 24 with Wokingham Without Footpath 9 and Wokingham Without Footpath 10, allowing the Public Right of Way and Greenway network to remain useable on occasions when the connection under the SWDR road bridge is unusable due to flooding. The route shall be delivered in accordance with the approved details and the phasing pursuant to condition 3 and retained thereafter.

Reason: to ensure that the SANG, Public Right of Way network and Greenway network remain useable in times of flooding in order to fulfil their leisure and sustainable travel functions in accordance with

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

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

Public Transport Strategy

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

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

Car club

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

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

Occupations prior to completion of the SWDR

43. 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

- 44.
- a) Access from the SWDR to each development parcel (C1, C2 and D as identified on Drawing No P18-2684_41E *Parameters Land Use*) shall be provided in accordance with planning permission 192928 or alternative proposals that have first been submitted to and approved in writing by the Local Planning Authority before first occupation of any dwelling within each parcel; and
 - b) emergency access from Luckley Road, designed to minimise intrusion into the surrounding public open space and the impact on the setting of the Grade

I Lucas Hospital as well as fulfilling the Greenway requirements of condition 15 f) shall be delivered 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 or before first occupation of 100 dwellings in parcel D (as identified on Drawing No P18-2684_41E *Parameters Land Use*) whichever is earlier. In any case no more than 100 dwellings shall be occupied in parcel D until the emergency access is operational.

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 whilst also protecting the character of the area generally and the setting of the Grade I Lucas Hospital in particular in accordance with Core Strategy policies CP1, CP3, & CP21; Managing Development Delivery Local Plan policies CC03, TB21 & TB24; the South Wokingham SDL SPD; and National Planning Policy Framework Section 16 (Conserving and Enhancing the Historic Environment).

Off-site junction works

45. 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) Easthampstead Road/SWDR;
 - i) Easthampstead Road/Heathlands Road and the proposed Heathlands link road; and
 - j) from Waterloo Road into phase 2a of the development within the SDL (prosed under application 190914); together with
 - k) a new connection through phases 2a & 2b of the development within the SDL (proposed under applications 190914 & 191068) 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

46. Off-site pedestrian and cycle and associated enhancement works comprising improvements on:
- a) Easthampstead Road between the SWDR and the Star Lane level crossing;
 - b) Easthampstead Road between the SWDR and the junction of Heathlands Road;
 - c) Easthampstead Road north of the junction with Waterloo Road to and including Peach Street (unless superseded by a wider environmental improvement scheme), and the side road junctions of Easthampstead Road with Westcott Road, Denton Road, Goodchild Road, Moles Close, Murdoch Road, Southlands Road, Waterloo Road and Starmead Drive;
 - d) north of Wokingham Footpath 17 and the railway (to include street lighting), Gipsy Lane, Langborough Road, Luckley Path (Wokingham Footpath 21), Murdoch Road/Howard Road junction;
 - e) Waterloo Road, Rances Lane and London Road, including junctions with Seaford Road and Waterloo Crescent;
 - f) Goodchild Road, Westcott Road and Seaford Road, including junctions with School Road, Orchard Close and London Road;
 - g) Waterloo Road and Clay Lane;
 - h) Waterloo Road and Peacock Lane to Jennets Park, including bus stop infrastructure; and
 - i) Luckley Road, Tangle Drive and Finchampstead Road; and
 - j) Waterloo Road once alternative access has been provided through phases 2a & 2b of the SDL (proposed under applications 190914 and 191068);

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

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

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

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

48. 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 v).

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

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

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

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

50. 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 policies CC07, TB20 & Appendix 2; and the South Wokingham SDL SPD and the Borough Design Guide.

51. 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.

52. Reserved matters shall include details of cycle parking in accordance with the principles established by 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

53. Prior to the commencement of development within each 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

54. 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

55. 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

56. 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

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

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

Low and Zero Carbon Technologies

58. The reserved matters for each phase of the development shall be accompanied by:
- i) An Energy Statement demonstrating how development in the phase will achieve at least a 10% reduction in carbon emissions beyond the minimum requirements of Part L: Building Regulations (at the time of determination); and
 - ii) Details of how the water consumption target of 105 litres or less per person per day for new dwellings will be met.

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

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

59. 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
	CP11	Proposals outside development limits (including countryside)
	CP17	Housing Delivery
	CP21	South Wokingham Strategic Development Location
Adopted Managing Development Delivery Local Plan (2014)	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking

CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
CC09	Development and Flood Risk (from all sources)
CC10	Sustainable Drainage
TB05	Housing Mix
TB07	Internal Space standards
TB08	Open Space, sport and recreational facilities standards for residential development
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 (2013)

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 33 shall include provisions for engagement with local residents throughout the construction phase including a communications plan and appointment of a complaints liaison officer.

Materials

6. Condition 8 refers to the materials to be used in the construction of buildings. Hard landscaping materials including those to be used in construction of footpaths etc. will be considered under condition 15.
7. Due to the way that the town of Wokingham has evolved, including 20th century expansion, materials – in particular widespread use of red/orange brickwork and tiles - are one of the most distinctive and unifying characteristics of the town. The materials pursuant to conditions 4 & 8 should reflect this local character, reinforcing the connection with the town of Wokingham and avoiding the use of uncharacteristic materials and colours.

SANG Landscaping

8. The SANG landscaping details are broadly acceptable but need to be updated to incorporate footpaths in accordance with the requirements of conditions 15g) & 15h), the Biodiversity Net Gain assessment pursuant to condition 19 and the lowland fen translocation details pursuant to condition 20. The ecologist's consultation response dated 24 February 2022 refers.

Landscape and Ecological Management Plan (LEMP)

9. The LEMP pursuant to condition 16 is broadly acceptable but needs to be updated to ensure consistency with Biodiversity Net Gain assessment pursuant to condition 19 and the lowland fen translocation details pursuant to condition 20, including the including the long term management regime associated with proposed high distinctiveness habitats. The ecologist's consultation response dated 24 February 2022 refers.

Hard landscaping & furniture specification

10. The proposed SANG and the Holme Park SANG, within phase 2b of the South Wokingham SDL have been designed to be experienced as a single open space and, therefore, the hard landscaping and furniture specification to comply with condition 15 should demonstrate a consistent approach to hard landscaping and furniture.

Play Space Design Guide

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

Neighbouring properties

12. At the reserved matters stage, careful consideration of the relationship with 1 Chapel Green Cottages will be required in order to avoid unacceptable overlooking of the neighbouring property and its amenity space.

Affordable Housing mix

13. The affordable housing mix details pursuant to condition 3 i) shall be broadly in accordance with the mix set out in section 4.2 of the report to Planning Committee.

Cycle storage

14. Proposals for cycle storage pursuant to conditions 4 & 52 shall have regard to the advice in paragraph 236 of the committee report, namely: garages (3 x 7 metres internal dimensions) 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). Drives should be at least 3.1 metres wide to allow a cycle to be pushed past a parked vehicle. 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.

Waste

15. 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/> .

PRoW

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

Transport

17. 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.
18. 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.

19. 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.
20. 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.
21. The junctions referred to in condition 45.e) & 45.h) are the subject of a separate application, 192928, approved on 24 May 2021. Condition 6 of 192928 requires detailed design to be submitted to and approved in writing by the LPA. For the purposes of conditions 45 & 46 submission of the relevant Local Planning Authority decision notice listing the details submitted pursuant to the relevant condition of 192928 and confirming their approval will be sufficient. Should 192928 or an alternative application not be implemented, full details would need to be submitted.
22. The junction referred to in condition 45.d) is the subject of a separate application 203535, approved on 24 May 2021. Condition 3 of 203535 requires detailed design to be submitted to and approved in writing by the LPA. For the purposes of condition 45 submission of the relevant Local Planning Authority decision notice listing the details submitted pursuant to the relevant condition of 203535 and confirming their approval will be sufficient. Should 203535 or an alternative application not be implemented, full details would need to be submitted.
23. The junction referred to in condition 45.f) is likely to be the subject of a separate planning application to Bracknell Forest Borough Council. Should planning permission be granted, for the purposes of condition 46.f), submission of the relevant Local Planning Authority decision notice listing the relevant details and confirming their approval will be sufficient. Otherwise, full details would need to be submitted.

Crime Prevention

24. The CEMP to comply with condition 33 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.

25. Guidance on meeting Secure by Design standards can be found at https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_NEW_version_2.pdf

Ecology

26. This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.
27. Any gulley pots required as part of the detailed SuDS proposals to comply with condition 26 shall be designed for ecological permeability and to prevent entrapment of wildlife.
28. Lighting to comply with condition 21 should be designed in accordance with the best practice guidance issued by the Bat Conservation Trust and Institute for Lighting Professionals (ILCP 2018) or any guidance that supersedes it.

Drainage

29. The Sustainable Drainage details to comply with conditions 26, 27 & 28 shall have regard to The Wokingham SuDS Strategy (2017).
30. The measures to control surface water run-off and pollution pursuant to condition 33 (parts vi), vii) & viii) in particular) should be based on CIRIA Site Handbook for the construction of SuDS C698 and incorporate intercept drains at the boundary.
31. The applicant is reminded that any works affecting the flow of water, including temporary works, within an ordinary watercourse will require consent from the Lead Local Flood Authority. The applicant is also reminded of Wokingham Borough Council's Land Drainage Bylaws that require no obstruction within eight metres of the edge of a watercourse without the consent of the Lead Local Flood Authority.
32. No person without the previous consent of the council shall erect any building or structure, whether temporary, or permanent, or plant any tree, willow or other similar growth within eight metres of the landward toe of the bank where there is an embankment or wall or within eight metres of the top of the batter where there is no embankment or wall, or where the watercourse is enclosed within eight metres of the enclosing structure. Eight metres is the minimum unless applicant making a special case and supplying technical data about soil stability etc.

Network Rail

33. Due to the close proximity of the proposed development to Network Rail land, Network Rail recommends the developer contacts Network Rail's Asset Protection team via AssetProtectionWessex@NetworkRail.co.uk prior to any works commencing on site, with a view to enter into an Asset Protection Agreement to enable approval of detailed works. More information can be obtained from our

website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

34. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.

SUMMARY OF RELEVANT 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 up to 650 dwellings (final total 636 following reserved matters and non-material amendments) with associated infrastructure including SANG.	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		
172934	Eastern Gateway: full planning permission for the bridge over the Reading-Waterloo Railway line and connection to Waterloo Road.	Approved 19 February 2018 following the resolution of the planning committee on 14 February 2019. Opened January 2022.
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	Approved 23 July 2019.

	pursuant to condition 17 of planning permission 172934 but requiring separate approval as they fall outside the red line).	
191080	Full application for erection of temporary class B1(a) office building and construction of temporary compound including associated car parking, storage, boundary treatment and spur road to Eastern Gateway haul road (to support the Wokingham Major Highways Programme).	Approved 23 July 2019.
192928	Full application for the construction of the South Wokingham Distributor Road (SWDR) between Finchampstead Road and Waterloo Road, including a link to Heathlands Road.	Approved on 24 May 2021 following the resolution of the Planning Committee on 18 May 2021.
203535	Full application for a larger roundabout at the junction of the A321 Finchampstead Road and Molly Millars Lane	Approved on 24 May 2021 following the resolution of the Planning Committee on 18 May 2021.
Consortium land		
190900	St Anne's SANG - a full, cross-boundary application with Bracknell, north of the railway line/adjoining the Montague Park SANG	Approved on 24 May 2021 following the resolution of the Planning Committee on 18 May 2021.
190914	Phase 2a: an outline application (with details of access) for up to 215 dwellings with associated infrastructure on the land adjacent to Bigwood/to the east of the SDL.	Planning Committee resolution to conditionally approve subject to S106 on 18 May 2021.
191068	Phase 2b: a hybrid application; outline (with details of access) for up to 1,434 dwellings with associated infrastructure and full for the SANG.	Planning Committee resolution to conditionally approve subject to S106 on 18 May 2021.
Land South East of Finchampstead Road		
10389	Use of land as a riding establishment	Approved 15 March 1979.
42995	Application for relocation & redevelopment of Wokingham Football Club and associated residential development on land east of the railway line (now Tesco) extending into the western fringes of the application site and the former football club site (now Oakey Drive) refused for reasons relating to character, flooding and car parking.	Refused 24 November 1994 & dismissed at appeal 26 July 1995.

43907	94 dwellings on land east of the railway line (now Tesco) refused due to lack of public open space, residential amenity and lack of affordable housing.	Refused 17 February 1995 & dismissed at appeal 26 July 1995.
183493	Scoping opinion for a residential development of up to 200 dwellings.	Responded 28 February 2019.

SUMMARY INFORMATION		
Site Area		18.75 hectares
Previous land use(s) and floorspace(s)		Equestrian sui generis
Residential		
Existing units		None
Proposed units	market	Up to 111 (65% of the maximum number of dwellings)
	affordable	Up to 60 (35% of the maximum number of dwellings)
	total	Up to 171
Proposed density		41 dph
public open space		11.93 hectares

CONSULTATION RESPONSES	
Berkshire Archaeology	No objection subject to a condition to secure further archaeological investigations. <i>(Officer Note: condition 22 refers.)</i>
Berks, Bucks and Oxon Wildlife Trust	No comments received.
Bracknell Forest Borough Council (BFBC)	No objection subject to improvements at the junction of Waterloo Road/Old Wokingham Road/Peacock Lane (within Bracknell Forest) and to cycle connectivity from the SDL to that junction. <i>(Officer note: sections 12.5, 12.9 & 17.1 and conditions 45.f) & 46.h) refer.)</i>
Cadent Gas	No objection: advise of the location of gas mains in the vicinity.
Crime Prevention Design Advisor	No objection but identifies issues that require further consideration at the reserved matters stage, which have been considered in the report. <i>(Officer Note: conditions 5 & 33 xx) and informatives 24 & 25 refer.)</i>
Environment Agency (EA)	Holding objection: <i>(Officer Note: an updated Flood Risk Assessment and Biodiversity Net Gain assessment have been submitted in response to the Environment Agency's comments and are currently under review. It is anticipated that these will enable the EA to withdraw their objection and recommend conditional approval. Drainage and Landscaping</i>

	<p><i>conditions have been drafted based on their advice in relation to other developments in the SDL and changes to these would be agreed with the Assistant Director Delivery and Infrastructure: Place and Growth before issue of planning permission. Part B of the Recommendation refers as to conditions 15 & 25.)</i></p>
Fields in Trust	No comments received.
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.
Historic England	No objection on heritage grounds.
National Grid	No comments received.
Natural England	No objection: the identified impacts on Thames Basin Heaths Special Protection Area can be appropriately mitigated with measures secured via planning conditions and obligations. <i>(Officer Note: sections 9, 17.1 and condition 17 refer.)</i>
Neos Networks	No objection: provided a plan showing that there are no Neos assets in the vicinity.
Network Rail	<p>Welcomes the provision for access to the residence that requires the use of the Smiths Private User worked Level Crossing, which could facilitate possible future closure of the crossing. <i>(Officer note: The Provisional Layout, Drawing No P18-2684_06W identifies a “potential access to western field and Knoll Farm” from parcel C2 and the S106 would secure this. See section 17.1 v). Should an access be proposed in future it would need to be assessed on its merits including consideration of the impact on very high distinctiveness habitat.)</i></p> <p>The development would have an impact on use of Star Lane level crossing and discussions between Network Rail, WBC and the developers are invited. <i>(Officer note: discussions have been taking place and improvements in the vicinity of the crossing are proposed. Condition 46.a) and section 17.1 xxiii) refer. The expectation is that any future works by Network Rail on the</i></p>

	<p><i>level crossing with tie in with the improvements immediately to the north and south of it).</i></p> <p>Recommend the developer enters into an Asset Protection Agreement (<i>Officer note: informative 33 refers.</i>)</p>
NHS Wokingham Clinical Commissioning Group (CCG)	<p>No objection. Comment that the potential population numbers have been noted for planning purposes and the surgeries closest to the proposed development have been informed. The CCG continue to liaise with WBC with regard to S106 and CIL contributions for health services to help meet the increased demand associated with the aggregate impact of housing developments in the Borough but have nothing specific has been requested in relation to this proposal. (<i>Officer note: section 2.4 refers.</i>)</p>
Royal Berkshire Fire and Rescue	<p>No comments received. (<i>Officer Note: based on the requirements for phase 2, conditions 33 xvii) & 56 refer.</i>)</p>
Scottish & Southern Electricity Networks	<p>No objection: advise of the locations of electricity mains in the vicinity of the site</p>
Southern Electric Power Distribution	<p>No comments received.</p>
South East Water	<p>No comments received.</p>
Southern Gas Networks	<p>No objections raised: advise of the locations of gas mains in the vicinity.</p>
Sport England	<p>No objection and no detailed comments: consideration should be given to how the additional demand for sport generated by additional housing will be met and how development will provide opportunities or healthy lifestyles. (<i>Officer Note: sections 2.3 & 8.8 refer.</i>)</p>
Thames Water	<p>No objection: it is not proposed to discharge surface water to the public network (Lead Local Flood Authority approval would be required). However, it is proposed to pump sewage into the network which puts a higher strain on the network and a condition is recommended to confirm that there is sufficient capacity in the network. (<i>Officer Note: the utility company is a risk management company under the Flood and Water Management Act 2010 and is therefore required to follow statutory processes to ensure adequate delivery of</i></p>

	<p><i>foul sewage infrastructure. The WBC drainage team will obtain regular updates via the utility company liaison officer to ensure delivery).</i></p> <p>No comments on water supply which is the remit of the South East Water Company.</p>
WBC Built Heritage Officer	<p>No objection: the proposals are unlikely to have an adverse impact on the setting and views of the heritage assets at Lucas Hospital, subject to appropriate treatment of the boundaries of the allotments and play area. <i>(Officer Note: condition 15 l) would secure this mitigation.)</i></p>
WBC Children's services/Education	<p>No objection. <i>(Officer note: sections 2.2 & 17.1 refer.)</i></p>
WBC Community Sustainability	<p>No objection. The proposals are consistent with the policy and Guidance for the South Wokingham SDL. <i>(Officer Note: section 2.3 refers.)</i></p>
WBC Drainage	<p>No objection subject to conditions: the application is supported by a FRA. <i>(Officer Note: conditions 25 - 29 & 31- 33 refer).</i></p>
WBC Ecology	<p>No objection subject to conditions and mitigation to be secured through the S106 agreement. <i>(Officer Note: conditions 15-21 & 33 refer.)</i></p>
WBC Economic Prosperity and Place	<p>No objection subject to provision of affordable housing in line with the requirements of Core Strategy policy CP5. <i>(Officer Note: see section 4 and 17.1 of the appraisal.)</i></p> <p>No objection subject to the S106 securing an Employment Skills Plan. <i>(Officer Note: sections 16 & 17.1 refer.)</i></p>
WBC Environmental Health Officer	<p>No objection subject to conditions to secure mitigation of construction and operational impacts. <i>(Officer Note: conditions 33-36 refer.)</i></p>
WBC Green Infrastructure	<p>No objection subject to conditions and mitigation to be secured through the S106 agreement. <i>(Officer Note: sections 8 & 17.1, conditions 3 & 15 and informatives 10 & 11 refer.)</i></p>
SDL Growth and Delivery (Planning Policy)	<p>No objection: the principle of development has been established by Core Strategy CP21 and the proposals, including SANG,</p>

	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, 33, 37-55 and section 17 refer.</i>)
WBC Libraries and Information Services	No comments received. (<i>Officer note: section 2.3 refers.</i>)
WBC Place Clienting (Waste Services)	No objection but provide guidance on requirements to be considered in the detailed design. (<i>Officer Note: condition 6 & informative 15 refer.</i>)
WBC Public Rights of Way	No objection subject to conditions/a S106. (<i>Officer Note: conditions 4, 15, 33 & 38-40 and informative 16 refer.</i>)
WBC Trees and Landscape	No objection subject to conditions. (<i>Officer Note: sections 5 & 6 and conditions 3, 4 and 9-16 refer.</i>)

REPRESENTATIONS

53 representations were received in response to the initial public consultation (March 2020), objecting either to the development as a whole or to specific aspects of it. A further 63 representations were received following full consultation on the revised proposals (August 2021): one in support and the remainder objections. Of these 14 (including the Wokingham Society and Great Langborough Residents Association) had also commented on the original proposals and 49 were new correspondents. Four more representations were received following a second, more limited re-consultation (December 2021). Of these three had commented previously and one was a new correspondent. Other than commenting that the number of dwellings proposed is still significant, the majority of comments on the re-consultations related to the principle of residential development generally, rather than the differences between the original and revised proposals, so have been summarised together with comments received during the original consultation. The most commonly cited objections relate to the loss of green space that is well used for recreation and impact on infrastructure.

Specific to the revised plans received in December 2021

The proposals include removal of trees on land within the curtilage of 1 Chapel Green Cottages (confirmed by the Land Registry) which is included within the application site boundary. The application is therefore invalid. (*Officer Note: This is essentially a boundary dispute. The changes to the application site boundary related to the northern part of the site and the boundary in the vicinity of Chapel Green Cottages, which follows the OS base, has not been altered. Certificate B has been signed and notice served on the owner of Chapel Green Farm only. The tree is considered in paragraph 67.*)

Specific to the revised plans received in September 2021

The reduction in the number of dwellings goes some way to meeting concerns about the proximity of dwellings to Chapel Green House and the view over Chapel Green from Footpaths 10 & 11.

The revised plans would bring development Closer to Chapel Green Farm, which would now overlook a car park rather than gardens. *(Officer note: while the revised provisional layout does show dwellings slightly closer to Chapel Green Farm, the extent of residential parcel D has not changed in this location. Nor has the location of the allotment car park. As the application is in outline, the layout would not be fixed until the reserved matters stage but there is sufficient information available at this stage to ascertain that an acceptable relationship could be achieved; see paragraph 161.)*

The septic tank for Chapel Green Farm is within the application site and the revised plans still do not address how the house's sewage will be serviced. *(Officer note: the applicant has confirmed that there is a cesspool within the application site/the ownership of their landowner and that properties in Chapel Green have a right to connect to it. Any properties that currently discharge into the cesspool will be connected to mains drainage. Condition 30 refers.)*

In support

This site, close to the town centre should be capable of providing a high quality, sustainable development whilst at the same time protecting the environs of the Grade I former Lucas Hospital.

The proposal is consistent with the Local Plan adopted in 2010 & is well laid out, partly because of the necessity of avoiding the Emmbrook.

The development would be compatible with southern access to the homes at Knoll Farm which, if constructed, would enable the permanent closure of the user worked crossing (UWC) over the Wokingham to Bracknell railway, which is a hazard requiring a 30 mph speed restriction and adding about a minute to journey times.

The principle of development

Some think the need for additional housing should be reviewed: Wokingham has already met/exceeded its housing targets for the period to 2025; there are still empty homes on other recent developments; house building should be in other areas where there is real need; the pandemic has highlighted the importance of agriculture; it is not clear that demand for housing will remain at pre-pandemic levels. *(Officer note: the purpose of the ongoing Local Plan Update is to review the need for housing and establish a strategy for the next plan period. However, the current application must be assessed against the existing policy framework – in particular the Development Plan - as set out section 1 of this report.)*

What alternatives have been considered? Brownfield sites could be utilised; in the light of recent events, office sites may become available for redevelopment. *(Officer note: whether land is previously developed is a factor that weights in favour of sites when they are allocated and at the application stage but there are not sufficient brownfield sites available to meet the boroughs housing needs. The council's Five-Year Housing Land*

Supply includes an allowance for windfall sites. See section 1.1. Factors such as changing demand for sites for business use will be taken into consideration through the Local Plan Update.)

The site is not allocated in the local plan and is situated outside of the settlement where it would erode the gap between Wokingham and Finchampstead. *(Officer note: the site is allocated for development as set out in section 1 of this report. Landscape impacts are considered in section 5.)*

The council needs to prioritise the welfare of its current residents before trying to attract new ones. *(Officer note: minimum Local Housing Need is calculated using a standard method set out in national planning practice guidance and is based on national household growth projections and affordability.)*

How can 190 dwellings be acceptable when four houses at chapel Green were dismissed at appeal recently due to the impact on the setting of the Grade I Lucas hospital and views *(Officer Note: each application must be assessed on its own merit and the two differ in that the proposal referred to was for a small, piecemeal, windfall development, whereas the current application forms part of the comprehensively planned development of an allocated site.)*

Landscape, character & recreational value

Wokingham is known for its market town charm, rural features, open fields and farmland but is already overdeveloped/becoming an anonymous dormitory suburb extending from Bracknell to Reading, overcrowded and bland in appearance. The amount of dwellings/scale of development proposed is excessive and will accelerate this process. *(Officer note: the proposal is part of a planned urban extension - required to meet housing need – as set out in section 1 and, while development of this scale will inevitably change the character of the area, the proposals are consistent with Development Plan policy and guidance that require high quality development that respects its context. Sections 5 & 6 refer.)*

Wokingham lacks green areas and outdoor amenity space. The western part of the SDL is one of last tranquil, green spaces on the outskirts Wokingham (between Wokingham and Finchampstead) and functions as the lungs of the town. It is of high amenity value and contributes to the quality of life, being one of the nicest natural spaces within an easy walk of the town centre, due to its rural character, the contribution made by the Lucas Hospital and the footpaths which are well used by walkers, runners & cyclists; benefits that have been highlighted by the pandemic. The council should consider enhancing access and encourage greater use (a country park). Loss of this countryside will result in existing and new residents travelling further and increased pressure on the remaining open spaces (Gorick Wood and Ludgrove). Some consider SANG will not compensate for the loss of countryside (the more formal layout would be less attractive to wildlife) and views, in particular views to the west/over Chapel Green from Footpaths 10 & 11. Others welcome its inclusion, together with additional footpaths and the commitment to include public art. The SANG land too wet to be suitable for this purpose. *(Officer note: while the proposal does involve the development of accessible countryside, it does not involve the loss of public open space (POS) and incorporates POS – see section 8 – as well as maintaining and enhancing pedestrian and cycle access to the new POS within the SDL and countryside beyond -see sections 12.5 & 12.6.)*

There is a lack of separation between the proposed development and Chapel Green, a hamlet within the Green Belt and an important Gap. In accordance with Core Strategy policy CP11 *Proposals outside development limits (including countryside)* and a recent appeal decision there should be a transition at the rural interface, between the built form of the Strategic Development Location (SDL) and Chapel Green. Development here should respect the informal rural character of the area with larger, with wider plots and more spacing between buildings to generate a more informal, looser feel in response to the immediate rural context. The proposal does not contribute to a sense of place and integrate with its surroundings. *(Officer Note: The site is not designated Greenbelt and there are no “Gap” policies in the current Development Plan. Section 1 sets out the relevant policy designations. The allocation of the site for development will inevitably affect the setting of Chapel Green but the proposals are consistent with Development Plan policy and guidance that require high quality development that respects its context. Sections 5 & 6 refer.)*

Parcels C1 and C2 should be omitted to achieve a better balance between housing delivery and other, negative impacts: they would not make a significant contribution to housing delivery (about 40 dwellings) but would require two junctions off the SWDR (interrupting traffic flow and increasing the cost of the road) and have a negative impact on Footpath 10 parts of which would run through housing estates. *(Officer Note: the application must be assessed on its merits against planning policy and guidance (which indicates development in these locations) and the fact that an alternative proposal might be preferable is not a reason to refuse an otherwise acceptable proposal. See sections 12.3 & 12.6.)*

Tree planting and high quality soft landscaping are required to soften the harsh appearance of this urban development, in particular the eastern boundary of parcel C1 should be strengthened. *(Officer note: section 5 refers.)*

The proposals for enhancing the Emmbrook corridor are welcomed. *(Officer note: sections 5 & 10 refer.)*

Three-storey development is inappropriate on a rural site like this. *(Officer note: section 6.3 refers.)*

It is assumed that the three-storey dwellings will be affordable housing, which should be provided in lower structures/less noisy locations. *(Officer Note: affordable housing requirements – including provision of a range of dwelling types and sizes - are considered in section 4.2. The distribution of affordable housing will not be established until the reserved matters stage but concentrating it in a single location would be contrary to policy. The impact of noise is considered in section 14.1.)*

The proposed density of 25 dph seems high for plot D which the SDP identifies as rural interface. *(Officer Note: see section 3.1.)*

The three-storey/16 metre high properties would dominate the skyline which once boasted views of St Paul's church spire. The design does not reflect the existing style, which is varied and adds to the rural setting. *(Officer note: the building heights parameters plan has since been revised, reducing the maximum height of three-storey buildings to 12.5 metres as described in section 6.3. The Landscape and Visual Impact Assessment assesses the impact of the proposals on the wider landscape which is considered in section 5; design and layout is considered in section 6; design of buildings would not be considered until the reserved matters stage.)*

Public Art

The developers have said that they are willing to liaise with the South Wokingham Development consortium regarding provision of public art. Since this site will be some distance from the rest of the development, the applicants should be required to make their own specific provision. *(Officer note: section 6.4 and conditions 3 x) & 7 refer.)*

Lucas Hospital

The SANG would partially protect the setting of the listed buildings/wall at Henry Lucas Hospital but the proposed housing to the north is too close. The harm to the pastoral setting of the Hospital is underrepresented in the Heritage Statement. Dwellings should not be permitted against the perimeter of Chapel Green House and screening (hedging) should be required on the northern boundary of Chapel Green House. *(Officer note: section 7.1 refers.)*

Will sheds and or green houses be allowed to be built on the allotments, opposite Lucas Hospital? *(Officer note: such structures are generally associated with allotment use and the application has been assessed on the basis that they would be expected. The number and distribution across the site would be assessed at the reserved matters stage and controlled by condition if necessary.)*

Loss of trees and hedgerows

A substantial number of trees and hedges will be lost, though some will be replaced; this will have an immediate, detrimental effect on ancient woodlands and the ability of local trees to absorb CO₂. *(Officer note: loss of trees and mitigation is considered in section 5.2. and also 10.3.)*

We have seen enough loss of trees and promises to replace them however this has not happened (e.g. the trees within Wokingham town centre which have been removed and not replaced). *(Officer note: each application must be considered on its own merits and in the case of the Elms Field site (application 153125), it was accepted that there were other benefits that outweighed the harm caused by the reduction in tree cover. Generally, where mature trees are lost the number of trees is expected to significantly exceed the number lost, in recognition of the time that it takes for newly planted trees to mature. Given the extensive areas of open space within the proposed development, there is no reason why this cannot be achieved in this case. Section 5.2 and condition 15 refer.)*

The large willow in the field adjacent to Chapel Green Farm Cottage No1 (estimated to be 90 years old) is not shown on the layout or Tree Reference Plan/to be removed/not TPO. *(Officer Note: the tree was missing from the original Tree Protection Plan. It is shown to be removed on the updated drawing although the tree report does not contain any information on its condition. See paragraph 67. Conditions 11 & 12 would ensure that its importance is properly assessed at the reserved matters stage.)*

Amenity of existing and future residents

The proximity of the proposed dwellings to existing dwellings in Chapel Green (particularly Chapel Green Cottage, which has extant planning permission for a single-storey side extension, due to be completed this year) would cause them to crowd the existing

properties, noise disturbance, overlooking (from residential parcels and new footpaths within the SANG) and overshadowing (these concerns have been partially addressed by the reduction in the number of dwellings proposed but the treatment of the northern boundary of Chapel Green House will need careful consideration – a hedge – at reserved matters stage). (*Officer note: section 11.2 and informative 12 refer.*)

Noise and light pollution from the new development and associated traffic would have a negative impact. No homes should be permitted east of Chapel Green House. (*Officer Note: the impact upon the residential amenity is considered in section 11.2 and noise in 14.1. The extent of noise and light pollution arising from the proposed development would be no greater than in any other residential area.*)

Loss of views. (*Officer Note: there is no right to a view and loss of one is not a reason to withhold planning permission.*)

The new dwellings would be cramped, overlooked and have limited privacy. (*Officer Note: sections 6.2 & 11 refer.*)

There is lack of green space within the development with SANG and play areas in remote, poorly overlooked locations on the edge of the development/in the floodplain. (*Officer note: sections 8 & 9.1 refer.*)

The northwest corner of parcel D, C1 and C2 are unsuitable for housing due to noise from the railway and SWDR. (*Officer Note: noise is considered in section 14.1.*)

Ecology

There is insufficient information relating to wildlife: the site supports a broad array of flora and fauna and acts as a link allowing wildlife to move between rural areas. The proposals would result in loss of wildlife – birds including herons, lapwings, kestrels, buzzards, sparrowhawks, kites, bats, foxes, deer, mature oak trees, wildflowers, fish, newts – and irreplaceable habitats which have not been adequately assessed (there is no bat survey and the majority of other surveys are desk based) and will not be adequately mitigated by provision of SANG and relocation techniques. (*Officer Note: section 10 refers.*)

Pollution

The reduction in green space combined with increased traffic/congestion (on Finchampstead Road in particular) would increase noise, reduce air quality in the area/Finchampstead Road (where air pollution is already in excess of government targets)/the town centre and cause light pollution. Health should be prioritised over housing delivery. The site is very close to “road side primary school” and increased traffic will endanger children. (*Officer Note: section 14 refers.*)

The reduction in traffic during the coronavirus crisis has resulted in improved air quality.

The proposed play area would be on land that is contaminated due to the proximity to a septic tank/use of the land for sewage dispersal for the last 120 years. (*Officer note: should any contamination have occurred; it would be addressed by condition 36.*)

Flooding

The Emmbrook has a history of regular flooding and much of the site (parcels C1 & C2 in particular) is within flood zones 2 and 3. Increased hard surfacing will reduce the

floodplain, prevent infiltration and increase runoff leading to flooding downstream in Woosehill, Emmbrook, Matthews Green, Luckley Wood (where there are existing problems with runoff from the railway) and Wokingham town centre (where significant areas are already at risk of surface water flooding). The Flood Risk Assessment does not consider the effect on land outside the application site. *(Officer note: section 13 refers.)*

Consideration should be given to climate change; finished floor levels 30 cm above current flood levels may be inadequate. *(Officer note: section 13 refers.)*

The Emmbrook will change from a brook to a spate drainage ditch, overflowing during high rainfall and drying out, killing water dependant wildlife, during dry periods. *(Officer note: section 13 refers. The application site forms only a small part of the catchment for the Emmbrook and the proposals would not reduce the channel flow from upstream so are unlikely to cause the river to dry out. The hydrology of the brook has been considered in relation to drainage and ecology – sections 13.4 & 10.2 – and overall, subject to the recommended conditions, the proposals would be beneficial in terms of SuDS and aquatic wildlife.)*

Increased risk of flooding will increase insurance costs. *(Officer note: section 13 explains that the proposals would not increase the risk of flooding. Insurance costs are not a planning matter.)*

Transport

The application is premature as the application for the SWDR has not been determined and financial restrictions resulting from Covid19 are likely to delay delivery for many years. *(Officer Note: planning permission for the SWDR was granted in May 2021. That delivery may be delayed is not a reason to withhold planning permission for an otherwise acceptable proposal.)*

Finchampstead Road is an A road, already at capacity with severe congestion/delays throughout the day/evening and particularly at peak times (there are already long delays on local journeys – eg from Eastheath Avenue and Gipsy Lane - at peak time and it is difficult/dangerous to turn onto Finchampstead road from side roads, especially if turning right). The additional generated by the SWDR/SDL (and other developments) will join Finchampstead Road at Tesco exacerbating existing congestion and reducing road safety on Finchampstead Road and more widely. *(Officer note: the SWDR, including the connection to Finchampstead Road, was the subject of a separate planning application (192928), approved in May 2021. The assessment of the application included redistribution of traffic resulting from the provision of a new route, the impact on the existing network and any necessary mitigation. Section 12.9 considers the need for further off-site mitigation resulting from SDL traffic.)*

Pavements on Finchampstead Road (used by pupils walking to Evendons Primary and Luckley House) are uncomfortable for pedestrians due to their narrow width, overhanging vegetation, air quality and traffic, which is a deterrent to walking. In line with national planning policy pedestrians and cyclists should be prioritised but – despite having identified Finchampstead as being within the 5km cycling catchment of the site – the application does not take the opportunity to address cycling safety on Finchampstead Road and to increase the proportion of journeys that are undertaken by cycle. There is no scope for/proposals to widen Finchampstead Road or improve pedestrian and cycle provision, in particular at the two railway bridges, and there is only a limited bus service.

(Officer note: Pedestrian and cycle connectivity, including provision along the Finchampstead Road corridor is considered in section 12.5. Public transport is considered in section 12.8.)

The proximity of the accesses to parcels C1 and C2 and the pedestrian crossing where Footpath 10 crosses the SWDR is potentially unsafe for pedestrians and likely to disrupt the flow of traffic on the SWDR. *(Officer Note: the SWDR including junctions and pedestrian crossings is the subject of a separate planning permission, 192928.)*

The SWDR should have a cycleway linking into central Wokingham and towards Bracknell. *(Officer Note: the SWDR planning permission incorporates provision for cyclists. On- and off-site improvements are to be secured through conditions and the S106. Sections 12.2 & 12.5 refer.)*

The TA indicates lower levels of traffic on Finchampstead Road in 2026 with development than without. *(Officer Note: this is because of the change in the distribution of traffic following opening of the SWDR. Section 12.9 refers.)*

Congestion at the junction of Nine Mile Ride and Heathlands Road has already been made worse by the TRL development. *(Officer note: mitigation at this junction is proposed. Section 12.9 refers.)*

The TA suggests there have only been seven minor accidents within the study area but this is unlikely to be a reliable figure because many accidents are not recorded (even if reported to the Police). *(Officer note: Person Injury Accidents are the main priority, especially when involving vulnerable users including pedestrians & cyclists. The underestimating referred to relates to damage only accidents which are often not reported or added to the road accident database.)*

The proposals would create a rat-run through Montague Park. *(Officer Note: William Heelas Way was always intended to be the first section of the SWDR as explained in section 12.2.)*

The proposed development has a single access point and would effectively be a cul-de-sac, with limited access to the local network, which is contrary to guidance that emphasises the need for permeability. *(Officer note: section 12.3 refers.)*

Access to Chapel Green should remain as existing but there should be no vehicular access to the proposed development from Luckley Road: it would increase the volume of traffic using the narrow railway bridge and the junction of Luckley Road with Finchampstead Road. An additional junction on the SWDR would be preferable. *(Officer Note: section 12.3 refers.)*

The access to Chapel Green is a private road and residents pay for its upkeep. If it is proposed to use this route to access the allotment car park residents would need to be compensated for the additional use. *(Officer note: access to the allotment car park would not be fixed until the reserved matters stage although it is anticipated it would be through parcel D as currently illustrated. Access over private land, outside the application site boundary would require a separate planning application as well as agreement with the landowners outside the planning process.)*

Luckley Road, south of the railway bridge is already used by walkers for informal parking and this is likely to increase due to the proposed emergency/pedestrian/cycle route and the proximity to the playground, allotments and SANG resulting in congestion, potentially

obstructing the emergency access, and damage to verges. *(Officer Note: this need for measures to control informal parking would be considered in conjunction with the detailed design of the emergency, pedestrian and cycle connection to Luckley Road. See paragraphs 190 & 210.)*

The proposals should include an alternative access to Knoll Farm, to avoid the nuisance to local residents that would be caused by reintroduction of whistle boards at the private crossing, and the developer should be required to work with Network Rail and the owners of The Knoll Farm to deliver it prior to completion as a condition. *(Officer note: the proposals would not prejudice alternative access arrangements for Knoll Farm which would be secured by the S106. Section 17.1 v) refers.)*

There should be a hierarchy of speed limits within the development: 30 for the major roads; preferably 20 mph and certainly no more than 30 mph for the minor roads; and no more than 20 on the shared surface roads. *(Officer note: while speed limits are not directly a planning matter, sections 6.3 & 12.4 establish that a hierarchy of street typologies and design speeds is proposed, which may be reflected in speed limits.)*

Most households will have more than one vehicle/an average of two cars per household is unrealistic and pavement parking will be inevitable. *(Officer Note: section 12.11 refers.)*

Concerns have been raised about the amount of parking for the allotments. *(Officer Note: this would be considered as part of assessment of the reserved matters and conditions for the allotment site.)*

Will construction traffic be banned from the centre of Wokingham, Finchampstead Road and Nine Mile Ride? *(Officer Note: legitimate use of the adopted highway cannot be prevented but the CEMP secured by condition 33 will manage construction traffic routing.)*

Public Rights of Way (PRoW)

The existing PRoW are heavily used by (dog) walkers, runners and cyclists and should be maintained with safe, appropriate crossings over the (30mph) SWDR, ideally accessible pedestrian bridges. *(Officer Note: section 12.6 explains proposals for the PRoW network. Appropriate pedestrian crossing facilities over the SWDR, were approved as part of the SWDR application, 192928.)*

Footpaths 24 and 25 would be closed or diverted during construction and upon completion would use parts of the housing development road network, which would have a negative impact on their recreational value. There is concern about the safety of shared surfaces on these, well used routes: pedestrians should be protected from vehicles. To mitigate, the existing footpaths should be upgraded to Greenways and an additional footpath should be provided east of the development, Chapel Green and Lucas Hospital, joining the on the eastern boundaries to join the Ludgrove School access road (a private road and permitted right of way which is already well used and use is likely to increase). *(Officer note: see section 12.6.)*

Temporary closure and diversions of footpaths during construction should be minimised and coordinated to ensure access is maintained. *(Officer note: the phasing conditions and CEMP – conditions 3 & 33 – will consider this and separate approval is required.)*

Improvements to the existing PRoW are welcomed and should balance widening of the paths with maintaining a countryside character, good connectivity with the rest of the

network including Greenways and separation of pedestrian and fast cycle traffic, protect from flooding. *(Officer note: section 12.6 conditions 15, 38, 39 & 40 refer.)*

Traffic noise from the SWDR will detract from the attractive walk along Luckley Road. *(Officer note: noise generated by use of the SWDR was considered as part of the assessment of that application. Section 14.1 also refers and noise is a factor in assessing the suitability of a site as SANG.)*

There are contradictions in the DAS which indicates that existing public rights of way will be respected “as far as possible” and that there is an opportunity to extend the footpath network. *(Officer note: sections 12.5 & 12.6 refer.)*

The SANG paths east of Chapel Green should be omitted as the additional use would disturb residents and adequate connections between existing PRoW can be provided without them. *(Officer note: sections 9.1 & 11.2 refer.)*

Other

The medieval system of surface water control in the has been destroyed over the past decades and new watercourses have developed. Due to the geology and wet, boggy conditions in the north-eastern part of the site/parcel C1, construction of foundations (for three-storey structures and less demanding loads) could cause structural stability and drainage problems. *(Officer note: Drainage is considered in section 13. The proposed development is located outside areas liable to flooding and there is nothing to suggest land instability that could not be mitigated through appropriate design.)*

Properties in Chapel Green have a septic tank on the development site and services run across the fields *(Officer Note: this point has been considered under representations Specific to the revised plans received in September 2021. Condition 30 refers.)*

Residents of Chapel Green paid a premium for their properties due to its private setting *(Officer Note: the impact on residential amenity has been considered in section 11.2 but property prices are not a planning issue.)*

The applicant is a professional firm with no local connection. They have tried to use the system to obtain planning permission, despite the site not being allocated for development and, despite having failed on previous planning applications went ahead with the SANG. *(Officer note: each application must be assessed on its own planning merits and these comments appear to relate to a different application site. It is to be expected that major, strategic sites will be brought forward by professional developers and their advisors. This hybrid application (for housing, SANG and other infrastructure on an allocated site) submitted in 2019 has been the subject of ongoing discussion and revised plans have been submitted. As the planning history shows there have been no previous applications for SANG alone on this site.)*

While it is not a planning matter, there are restrictive covenants preventing residential development of the land which will become enforceable once residential development starts. *(Officer note: this has been shared with the applicant.)*

The proposals are lacking in detail and there are inconsistencies between the Illustrative landscape masterplan. *(Officer note: outline proposals will by definition lack detail. The level of information available is sufficient at this stage and further detail – including*

resolution of non-fundamental inconsistencies - will be established through reserved matters and other conditions.)

Affordable housing

No land is allocated for affordable housing/no affordable housing is proposed. *(Officer note: this is not the case. Section 4 refers.)*

Infrastructure

There is 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. *(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 1 2, 4, 8, 9.1, 12 & 17.)*

Local services such as such as schools (Evendons School has already been extended), NHS/medical services (doctors and dentists), care provision, social services and libraries are already oversubscribed and no additional provision is proposed to meet the needs of incoming population. *(Officer note: sections 2 & 17 refer.)*

There are no spaces in any of the secondary schools the site is in the catchment area for. *(Officer note: paragraphs 17 & 18 refer.)*

How will the development 'plug in' to utility networks which are already overloaded and frequently fail, resulting in emergency repairs? *(Officer note: utility providers are consulted and can request capacity improvements where they are required as a consequence of the proposed development.)*

Tesco is small and couldn't cope with the additional demand *(Officer Note: Core Strategy policy CP14 sought to achieve the "Growth and Renaissance of Wokingham Town Centre", partly to meet increased demand from new development in the SDLs. Pursuant to this aim the council has brought forward a number of developments in the town centre including a new foodstore at Elms Field. In addition local provision is proposed within the SDL. Section 2.1 refers.)*

The application is 'freeloading' on the publicly funded SWDR. *(Officer Note: the council is funding the SWDR from Community Infrastructure Levy (CIL) receipts; payments made by all developments, including those within the South Wokingham SDL for the purpose of delivering supporting infrastructure.)*

Sustainable development

All new housing should be carbon neutral/to Passive House Standards with predominantly renewable energy in order to reach the goal of a net zero economy. *(Officer note: section 15 assesses the proposals against current planning policy.)*

Consultation

The applicants should hold an exhibition/public meeting along with the local authority, indicating how the proposal fits into the overall context of development south of the railway. There has been no detailed communication from WBC in respect of the application. *(Officer note: the applicant's Statement of Community Involvement sets out the engagement that has taken place, including an exhibition and attendance at the South Wokingham Forum, in line with the council's Statement of Community Involvement (SCI). Given the scale of development proposed at South Wokingham, the Local Planning Authority consultation on the application has been significantly wider than necessary to fulfil the requirements of the SCI (letters were sent to approximately 4,000 households) and the full suite of application documents is available on the website).*

Wokingham Town Council

Full comments are attached. In summary:

There are concerns about flooding (*Officer note: see section 13*), increased traffic on local roads (*Officer note: see sections 12.2 & 12.9*), the impact on wildlife (*Officer note: see section 10*), removal of trees (which should be replaced with mature trees) (*Officer note: see section 5.*), lack of infrastructure to support the development (*Officer note: see sections 2, 8, 12 & 17*) and the impact on the Lucas Hospital (*Officer note: see section 7.1*). (Relevant Core Strategy policies are referenced).

The distributor road should be complete before development. (*Officer note: see section 12.2*)

Support provision of 35% affordable housing (*Officer note: section 4*).

Additional comments made following the revised plans consultations were:

The Greenway proposed through this development does not separate cyclists from pedestrians. (*Officer note: see section 12.6*).

The planned bicycle storage is by the bins and is too far away from the buildings. (*Officer note: see section 12.11 & 15.2*).

There are formal amenity areas but there should be an area to allow children to play and kick a football around & allocation of public exercise equipment. (*Officer note: see sections 2.3, 8.2 & 8.8.*).

Removal of a 400m hedge. (*Officer note: see sections 5.2 & 10.2.*)

Lack of infrastructure, in particular GP surgeries. (*Officer note: see section 2.4*)

Wooden stakes should be introduced to discourage informal parking along Luckley Road, which is likely to be increased by SANG visitors. (*Officer Note: this need for any such measures would be considered in conjunction with the detailed design of the emergency, pedestrian and cycle connection to Luckley Road. See paragraphs 189 & 209.*)

Wokingham Without Parish Council

Full comments of are attached. In summary:

The site is allocated for housing in the Core Strategy. Development is acceptable in principle but should be assessed against the adopted policy and the adopted Supplementary Development Document for the South Wokingham SDL.

Residents' objections on grounds of increased traffic, noise and pollution should be taken into account when determining the application. *(Officer note: these issues are considered in sections 12.9 & 14.1-14.4.)*

Concerns have been raised with respect to the location and infrastructure for the additional new housing required to compensate for the reduction on this site. *(Officer note: the reduction from a maximum of 190 to 171 was necessary to achieve a satisfactory form of development on the site and would not result in a material shortfall in the amount of development in the SDL; see paragraph 9. Any application for development - within or outside the SDL – would need to demonstrate compliance with Development Plan policies regarding integration with the surroundings and mitigation of infrastructure impacts.)*

Crowthorne Parish Council (adjoining parish)

Full comments are attached. In summary:

The pandemic crisis has shown the importance of agriculture and the loss of agricultural land should be reconsidered. *(Officer note: the application must be assessed against the existing policy framework – in particular the Development Plan - as set out section 1 of this report.)*

The application is reducing the strategic gap between Wokingham and Crowthorne. Green belt land should not be built on and the effect on Wokingham Borough's Green Belt strategy should be clarified. *Officer Note: the relevant policy designations are set out in section 1. For avoidance of doubt the current development plan does not contain any strategy gap policies (which would be contrary to national planning guidance) and the none of the site is designated as Green Belt.)*

If the council has achieved its housing land supply this application would be redundant. *(Officer Note: section 1.1 refers.)*

How can WBC uphold their pledge to make Wokingham Borough carbon neutral by 2030 if applications such as this are approved? *(Officer note: the application has been assessed against current Development Plan policy, including consideration of measures to reducing the need to travel and facilitate sustainable travel, sustainable design and construction and landscaping. See sections 5, 12 & 15.)*

Finchampstead Parish Council (adjoining parish)

Full comments are attached. In summary:

Accept the principle of development but the distributor road and bridge widening should be completed before development commences. *(Officer note: section 12.2 refers.)*

Flooding, the impact on wildlife, removal of trees and the impact on the Lucas Hospital are of concern. *(Officer note: sections 5.2, 7.1, 10 & 13 refer.)*

Support the allocation of 35% affordable housing and the comments made by Wokingham Town Council. *(Officer note: section 4 refers.)*

The revisions do not alter the council's previous comments, particularly with regard to additional traffic going under the narrow bridge up to Molly Millars Lane. *(Officer note: section 12.2 refers.)*

Ward Members and adjoining ward members

Comments from Cllrs Maria Gee (Wescott) and Sarah Kerr (Evendons) are available in full on the website. In summary:

It is acknowledged that this is an allocated site but members question whether demand for housing will remain at pre-Covid19 levels. The need for more housing and its location should be reconsidered, given the number of unplanned office-to-residential conversions and that the crisis has demonstrated how essential open countryside is for health and wellbeing. *(Officer Note: the purpose of the ongoing Local Plan Update is to review the need for housing and establish a strategy for the next plan period. However, the current application must be assessed against the existing policy framework – in particular the Development Plan - as set out section 1 of this report. The council's Five-Year Housing Land Supply includes an allowance for windfall sites such as office conversions. See section 1.1)*

Provision of 35% of affordable homes is welcome and should not be reduced following determination. *(Officer Note: currently there is no suggestion that 35% affordable housing would not be delivered but any viability case that were put forward in future it would have to be assessed on its merits. The appropriate procedure would depend on the stage at which the matter was raised but it is likely that a report to Planning Committee would be required.)*

The reduction in agricultural land combined with the increase in traffic will increase air pollution/ have an adverse effect on carbon neutrality. *(Officer Note: air quality is considered in section 14.4.)*

The site is next to an Air Quality Management Area (AQMA) and one of the most heavily congested roads in the borough. The additional traffic from the development will increase pollution. 2018 air quality data for the town centre should not be relied on because a large section of the town centre AQMA was closed to vehicular traffic due to the regeneration. $PM_{2.5}$'s are the worst pollutant, harmful at low concentrations and levels are already above WHO safe limits; they should be considered in the Air Quality report. *(Officer note: the Environmental Health Officer advises that, while there was variation in specific locations, overall 2018 and 2019 nitrogen dioxide levels in the Wokingham Town Centre AQMA did not vary significantly different and they are satisfied that the applicant's assessment is robust. The assessment also considers available data on PM_{10} and $PM_{2.5}$. Concentrations of PM_{10} are below air quality objectives and, while concentrations of $PM_{2.5}$ are slightly above WHO recommended levels – the UK government has yet to set limits - road transport and domestic activities make only a relatively small contribution to overall levels, which fell by 11% between 2010 and 2019.)*

Given the declaration of a climate emergency and the aim of carbon neutrality there should be an assessment of additional carbon associated with the development and a plan for carbon offsetting, including replacement of felled trees, and carbon neutral dwellings. *(Officer Note: the application has been assessed against current Development Plan policy, including consideration of measures to reducing the need to travel and facilitate*

sustainable travel, sustainable design and construction and landscaping. See sections 5, 12 & 15.)

Congestion is already an issue and the application should not be approved before the southern distribution road and western gateway are completed due to pressure on local roads, in particular, Finchampstead Road. *(Officer note: section 12.2 refers.)* There should be a focus on alternative modes of transport with specific mention of the need to secure improvements to the public right of way network and Finchampstead Road, which has poor walking and cycling infrastructure. *(Officer Note: sections 12.5, 12.6 & 12.8 refer.)* Edneys Hill is dangerous but listed in the TA as a quiet link for cyclists. *(Officer Note: this is derived from the council's own My Journey Wokingham Area Cycle Map.)*

No secondary or emergency access is proposed for a parcel of over 100 dwellings. *(Officer Note: the revised plans address this issue. See section 12.3)*

No housing should be built on land that is at risk of flooding and development should not increase flood risk. *(Officer Note: no housing is proposed in the floodplain. See section 13.3.)*

The impact on the trees and wildlife on the site are not adequately explored *(Officer Note: these issues are considered in sections 5.2 & 10.)*

The dwellings in the northeast of the application site are cut off from those in the southwest of the site and are premature unless the area to the east is also developed. *(Officer Note: the Planning Committee resolved to approve applications for development of the land to the east (applications 190914 & 191068 in May 2021, subject to completion of a S106 agreement which is being progressed.)*

There is a lack of provision for secondary education and doctors' surgeries; infrastructure such as schools, hospitals and leisure facilities should be completed to coincide with increased housing numbers. *(Officer Note: the infrastructure required to support the development is considered in section 2 and conditions/the S106 would establish appropriate triggers for delivery.)*

Loddon Valley Ramblers

The application refers to opportunities to extend the existing footpath network and delivery of measures to provide good accessibility by foot and cycle but does not address this opportunity adequately. Nor does it reflect the PRoW proposals within the SWDR application (especially those affecting the western end of Wokingham Within Footpath 25) or the Council's Greenway plans, which aim to connect Wokingham Town Centre with the communities to the south. *(Officer note: The proposals have been updated since these comments were submitted. Sections 12.5 & 12.6 refer.)*

There are concerns about the proximity of development to parts of Footpaths 10, 24 and 25, which should be separated from houses and trafficked roads, and lined by dense hedgerows on either side. The whole length of Footpath 25 should be of Greenway standard and the surface of Footpath 10 should also be improved. *(Officer note: sections 12.5, 12.6 and conditions 15, 38, 39 & 40 refer. Given the changing character of the area the paths pass through, and consequently their function, the approach described in sections 12.5 & 12.6 is considered preferable to segregating the paths with dense hedges which would result in green 'tunnels' through the built-up areas, reducing opportunities for natural surveillance, which should be embraced in the interests of the safety of users.)*

The proposed new path through the SANG, between the SWDR and Wokingham Without Footpath 10 would be useful for walkers, wishing to avoid walking along the SWDR. Public Right of Way status for this path would be valuable if the current permitted east-west route along Ludgrove Road were ever to be closed. (*Officer note: sections 12.5, 12.6 and condition 15g) refer. The S106 would secure the transfer of the SANG to the council in perpetuity so there is no need to dedicate the paths with the SANG as PRoW to secure public access.*)

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)
Adopted Managing Development Delivery Local Plan (2014)	CP17	Housing Delivery
	CP21	South Wokingham Strategic Development Location
	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure

	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB08	Open Space, sport and recreational facilities standards for residential development
	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 (2013)
		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 73 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 (including a genuine choice of transport modes)’*.
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, MDDL policy CC02 *Development Limits* establishes the extent of the settlement of Wokingham, including the built-up area of the SDL. The land within the SDL boundary but outside development limits remains designated Countryside (Core Strategy policy CP11 *Proposals outside development limits (including countryside)* and some parts are allocated as SANG (MDDL policy SAL05 *Delivery of avoidance measures for Thames Basin Heaths Special Protection Area* and section 9.1 of this report). However, recognising that masterplanning of the SDL was yet to take place, policy policies CC02 and SAL05 allow flexibility for alternative layouts, where they are accompanied by a deliverable SDL wide masterplan and Infrastructure Delivery Plan (IDP).
5. Outline planning permission for the first phase of development (roughly a quarter of the development in the SDL) was approved in 2012 (planning permission O/2010/1712) and the development of 636 new homes and associated infrastructure at Montague Park (formerly Buckhurst Farm) is now substantially complete.
6. On 18 May 2021 the planning committee resolved to grant planning permission for Phase 2 of development in the SDL: a hybrid application comprising an outline proposal for up to 1,434 new dwellings and a full proposal for a 24.71 hectare Suitable Alternative Natural Greenspace (SANG) (application 191068) and an outline application for up to 215 dwellings (application 190914) were approved subject to completion of a S106 agreement to secure supporting infrastructure; and a full application for SANG (application 190900) was approved on 24 May 2021. These applications represent approximately 67% of the 2,500 new homes planned in the SDL. The committee also resolved to grant planning permission for the South Wokingham Distributor Road (SWDR) between Finchampstead Road and Waterloo Road (application 192928) associated highway works in the Finchampstead Road corridor (application 203535), also approved on 24 May 2021.
7. The current application is hybrid application for up to 171 dwellings plus SANG (application 192325). It is final phase of the development in the SDL and would deliver roughly 7% of new homes planned.

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. The current proposals, which concentrate housing on the northern part of the site, adjacent to the SWDR, with include public open space to the south are broadly consistent with the approach anticipated by the SPD. This is considered in more detail in sections 5, 6.1 & 9.1.
9. Together, with the development at Montague Park and the five applications mentioned in paragraph 6, the current application 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 dwellings; 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 2021) demonstrates a 5.10-year supply against the Local Housing Need of 768 dwellings plus a 5% buffer, without reliance on development in the South Wokingham SDL south of the railway. Although it does not anticipate any completions here until after 2025/2026, 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 centres (of up to 1.5 hectares each) should be provided as a focus for community activity within the south Wokingham SDL: a smaller centre to the north of the railway (or alternatively

expansion of the Rances Lane parade) and a larger one (incorporating a community centre to serve the whole SDL) to the south.

14. The first neighbourhood centre is being delivered north of the railway at Montague Park and a second, southern neighbourhood centre – including land for a community facility and school – is to be located on the south side of the SWDR, just to the west of Easthampstead Road, within phase 2b.

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 at accessible locations within the development.
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 to be secured within phase 2b, to be delivered by the council from the Community Infrastructure Levy (CIL). Thus, collectively the applications for the SDL would deliver two, new, two-form entry primary schools in line with planning policy. The IDP would ensure delivery of the school site is appropriately phased in relation to the proposed development.
17. 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.
18. The need for additional secondary school capacity has been raised in representations. While not directly relevant to the determination of this application, the People and Place Strategy and Commissioning Team acknowledge that the number of children admitted to the borough's secondary schools is rising: year 7 numbers are likely to peak before 2025, declining thereafter as the lower roll numbers seen in younger primary school age groups work their way into secondary schools. It is anticipated that additional secondary school capacity (to 2021 capacity) will be required over the next decade. Where and how this will be provided is (in November 2021) the subject of ongoing discussions with schools.

2.3 *Community facilities including libraries and indoor sport*

19. 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.
20. The outline planning permission for Montague Park pre-dated CIL but the S106 secured proportionate contributions towards provision of a community facility (including indoor sports provision) within the larger neighbourhood centre south of the railway, swimming pools and libraries. Because it would be some years before the development south of the railway would come forward, the planning permission also secured an additional 200m² community facility within a mixed use

building in the Montague Park neighbourhood centre (this was in addition to the policy requirement but was offered to address the lag in provision).

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. Accordingly, the S106 for phase 2b will secure a 500m² site for a two-storey community centre with ancillary outside space, within the proposed neighbourhood centre (based on the standard of 0.117m²/capita established by the council's Shaping Our New Communities (SONC) (January 2015). The site would be of sufficient size to deliver a policy compliant facility and, a well-designed building within the proposed parameters could facilitate future expansion if required. Delivery would be funded through a combination of S106 contributions from Montague Park and CIL.
22. 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*

23. Core Strategy Appendix 7 paragraph A7.49 e) anticipates provision of new primary health care facilities within the SDL, which would most appropriately have been located within the larger neighbourhood centre, within phase 2b. However, circumstances have changed since adoption in 2010 and – for reasons explored in section 2.4 of the report on phase 2b - the NHS Wokingham Clinical Commissioning Group are no longer seeking primary health provision within the SDL. As discussed in section 2.3, WBC will be delivering the community building within the neighbourhood centre 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*

24. 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

25. 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*

26. 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*).

27. 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.
 28. The residential parcels have a combined area of 4.35 hectares result in an average net density of around 39 dph, 41 dph based on the net developable area of 4.17 hectares. For comparison, Montague Park achieved an average density of 34 dph, phase 2a 47 dph and phase 2b 38 dph, with variation between the different character areas. Although the DAS does not establish a density range for each character area it is apparent that density would vary considerably between the parcels. Based on the Provisional layout the densities would range from 32 dph in parcel C1 (which would be in the rural interface character area except for the SWDR frontage which would be urban residential) to 36 dph in parcel D (which is proposed to contain all three character areas) and 116 dph in parcel C2 (entirely urban residential). The latter is not particularly useful as an indication of character because, unlike the other parcels, there is a very limited road network within the parcel which makes the dph appear unusually high. The Provisional Layout shows two apartment blocks in parcel C2: a two storey building containing eight flats and a three-storey building containing 21 flats. This scale of development is comparable to many of the buildings fronting William Heelas Way in Montague Park and, subject to good design, would be appropriate to the urban residential character area fronting the SWDR.
 29. While the average density is higher than anticipated it is similar to phase 2, consistent with the NPPF aim of optimising the use of land and – based on the assessment of character in section 6 of this appraisal - acceptable in principle. The contribution that variation in densities would make to establishing different character areas would be refined by condition 4 and through reserved matters.
- 3.2 *Housing mix*
30. 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 current and projected needs of households.
 31. At the time of first submission, the most up-to-date information on market housing mix was the *Berkshire (including South Bucks) Strategic Housing Market Assessment* (February 2016) (SHMA). This has since been updated by the *Wokingham Borough Local Housing Needs Assessment 2019 Report of Findings* (January 2020). The more recent advice places less emphasis on two bedroom dwellings and more on larger, three and four bedroom properties than the earlier guidance.
 32. While the precise mix would not be established until the reserved matters stage, the Planning Statement indicates a variety of houses and flats, ranging from one to

four-bedrooms and the Provisional Layout is based on the indicative mix set out in the Transport Assessment Addendum (July 2021), which is summarised in the table below.

Dwelling size	1 Bed units	2 Bed units	3 Bed units	4+ Bed units
Number proposed ⁹	20	35	33	24
% proposed	18%	31%	29%	21%

33. The indicative mix places more emphasis on smaller market homes than the guidance suggests but the precise mix would not be established until the reserved matters stage and would be assessed against current guidance at that time, balanced with other planning considerations. 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

34. 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.
35. For the maximum of 171 dwellings proposed in Phase 3, this equates to up to 60 units. This proportion would be secured by a S106 agreement.

4.2 Affordable housing size and tenure mix

36. MDDL policy TB05 *Housing Mix* requires an appropriate mix of affordable dwelling types and sizes, assessed on a site by site basis and reflecting the Councils Housing Strategy and Affordable Housing SPD (2013). The MDDL and Affordable Housing SPD suggest a guide size mix, to be considered in conjunction with the latest information from the Housing Register.
37. The applicant's affordable housing statement also referred to advice in the SHMA, although this has since been updated by the LHMA, and to site constraints which are likely to result in a relatively high proportion of one-bedroom properties.
38. Taking into account current requirements and the applicant's points, the Housing Policy Officer has agreed the following mix: to compensate for the number of one-bedroom properties and achieve a better fit with local housing needs, the agreed mix includes a higher than usual proportion of four-bedroom houses, of which five would be for social rent and four for shared ownership, or six for social rent and three for shared ownership if First Homes applies, as is likely (four-bedroom houses are unlikely to be deliverable as First Homes).

⁹ Based on the mix in TA Addendum (July 2021) Table 5.1

Affordable Housing size mix		Proposed	
		%	No
One-bedroom flat		30%	
two-bedroom flat	predominantly houses	3%	3
two-bedroom house		18%	18
three-bedroom house		20%	
Four + bedroom house		15%	
Phase 3 total			60

39. 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. However, a written Ministerial Statement on 24 May 2021 introduced First Homes, a kind of discounted market sale housing, considered to meet the definition of ‘affordable housing’ for planning purposes. First Homes are the government’s preferred discounted market tenure and should account for at least 25% of all affordable housing units. While there is a transition period for applications that have been subject to significant pre-application engagement and are determined before 28 March 2022, it is unlikely that the S106 agreement will be completed and the decision issued before that date so First Homes will almost certainly apply in this case. Accordingly 25%, equating to 15 of the affordable homes should be First Homes, with the remainder split between 70% (42 dwellings) social rent and 5% (three dwellings) 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.
40. All affordable housing units should be built in accordance with the standards, requirements and latest guidance issued by Homes England and/or the Regulator of Social Housing, meet the national space standards.
41. The affordable dwellings should be transferred to the Council’s Local Housing Company (Wokingham Housing Limited) or one of the Council’s preferred Registered Provider (RP) partners for a price that will enable the RP or Local Housing Company to deliver the affordable housing without the need for public subsidy.
42. The SPD also requires affordable housing to be dispersed through the development (“pepper potted”).
43. The S106 agreement would secure the overall proportion of each size and tenure and 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. informative 13 also refers.
- 4.3 *Specialist housing*
44. 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.

45. 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 conform to M4(2) standard (accessible and adaptable dwellings) (or any other applicable standards that superseded them) to ensure the provision of lifetime homes which are adaptable to varying needs. These should consist of one and two-bedroom flats in a cluster of at least three units. The S106 agreement would secure this and condition 3, combined with applications for approval of reserved matters, would ensure appropriate phasing of delivery and distribution.

5 Landscape

46. 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

47. MDDL policy TB21 *Landscape Character* amplified by the Borough Design Guide (General Principle G1) and South Wokingham SPD (Design Principle 1a) require proposals to demonstrate how they have addressed the requirements of the council's Landscape Character Assessment and respond positively to the local landscape context, retaining or enhancing features that contribute to the landscape including topography, natural features – hedgerows, trees, watercourses etc. - heritage assets, settlement patterns and the network of routes. New development should protect and enhance green infrastructure networks, promoting connectivity between different parts of the network and integrating with adjacent open space (MDDL policy CC03 *Green Infrastructure, Trees and Landscaping*).
48. 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 – especially the course of the Emmbrook - as a key determinant of the urban form.
49. These policies and guidance establish that there should be continuous network of open space running through the SDL, focused on a linear corridor along the course of the Emm Brook and its tributaries. New homes should be embedded within the landscape setting with existing landscape features and notable buildings providing structure. Management of the transition between town and country will be critical to the successful integration of the new development within the landscape and the southern extent of the SDL should be defined by the landscape setting. Borough Design Guide Design Principle RD9 also highlights the need for the edge of built up areas to relate to local patterns and for landscaping to soften the edge of settlements and to help integrate new housing into its rural setting.
50. The council's Landscape Character Assessment identifies the area to the South of Wokingham as N1 *Holme Green Pastoral Sandy Lowland*. It is a gently undulating, agricultural landscape in predominantly pastoral use – small scale 'hobby' farming, speciality farms and pick-your-own - with smaller areas of arable land and an 'unmanaged' character. It is peaceful and sparsely settled, with

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

51. It is a landscape of moderate quality and condition and the strategy is to enhance the existing character through reinstatement of hedgerows on historic field boundaries, maintaining open views and appearance of settlements being integrated within the rural landscape and increasing the extent of native deciduous woodland, liking existing sites whilst avoiding loss of significant views.
52. The application site was in equestrian use until recently and comprises a number of irregularly shaped, small to medium size fields defined by a combination of fencing, hedgerows, and mature trees. This site is enclosed by bands of trees and small areas of woodland along the site boundaries and the Emm Brook but is visible from the Public Right of Way that traverse it. The topography of the site is influenced by the Emm Brook which forms a relatively wide, flat area to the centre and east of the site, rising by about ten metres to the northeast and with a shallow domed landform which elevates the southwestern part of the site.
53. The SPD Framework Plan identifies a residential parcel to the north of Chapel Green and two further parcels to the east of the application site, north and south of the SWDR, effectively extending the parcels within Phase 2b that form the 'elongated central neighbourhood' (see paragraph 71). The land to the west of Chapel Green and between Chapel Green and the central neighbourhood are identified as open space, a suitable location for SANG.
54. The proposals are broadly in accordance with this strategy, with two relatively minor differences. The residential parcel north of Chapel Green (Parcel D) extends further south than anticipated by the SPD and the land west of Parcel D is open space but not SANG. These changes have implications for the setting of the grade I listed Lucas Hospital (considered in section 7.1) and the delivery of SANG and other public open space to serve the SDL delivery strategy (considered in sections 8 & 9.1), which are acceptable. In terms of landscape character, the land east and west of parcel D is proposed as public open space (a park and allotments), the undeveloped nature of which remains consistent with the spatial strategy in the SDP.
55. The most extensive area of open space within the development would be the SANG, which would be contiguous with the Holme Park SANG within phase 2, together forming a continuous open space extending from the SWDR to Heathlands Road. The proposed SANG would contain two distinct areas, described in the applicant's Green Infrastructure Strategy as Emm Brook Parkland and Southeast Meadows. The Emm Brook Parkland would follow the line of the watercourse. Existing vegetation would be retained and reinforced with new native planting using species that thrive in damp soils, including several large growing species that would, over time, stand as individual parkland trees. The Southeast Meadows, adjacent to chapel Green and Lucas Hospital would have a more open character (allowing intermittent views of Lucas Hospital to be retained, see section 7.1) with both wetland meadows and drier meadows on higher ground.

56. The natural characteristics of the SANG would be complemented by the South-West Park, the which would provide a more formal area of open space, to the south of parcel D containing a park, playground and allotments. Existing tree belts would provide a degree of enclosure to the west with some semi-permeable openness to the wider landscape to the south.
57. A Northern Natural/Semi-Natural Corridor focused on existing trees and woodland, would incorporate areas of ecological value and provide a visual buffer. A valued ecological area of Lowland Fen is located in the north-east of the Project Development.
58. The Emm Brook Parkland, Southeast Meadows and South-West Park would continue the approach established by the Holme Park SANG in phase 2b, providing a 'soft' southern edge to the SDL, consistent with the requirement to provide a transition between built-up areas and the adjacent countryside.
59. The existing landscape framework of hedgerows, woodland, tree belts, riparian trees and shrubs and individual field trees provides maturity which enhances the landscape character and provides screening between the areas of proposed development and the surrounding landscape as well as a range of habitats supporting biodiversity. The green infrastructure strategy for the site aims to retain existing vegetation as far as possible, reinforced with suitable native planting to provide green corridors and a variety of habitats, minimising impacts on existing ecology and maximising ecological benefits. These habitats include lowland fens and acid grassland, wetland and riparian vegetation and planting along the Emm Brook and woodland and tree planting.
60. The proposed network of open space would be consistent with the principles established by the SPD providing a multi-functional network of blue-green open spaces, informed by the existing landscape structure. As anticipated by policy, as well as providing for outdoor recreation, it is proposed to incorporate SuDS within the open spaces and landscaping (using local native plants to enhance the natural or semi-natural vegetation characteristics of the area), which would allow the range of habitats to be increased, supporting ecology as well as providing variety and interest for users and mitigating for loss of vegetation arising from the development. The functions of these spaces as Public Open Space are considered further in section 8 of this appraisal.
61. An important characteristic of Wokingham is the verdant, tree lined streets that lead into the town centre, making an important contribution to the character and environment of the area. This character is reflected in the SPD street typologies which require tree planting on both sides of primary streets and at least one side of secondary streets. Accordingly the SWDR design (albeit the subject of separate applications) incorporates verges and trees on both sides. The street typologies within the development will also need to reflect this approach. Condition 4 refers.
62. 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. The Provisional Layout shows how mitigation could be delivered through the design and layout of development parcels themselves, through integration of structural planting and SuDS elements for instance. This would

need further consideration at the reserved matters and conditions stages (conditions 4 & 15).

5.2 Trees

63. 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.
64. Existing trees and hedgerows on the site are generally concentrated along field boundaries, footpaths and watercourses. A number of individual trees, groups of trees and woodlands are protected by Tree Preservation Order (TPO 1435/2012). These are generally along footpaths and watercourses and include the trees and woodland that line footpath 10, incorporating the areas of woodland on the northern part of the site (where the path converges with Footpath 9) and north of Ludgrove school (which is designated ancient woodland) together with the alders along the southern part of Emm Brook and its tributary.
65. The application is accompanied by a Tree Report, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) which categorise trees according to their quality and landscape value and establishes their root protection areas, in accordance with BS5837:2012. It recorded 29 individual trees, one woodland and one group as category A (high quality and landscape value); 61 individual trees and 11 groups as category B; 25 trees and 34 groups recorded within the survey are category 'C' (low value) and seven category U trees (not suitable for retention).
66. A number of these trees are on the route of the SWDR and their loss has been considered as part of the assessment of that application (application 192928). Nevertheless, a drawing showing the combined tree loss is required to ensure a coordinated approach and ensure that there is no reliance on trees that are to be removed for the road scheme. Condition 11 refers.
67. While the proposals for Phase 3 - other than the SANG - are in outline, the parameters for development establish which trees would be in areas of open space and which would be within development parcels. Outside the SWDR corridor, the majority of trees are proposed to be retained within areas of public open space but the proposals would entail partial removal of five groups of trees within parcel D, all category C or lower: these are to the east of Chapel Green House (G47); a row of trees along the south side of Wokingham Footpath 24 (probably a remnant of the original hawthorn hedge, too small to be classed as trees in relation to BS5837 or significant in landscape terms); a group at north-western corner of parcel D to facilitate access to the site and SuDS (G12); and two sections from on the western edge of parcel D (G3), one (approximately six metres wide) to provide access to the field to the west of the application site and another section at the rear of plots 113-118. The Tree protection plan also identifies an unnumbered tree on the northern boundary of 1 Chapel Green Cottages for removal. No further information is on the condition of the tree has been provided but conditions 11 & 12 would ensure that its importance is properly assessed at the reserved matters stage. Subject to replacement planting as part of the landscaping of the site - which would be secured by condition 15 – there is no objection to the loss of these low value trees to facilitate a satisfactory layout.

68. A group (G3) interspersed with individual trees marks the western edge of parcel D. The provision layout shows a row of six houses (plots 113-118) backing onto this boundary. Overshadowing of the west-facing gardens and rear elevations of these properties, in particular plots 115-117, could result in future pressure to reduce or remove vegetation, especially T18 and T19 which are category A oaks. Garden depths are shown to be 12-17 metres and subject to thinning of the eastern face of the group, the applicant's AIA concludes that the layout is unlikely to result in shading or undue pressure from future occupants to remove or excessively prune trees. This aspect of the layout would require careful design at the reserved matters stage to ensure an acceptable relationship is achieved and the landscape officer has indicated crown lifting may be required. Conditions 4iv), 12 & 13 refer.

6 Character of the development

69. 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).
70. The parameters plan and Design and Access Statement should establish the design principles and concepts that would be applied to the development.

6.1 Distinct neighbourhoods

71. 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 establishes that development in the SDL should consist of a series of distinct neighbourhoods, with recognisable centres, following the linear nature of the site: 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.
72. The northern neighbourhood has already been delivered at Montague Park and phase 2 will deliver the central area. Proposed parcels C1 and C2 would complete the elongated central neighbourhood, most of which lies within phase 2, and proposed parcel D would deliver the final, western neighbourhood at Chapel Green. Thus, the pattern of development would be consistent with the SPD. The DAS identifies key spaces within parcel D (at points where existing public footpaths converge) and potential locations for landmark buildings. These combined with the relationship with the open spaces within the development will

establish a distinct identity, 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*

73. New development should be integrated with its surroundings, providing an interconnected network of streets and spaces (as described in section 12.4 of this appraisal, 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).
74. The DAS proposes an arrangement of perimeter blocks, presenting a strong frontage to define the public realm whilst ‘sealing-off’ rear gardens, thereby protecting the amenity of residents. Landmark buildings, vistas, edges and nodes would enhance the legibility of this development and street widths and building lines would reflect the local characteristics of built form contributing to a sense of place and local distinctiveness. The DAS identifies the opportunity to incorporate windows in the side elevation of houses on corner plots and the Crime Prevention Design Advisor has highlighted the importance of this in achieving active frontages and natural surveillance. The provisional layout shows how a layout based on the Movement and Access parameters plan could achieve this.

6.3 *Character typologies*

75. 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.
76. The building heights parameters plan and the character area plans in the DAS establish the proposed pattern of development.
77. The two eastern parcels (C1 south of the SWDR and C2 to the north of it) form a continuation of the elongated central neighbourhood within phase 2b, albeit separated from it by the green corridor along Footpath 10. The SPD anticipates urban residential development fronting the road with general residential adjacent to the railway line and rural interface on the southern edge. The character area plans in the DAS and Building Heights parameters plan follow the same pattern, with urban residential development of up to three-storey (12.5 metres maximum to the ridge) in parcel C2 and along the SWDR frontage of C1. The Landscape and Visual Impact Assessment assesses the impact, including the proposed three-storey elements, from a variety of viewpoints and – once established - there would be only partial views of rooftops over existing buildings and vegetation. For comparison, existing dwellings on Gipsy Lane, which are on higher ground, are visible from some viewpoints but do not break the skyline as trees create a vegetative backdrop. The remainder of C1 would be a combination of urban residential, with rural interface to the south but limited to two-storey (10 metres maximum to ridge). The northern parcel doesn’t extend as far north as the general residential area anticipated by the SDP due to landscape and ecological constraints. This also follows the pattern within phase 2b with urban residential

development of up to three-storeys (12.5 metres) along the SWDR corridor and general residential beyond up to 2.5-storeys (11.5 metres beyond).

78. The indicative SPD Framework Plan anticipates parcel D being separated from the SWDR by a green corridor and having a rural interface character. As proposed the parcel would adjoin the SWDR. This is consistent with design principles of providing an interconnected network of streets with adjacent, perimeter-block development providing active frontages, and – as a degree of continuity along the length of the road is desirable - it is appropriate to continue the pattern of urban residential development fronting the road, falling away to the south, as is proposed. The northern part of the parcel is proposed to be urban residential with the development along the SWDR frontage being up to three-storey (12.5 metres maximum to the ridge) and the remainder being up to 2.5-storey (11 metres maximum to ridge) falling to two-storey (10 metre maximum to ridge) on the eastern side adjacent to the SANG. The central part of the parcel, to the north and west of Chapel Green would have a general residential character, with two storey development (10 metre maximum to ridge) and the southern and eastern edges, adjoining Public Open Space would have a rural interface character, also with a maximum building height of two-storey.
79. While the building heights parameters plan and DAS establish maximum heights for each part the DAS also explains that, in general, the dwellings are proposed to be two-storey with occasional 2.5 or three-storey buildings to provide emphasis and legibility in key location such as on corners and to enclose key streets or spaces within the development (although paragraph 5.17 explains landmark status does not necessarily dictate the need for increased height).
80. The DAS provides an indication of the features that would differentiate the different character areas, which is summarise in the following paragraphs and would be amplified by condition 4.

Urban residential

81. The SPD establishes that development along the SWDR should have a formal “urban residential” character with closely spaced town-houses, terraces and apartments fronting the street, providing continuous built frontages and a high degree of enclosure.
82. Consistent with this, the DAS proposes the highest density of development, with a greater proportion of flats and buildings of up to three-storeys within the urban residential character area. There should be a particular focus on the massing and architectural style of buildings in key frontages, such as those fronting the SWDR, so that they contribute positively to the quality and character of the new development. Box bay windows and balconies are proposed to be used animate facades and provide vertical emphasis while soft landscaping would be informed by the urban context, to include street trees on at least one side of the road.
83. The SPD acknowledges that there will be limited opportunities for direct access from the SWDR and consistent with this a single access from the SWDR is proposed to each parcel. Tree lined roads leading into the town are a characteristic of Wokingham (MDDPL Policy CC03 refers to Green Routes) and the proposed layout provides an opportunity for structural landscaping along the SWDR, which would be characteristic of the major routes through the town.

General residential

84. The SPD establishes that development in “general residential” character areas should also generally be parallel to the street but have a less regular built form consisting of shorter terraces, semi-detached and occasional detached two-storeys buildings, occasionally rising to three at key corners and along important secondary streets, with varying plot widths. Combined with small front gardens - enclosed by walls, railings or hedges - this would create variety while retaining a sense of enclosure. Parking is expected to be predominantly on-plot, with some mews and informal on-street parking.
85. In accordance with this guidance, the DAS proposes two-storey development with a relatively high proportion of terraced and semi-detached dwellings and use of on-street parking to generate activity within streets. Details such as string courses would provide horizontal emphasis with bays and gables used to create vertical emphasis in key locations. Frontage parking would be designed with streetscape in mind, incorporating opportunities for tree planting.

Rural interface

86. 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.
87. Accordingly, relatively low density, two-storey development of largely detached dwellings set within larger plots are proposed in this character area. The buildings would have horizontal emphasis with gables, reflecting features found in suburbs nearby, breaking the eaves line. Soft landscaping would be informed by the rural context. As this would be an edge of the settlement location, some streets - such as the southern and eastern edges of Parcel D and the western edge of Parcel C1 - could incorporate a more open aspect with deeper front gardens and facades set further back (DAS paragraph 5.14).

Materials and enclosure

88. 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.
89. The DAS includes an indicative materials palette which is very similar for each character area. Walls would be predominantly brick with secondary materials to create accents, if necessary, and roofs could be slate, composite slate, tile, standing seam metal or single ply membrane. Materials are one of the defining characteristics of Wokingham and the secondary materials - including timber - and materials palette proposed - reds, browns, ochre, grey, occasional white – need further consideration to ensure that the development achieves a distinctly “Wokingham” character. Conditions 4 & 8 together with informative 7 require further consideration of the choice of materials and how they would be used to

help distinguish the different character areas within the development and convey a 'Wokingham' character.

90. The DAS indicates that the soft landscape for each character area will be informed by its context and that ownerships and responsibilities for external spaces would be clearly distinguished but does not include any discussion about the definition of external space, provision of a clear hierarchy of connected spaces or how the surrounding landscape character and mitigation measures identified in the LVIA can be incorporated into each of the residential character areas. The design code pursuant to condition 4 would establish principles, to be applied at the reserved matters and conditions stage (condition 15 p).

6.4 *Public Art*

91. 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. Paragraph 8.50 of the planning statement acknowledges that Public Art can be secured either within the development parcels or public open space and the SANG hard landscaping proposals identify potential locations. Conditions 3 x) & 7 would secure a strategy for delivery of public art in the SDL.

7 Heritage

7.1 *The setting of listed buildings*

92. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Consistent with this, Core Strategy Policy CP3 *General Principles for Development* and MDDL policy TB24 *Designated Heritage Assets* establish that development should not have a detrimental impact on important heritage features and works affecting heritage assets or their setting should conserve and, where possible, enhance their important character and special architectural or historic interest.
93. The application is supported by a Built Heritage Baseline Assessment considers heritage assets within 2km of the site: there are no listed buildings within the application site boundary but it encircles the Lucas Hospital complex, so there is a potential effect on its setting; there would be no significant impact on other built heritage due to intervening built form and lack of intervisibility, as well as lack of functional historic associations with the application site.

Lucas Hospital

94. The application site wraps around three sides of the Lucas Hospital complex, which consists of the Grade I listed Henry Lucas Hospital, Grade II* listed outbuildings immediately to the north of it and, beyond them, a walled garden (the wall is Grade II listed). The principal elevation of the 1860 Hospital building is to the south, where it overlooks a gravel driveway, lawn and a meadow beyond. Access is via a lane which continues along the Hospital's western boundary, also serving Chapel Green. The ownership of Lucas Hospital has never extended beyond the walled garden and land to the south, although there is evidence that land to the north, at Chapel Green may have been used in conjunction with the Hospital complex during the mid-late 19th century.

95. The Built Heritage Baseline Assessment establishes that the heritage significance of the complex is derived primarily from the architectural and historic interest of the buildings and the relationship between them, with the setting being of lesser importance.
96. Other than the expansion of Chapel Green Farm, there has been little change to it or the surrounding landscape since the mid-19th century. English Heritage identified the impact on this this tranquil rural setting is as their main concern, commenting that it is unusual in an alms house of this period, most of which are urban buildings; the situation must have been an intentional decision on the part of Henry Lucas. The surprise of coming across the building in a quiet country lane enhances the impact of its architecture, making it feel like a grand country house.
97. The Hospital complex is relatively confined and public views of it in its rural context are limited. The best views are from the southern part of Footpath 25 towards the south elevation of the main building. There are also glimpsed views from the wider footpath network but these are limited and contribute little to the appreciation of the Hospital complex. Thus, the central and southern parts of the application site make the greatest contribution to the overall significance of the Hospital, while the northern part of the site is separated from it by development at Chapel Green, so is less important.
98. Proposed residential parcel D is situated largely to the north of the Hospital complex, separated from it by the development at Chapel Green. SANG is proposed to the east of the Hospital and allotments immediately to the west, with a park and play area beyond, separated from the Hospital by a vegetated strip of land (outside the application site), which screens the lane contributing to its verdant, rural character and setting to the Hospital. Thus the relatively undeveloped nature of the more sensitive, central and southern parts of the application site would be maintained. While the proposals extend the residential parcel a little to the south of the area shown in the SPD, bringing it closer to the Hospital, the encroachment is only minor and the rural approach to the alms houses from the west would be maintained.
99. Hence English Heritage and the council's Conservation Officer are of satisfied that enough space has been left around the listed building to maintain its rural setting, subject to additional planting, along the eastern and south boundary of the proposed allotments, to reinforce the rural appearance of the lane and the setting of the Hospital. Conditions 3 xi) & 15 l) refer.

7.2 *Archaeology*

100. 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.
101. There are no identified areas of high archaeological potential within phase 3 and no known heritage assets. Nevertheless, the site has modest archaeological potential enhance by its size and largely undeveloped nature.

102. A large proportion of the site is proposed to be green open space, creation of which would involve only minimal and localised impacts on below ground deposits but residential development has potential for more major impacts. The applicant's Environmental Statement and archaeological desk-based assessment recommend a phased programme of trial trenching in advance of reserved matters together with a strategy for mitigation, including preservation in situ. Condition 22 would secure this.

8 Public Open Space

103. Core Strategy policy CP3 g) *General Principles for Development* establishes an overall requirement for 4.65 ha/1,000 population of open space within new development. This is amplified by MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development* which sets out the requirements for different types of open space. The now historic CIL Regulation 123 List anticipated delivery of amenity open space and play areas within the SDLs together with land for other types of green infrastructure.
104. In line with the comprehensive masterplanning approach required by the Core Strategy and SPD's, the open space requirements for Phase 3 have been considered in conjunction with the proposals for Phase 2 and what has already been delivered in Montague Park to ensure appropriate distribution of open space across the SDL.
105. 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, anticipate that much of the open space provision will 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. Consistent with this, the SANG, which would be the most substantial area of Public Open Space within the phase, follows the course of the Emm Brook.
106. The proposed green infrastructure network within Phase 3 consists of the SANG, a park to the south of parcel D which would contain an area of parks and gardens, play area, allotments and amenity open space, plus green corridors along the western and northern edges of the site provide in for natural and semi-natural green space. The remainder of section 8 explains how Development Plan requirements would be met.

8.1 Parks and gardens

107. The 0.5 hectare site proposed, to the south of the largest development parcel, would fulfil the 0.45 hectare requirement for **parks and gardens** for phase 3 (at 1.10 hectares/1,000 population).

8.2 Children's play

108. Two play areas are proposed within phase 3: a combined Local Equipped Area for Play (LEAP) & Local Area for Play (LAP) in the open space to the south of the largest residential parcel and a Local Landscaped Area for Play (LLAP) within the SANG. Their combined area would be 0.15, slightly over the 0.1 hectare requirement for phase 3 (at 0.25 hectares/1,000 population). The size of the individual play areas and distribution of different types of provision is appropriate

considering the phase on its own and also in the context of the wider SDL; a Multi-Use Games Area (MUGA), for use by older age groups, a Neighbourhood Equipped Area for Play (NEAP) and three LEAPs and a LLAP in Phase 2 and a NEAP, two LEAPS and LLAP and community use of the school MUGA at Montague Park. The character of each play area would respond to its location and landscape context.

109. While the detailed design is for the reserved matters stage, it has been demonstrated it would be possible to achieve suitable buffers (to prevent undue disturbance to neighbouring properties) whilst also achieving natural surveillance (for safety reasons, South Wokingham SPD Design Principle 1c(v)).

8.3 *Allotments*

110. A 0.59 hectare **allotment site** is proposed, exceeding the 0.21 hectare requirement for phase 3 (at 0.52 hectares/1,000 population). It would be located to the south of the largest development parcel, where it can be integrated into the landscape (SPD Design Principle 1c(iv) and the WBC Open Space, Sports and Recreation Strategy, November 2013). Combined with the allotment site in Montague Park and the sites proposed in phase 2b provision would be well distributed through the SDL.

8.4 *Amenity greenspace*

111. 0.4 hectares of **amenity greenspace** for informal recreation and visual amenity is proposed within the part to the south of parcel D, meeting the 0.4 hectares policy requirement (at 0.98 hectares/1,000 population).

8.5 *Natural & semi-natural greenspace*

112. **Natural and semi-natural greenspaces** are intended primarily to protect and enhance biodiversity; suitably designed SANG can count towards this provision (MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development*). 3.2 hectares of natural and semi-natural greenspace are proposed, in addition to the SANG which is proposed to incorporate a variety of habitats, intended to support biodiversity as well as providing recreational opportunities. Thus, the overall provision would exceed the requirement for 1.17 hectares of natural and semi-natural greenspace (at 2.84 hectares/1,000 population).

8.6 *Civic space*

113. The most appropriate location for **civic space** is within the neighbourhood centres, which are intended as a focus for community activity. The development at Montague Park provided civic space for phase 1 and the 400m² space proposed in the neighbourhood centre in phase 2b (to be secured through the S106 for phase 2b) would meet the needs of the remainder of the SDL, including the 42m² requirement for phase 3 (at 0.01 hectares/1,000 population).

8.7 *Securing public open space and future maintenance*

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

suitable body would be secured through the S106, together with a commuted sum for future management and maintenance. Section 17.1 refers.

8.8 Outdoor Sports Facilities

115. MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development* requires a total of 7.25 hectares of land for outdoor sport for the SDL development south of the railway (at 1.66 hectares/1,000 population): 0.86 hectares for phase 2a, 5.71 hectares for phase 2b and 0.68 hectares for phase 3 (reduced from the 0.76 hectares reported to committee in May 2021 due to the subsequent reduction in the maximum number of dwellings proposed). 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.
116. 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, the South Wokingham SPD and the grant of outline planning permission for Montague Park, the council has acquired approximately 26 hectares land adjoining the SDL at Gray's Farm, with the intention of delivering a sport hub to provide outdoor sports capacity for the remainder of the development at South Wokingham and elsewhere (and the site has been promoted for this use through the Local Plan Update; Site 5WW006). 3.3 hectares (which is unsuitable for sports use) is included in the Holme Park SANG, leaving 22.7 hectares for sport. The S106 would secure a contribution of £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.

9 Thames Basin Heaths Special Protection Area (SPA)

117. 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)

118. 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).
119. 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. Two of these allocated SANG sites – east and west of Lucas hospital - fall within phase 3.

120. Through more detailed masterplanning (since adoption of the MDDL in 2014) an alternative strategy for delivery of SANG to serve the SDL south of the railway has emerged which would deliver two substantial SANGs with sufficient capacity to mitigate the impact of the entire SDL. The SANG at St Anne's Manor (application 190900), which was approved in May 2021, would form an extension to the existing Buckhurst Meadows SANG and the proposed SANG would form a continuation of the Holme Park SANG (within phase 2b, application 191068), forming a single 32.82 hectare SANG extending along the southern boundary of the western SDL.
121. The approach was considered in the report on phase 2b, which concluded that the SANGs would be less fragmented than the MDDL approach, with good access for residents (all the new homes in phase 3 the SDL would be within a 400 metre radius of a SANG). The circular walk within the phase 3 SANG alone would be short of the 2.3-2.5km required to fulfil Natural England SANG design quality standards but would connect to the footpath network within the Holme Park SANG which provides options for longer more varied routes, including a 2.7km circular route (condition 17 and the S106 refer). Thus the combined SANGs would fulfil design quality standards including walk length, multiple access points, a variety of types of routes and habitats achieving a semi-natural character. This approach is consistent with the Core Strategy requirement for comprehensive planning and delivery.
122. The design quality standards require car parking to be provided where SANGs are more than four hectares and the homes they serve are more than 400 metres away. All the dwellings within Phase 3 are within 400 metres of the SANG, so there is no requirement for parking but, should development elsewhere seek to rely on the spare capacity in the SANG in future, the need for parking would be a consideration. (The parking provision for the neighbourhood centre within phase 2b includes an allowance for dwellings within phase 2 that are more than 400 metres from SANG).
123. In terms of capacity, the 8.12 hectares of SANG proposed would meet the 3.28 hectare requirement to mitigate the impact of up to 171 dwellings in phase 3, leaving 4.83 hectares spare capacity. Similarly, the St Anne's SANG would have 3.7 hectares capacity after mitigating the impact of phase 2a. Together these two SANGs would have 8.53 hectares spare capacity, more than the additional 6.12 hectares required to mitigate the impact of phase 2b (condition 18 of 191068 refers).
124. Within phase 3, the SANG provision would be concentrated to the east of Lucas Hospital with other types of open space to the west. The implications in terms of landscape character and the setting of Lucas Hospital, are considered in sections 5.1 & 7.1 and are acceptable.
125. Thus, the proposals meet both the quantitative and qualitative requirements for SANG and are compliant with Core Strategy policies CP8 and CP21. While the strategy differs from that indicated by MDDL policy SAL05, it would provide sufficient (and otherwise acceptable) alternative avoidance so is compliant with this policy too. Conditions 3 & 17 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)*

126. 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*

127. The application is supported by a Report to inform Habitat Regulations Assessment Screening Assessment and Shadow Habitat Regulation Assessment (HRA), to inform the Appropriate Assessment for the site, which the council must undertake as the Competent Authority under Regulation 7 of the Habitats Regulations. (This is the same report that accompanied the phase 2 applications and assesses the combined impact of the SDL developments).
128. 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.
129. Recreational pressure – and how it can be avoided and mitigated - is considered in section 9.1 & 9.2 of this appraisal.
130. 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.
131. 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**

132. 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.

133. The ES Ecology chapter establishes the ecological baseline and the value of the ecological features identified (based on a desk study and field surveys in 2015 – 2017, updated in 2019 and 2021), assesses the effects of the proposed development on the identified features (during construction and once complete); recommends mitigation where necessary and identifies any residual effects. It also details species enhancements, not required for mitigation, to be implemented as part of the development.
134. The ecological strategy for the site is to retain and enhance key habitats (including existing woodland, trees, hedgerow, grassland, lowland dry acid grassland, fens and purple moor grass rush pasture) where possible, strengthened with suitable native planting and with buffers around to create a transition and ensure their continued success. While the development would result in loss of or reduction in the area of some habitats, there would be opportunities to replace these: native and wildlife friendly planting would be used to enhance existing habitats and create new ones - including reinforcement of riparian habitats, enhanced wet meadow grasslands and woodland and parkland tree planting - and to ensure ecological connectivity across the development. SANG's – and potentially other categories of open space - provide better habitats, in terms of distinctiveness and condition for biodiversity, than managed farmland).

10.1 *Designated sites*

135. There are no designated sites within the application site, although the ancient woodland north of Ludgrove School and east of the site is a Local Wildlife Site (LWS). The woodland is to be incorporated in the Holme Park SANG (within phase 2b), which will form a continuation of the SANG within the application site. While the woodland is likely to experience increased recreational pressure, this can be mitigated through a Woodland Management Plan (secured by condition on the planning permission for phase 2b).
136. The ES identified four other designated sites within the Project Zone of Influence which could be affected by the proposals: the Thames Basin Heaths Special Protection Area; Heath Lake Site of Special Scientific Interest (SSSI) & Local Nature Reserve (LNR); Holt Copse and Joel Park Wood LNR & Local Wildlife Site (LWS) and Trench's Bridge LWS. Due to the distance and lack of connectivity between the application site and these designated sites no significant effects are predicted during the construction phase. Provision of SANG within the development (section 9.1) would prevent significant additional recreational pressure on the SPA and the green infrastructure provision within the SDL would mitigate the recreational pressure on the other sites.

10.2 *Habitats and species within the Project area*

Priority habitats

137. The majority of the fields within the application site have been subject to some level of management through horse grazing, so are of low to moderate biodiversity distinctiveness value. There are pockets of fen habitat, rush habitat and acid grassland on the margins of the site. Field boundaries are marked by a combination of fencing, mature tree lines and hedgerows (identified as groups of trees in the arboricultural and ecological reports). Other habitats on-site included broadleaved deciduous woodland, stands of ruderal vegetation and a number of seasonally and permanent wet ditches. Of these six are habitats of principal importance: lowland fen meadow, purple moor grass and rush pasture, lowland dry acid grassland, lowland mixed deciduous woodland, wet woodland and hedgerows (one qualifying as “important” under the Hedgerow Regulations).
138. The ecological strategy for the site is to retain and enhance key habitat features where possible, with buffers around to provide a transition and ensure their continued success. The retained habitats would be supplemented with new green infrastructure mitigating for losses, creating new habitats and providing ecological connectivity across the site.
139. There are two pockets of Lowland fen meadow within the application site, within a wider complex of wetland habitats. Development in parcel C2 and formation of the SuDS basin to the south of parcel C1 would result both pockets being reduced in area. However, it proposed to translocate the fen habitat to a SuDS area within the SANG, where it could take advantage of SuDS outfalls and be managed to create a larger area of this habitat (conditions 16 & 20 refer). Recreational pressure on this area would be mitigated through provision of boardwalks.
140. The remaining priority habitats would be retained within the green infrastructure network and where necessary enhanced (conditions 15 & 16 refer). This includes removal of Himalayan Balsam – an invasive species the spread of which is forbidden by the Wildlife Countryside Act – from the wet woodland. Conditions 15 u) & 33 xxv) refer.
141. While the Emm Brook is not Priority Habitat, the Environmental Statement acknowledges that it is of local importance, forming an ecological corridor across the site. Water quality and discharge rates are important for the Book itself but also the wetland habitats within the site. Conditions 15, 16 & 19 would ensure appropriate landscaping, including enhancements to the river corridor, and future management.

Protected species

142. The baseline ecological assessment included surveys for bats, dormice, great crested newts, reptiles, badgers and invertebrates and identified the need to consider the impact on bats, badgers and breeding birds in more depth.

Bats

143. Surveys found varying **bat** activity levels across the site and a number of trees with potential to support roosting bats, although no roosts were identified. It is proposed to retain the woodland, hedgerow and river habitats that are of most significant value to bats and no significant breaks in linear corridor features are

proposed, so connectivity across the site would be retained. No trees with potential to support roosting bats are proposed to be removed. Loss of foraging habitat would be mitigated for through new native hedgerow, tree and shrub planting along with areas of species rich grassland. Provision of bat boxes within retained woodland and mature trees would provide roosting opportunities.

144. Increased light pollution would impact upon bat species, resulting in indirect loss of foraging and commuting habitat, but with sensitive lighting design, in accordance with the best practice guidance issued by the Bat Conservation Trust and Institute for Lighting Professionals (ILCP 2018), this impact could be mitigated and there would be no significant effect on bats. Condition 21 and informative 28 refer.

Breeding birds

145. In terms of **bird** populations on-site, the proposals would result in the loss of approximately 4.1 hectares of grassland habitat, which may adversely impact upon species that forage within grassland such as starling. However, the habitat remains common in the local area, therefore, no significant effect is likely to result to bird populations.
146. An increase in local residents is likely to result in the increase of pets, including cats, which are known to predate on birds, and has the potential to impact birds commonly associated with residential areas such as the more common garden birds. However, enhancement planting and the use of integrated bird boxes within buildings and on trees, would reduce impacts, albeit some limited residual impacts may remain. Condition 18 refers.
147. The direct loss of bird nests would be avoided through the removal of suitable habitat only outside of the bird breeding season (March to August) or under ecological supervision. Condition 33 refers.

Badger

148. No **badger** setts were identified on the site but there is a sett nearby and likely that badgers forage within and commute across the site. It is recommended in the ES that an updated survey is undertaken within six months of construction works commencing on-site and best practice methods should be adopted when working in the vicinity of known badger setts (the CEMP - condition 33 xxiii) – would secure updated surveys and ecological mitigation).
149. The landscaping and future management of the site would ensure the mitigation and enhancement set out in the ES is delivered (conditions 15, 16, 18 & 21). The CEMP (condition 33) would incorporate ecological mitigation measures required during the construction phase.

10.3 Biodiversity Net Gain (BNG)

150. The application is supported by a Biodiversity Net Gain (BNG) Assessment, calculated using DEFRA's Biodiversity Metric 3.0 Calculation Tool (Beta) (Natural England, 2021). 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.

151. The initial assessment indicates that a minimum 10% Biodiversity Net Gain can be achieved. However, the next iteration would need to include land required in the short-term only for construction of the SWDR and a baseline assessment for river corridor units, given that there are main river and two ordinary watercourses flowing through the site. The SANG landscaping proposals would also need to be revised to fully achieve the high distinctiveness habitats proposed in the BNG assessment. Conditions 15, 16, 19 & 20 and informatives 8 & 9. The S106 would provide a mechanism for securing off-site BNG, should the final assessment result in a net gain of below 10% on site (see section 17.1 xx)).

11 Residential amenity

152. 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

153. 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 areas with a more intimate character may require a tighter, more compact layout.
154. 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

155. Although the residential element of the application is in outline with all matters reserved, the land use and building heights parameters plans identify the broad location of residential parcels and maximum building heights (in metres and the number of storeys) allowing a high level assessment of the impact on neighbouring properties outside the site which would be reviewed at the reserved matters stage, when more detail is available. Furthermore, in this case, the Provisional Layout provides quite a high level of detail and – while this is illustrative and the proposals at reserved matters could differ – it does give a greater level of certainty about the relationships that are achievable.

156. The application site wraps around three sides of the cluster of existing residential properties and equestrian buildings at **Chapel Green**.
157. **Chapel Green House and annex** is two-storey, chalet style property with a single-storey side wing, gardens to the north and east, and equestrian buildings (demolished since submission if this application) to the west. Residential Parcel D would wrap around three sides of this property. To the west, the site of the former equestrian buildings and Public Right of Way (Wokingham Footpath 25) would provide about 40 metres separation between the existing dwelling and Parcel D. The provisional layout and parameters plans show an access road running along the eastern boundary of the development at that point, with two-storey houses (up to 10 metres in height) facing onto it. The garden to the north of the house is approximately 11 metres in depth and the application site boundary is a further 17 metres away, giving an overall separation of around 28 metres. The provisional layout shows two-storey houses to the north of Chapel Green House, with their flank elevations facing south. The garden to the east is about 35 metres in depth and the Provision Layout shows two-storey houses with gardens of 12-14 metres backing onto the garden, giving an overall separation of over 45 metres. Thus, it has been demonstrated that the normal separation distances between two-storey dwellings can be met, avoiding an adverse impact on Chapel Green House.
158. There is also an extant planning permission (192411) for two **bungalows on the site of the former equestrian buildings** (the site has been cleared). (An earlier application, 173607, for four dwellings at Chapel Green House was refused and dismissed at appeal). The approved bungalows would have a broadly north-south orientation and rear gardens of around 10-15 metres in depth. The Provisional Layout illustrates a minimum front-flank separation of around 17 metres between the closest dwelling in parcel D and the approved bungalows. As with Chapel Green House, there would be about 17 metres between the northern boundary of the gardens of the approved bungalows and the southern boundary of the application site, sufficient to avoid an unacceptable relationship between the proposed and approved development.
159. **1 & 2 Chapel Green Cottages** are a pair of two-storey, semi-detached houses with broadly east-west orientation. A partially implemented and therefore extant planning permission for single-storey extension to No 1 has been referred to in representations. Proposed residential parcel D would be contiguous with the northern, flank boundary of No 1 and SANG is proposed to the east and south of the cottages. The parameters plans show a cul-de-sac extending southwards along the eastern edge of parcel D and the Provisional Layout indicates that the end house would have a staggered, flank-to-flank relationship with No 1. There would be approximately 19 metres minimum separation between the two buildings. Due to the staggered relationship, there would be some potential for overlooking and careful design, taking into consideration of the layout of the existing property (and any extensions), would be needed at the reserved matters stage to ensure an appropriate relationship but subject to this, an acceptable layout would be achievable. Informative 12 refers. There is no reason to anticipate that the new residential development would generate an unusual level or activity or, therefore, disturbance. The informal, recreational use of the land to the east and south as SANG would not generate significant disturbance.
160. **The Barns** is a two-storey conversion, approved as a live-work unit. The proposed SANG would lie immediately to the east of it and the quiet, informal

recreational use of this land would not result in undue disturbance. 1 and 2 Chapel Green Cottages would separate it from Parcel D, over 35 metres away.

161. **Chapel Green Farm** is a two-storey detached house with a two-storey detached outbuilding to the north and a generous garden to the south. There would be around 14 metres between its curtilage and Parcel D and the parameters Provisional Layout shows 35 metres separation from the nearest proposed dwelling, with the Public Right of Way, Wokingham Footpath 25 and an access road within the development in between. The separation would be sufficient to avoid an unacceptable impact. The land to the west is proposed to be allotments, a quiet, informal use that would not give rise to disturbance.
162. **Lucas Hospital** is a three-storey dwelling with outbuildings and a substantial walled garden to the north of it, separating it from the other properties in Chapel Green. Allotments are proposed to the west of it and SANG to the east; quiet, informal leisure uses that would not give rise to disturbance. The nearest residential parcel (Parcel D) would be over 90 metres away, far enough to avoid any adverse impact upon residential amenity. The Hospital is a grade I listed building and the impact of the proposals on its setting are considered separately in section 7.1.
163. **West Lodge** is two-storey house, to the south of the Application site. Its northern elevation is only about four metres from the boundary but it is separated from the application site by the lane that provides access to Chapel Green, giving an overall separation of approximately 12 metres. The land to the north is proposed to be used as public open space and its quiet, informal recreational use would not give rise to disturbance. The footpath and cycleway that is proposed to run north-south through the open space, connecting Parcel D to Luckley Road between West Lodge and the railway bridge, is also intended to serve as an emergency access. The use by pedestrians and cyclists would not generate significant disturbance. The emergency access would only be used if the northern access to the parcel were inaccessible, so would be infrequent and probably of short duration. While the increased level of activity may be noticeable in this relatively tranquil location, given the limited frequency and duration it would not result in unacceptable disturbance.
164. The flank of **54 Luckley Road** (a two-storey 'chalet bungalow' with second-floor accommodation within the roof space) would be 62 metres from the proposed public open space and separated from the site by the railway line, which is elevated at this point rising to a bridge over the road.
165. The closest properties to the west of the site are **24 a & 25-30 Gorrick Square**. 24a is a bungalow, and the remainder are two-storey houses that back onto the railway line. The rear of these properties is at least 21 metres from the railway boundary, the railway corridor provides about 30 metres separation and there is a further 23 metres between the railway and the application site boundary resulting in overall separation distances of over 75 metres, from the proposed public open space. There would be over 100 metres between existing dwellings to the west and the nearest residential parcel (Parcel D, proposed to be a maximum of two-storey). This separation would increase further to the north with separation distance of over 190 metres from the rear of the two-storey houses in **Tanglely Drive** to the nearest residential parcels where the parameters would allow

development of up to 2.5 or three-storeys. The Tesco foodstore and car park separate the application site from the nearest dwellings in **Finchampstead Road**.

166. **76 A & 76 B Finchampstead Road** have been acquired by the council to facilitate delivery of the SWDR together with junction capacity works associated with the SDL and planning permission 192928 includes their demolition. Should this not take place, they would be over 240 metres from northern part of Parcel D and the main impact upon them would be from the use of the SWDR.
167. There would be over 80 metres between the boundary of **58 & 58A Finchampstead Road** and the nearest part of the application site - the SWDR where it runs through the site (the impact of which was considered when approving application 192928) - and the nearest residential parcel would be the northern part of Parcel D, over 230 metres away. The parameters would allow development of up to three-storeys (12.5 metres) in this location but the separation would be ample to prevent an adverse impact.
168. **Knoll Farm, Gipsy Lane** lies over 90 metres from the application site and about 110 metres from the nearest residential parcel (C2), an area identified by the building heights parameters plan for development of up to three-storey (12.5 metres). The separation would be ample to prevent an adverse impact.
169. The Reading-Waterloo railway line marks the northern boundary of the SDL and separates the proposed development from residential properties on **Gipsy Lane**. These are a mix of bungalows, two and occasional three-storey dwellings, which back onto the railway corridor. They are relatively elevated as the general trend is for levels to fall from north to south. There would be over 100 metres between the southern boundary of the nearest properties - **141-147, Duxmeer, Odimbo/St Clair, Rowans, Penlan and Satara, Gipsy Lane** – and the nearest residential Parcel (C2). Duxmeer, Odimbo/St Clair, Rowans, Penlan and Satara are unusual in that they have very little separation from the boundary with the railway line (as little as a metre in the case of Rowans) but more substantial amenity areas to the side of the buildings but – taking into account this and that the parameters would allow development of up to three-storeys (12.5 metres) in Parcel C2 - the separation would be sufficient to prevent an adverse impact.
170. **Ludgrove School**, a private boarding school, lies to the southeast of the application site. The south-eastern corner of the site is proposed to be SANG, continuing the SANG to the north of the school, within phase 2b. This informal leisure use would not give rise to disturbance and the closest residential development (parcel C2, over 260 metres from the nearest building within the school complex) would be far enough away to prevent an adverse impact on the school including the associated residential accommodation.
171. **In conclusion**, from the land use and building heights parameters plans that form part of the outline planning application, it is apparent that acceptable separation distances – in line with the guidance in the Borough Design Guide - can be achieved and, subject to the detailed design at the reserved matters stage, the proposed development would not have an adverse impact on existing neighbours.

11.3 *Neighbouring properties within the development*

172. The separation distances referred to in paragraph 153 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 application is supported by a Provisional Layout which shows how the site might be developed. These show that acceptable separation distances can be achieved at the density proposed.

11.4 *Internal space standards*

173. 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).
174. 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 Provisional Layout is 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 24 refers.

11.5 *Private amenity space*

175. The Borough Design Guide design principle R16 establishes that dwellings should have access to some form of amenity space, preferably in the form of a private or communal garden. To be useable a garden should generally be broadly rectangular, receive sunlight of some of the day, be capable of accommodating a range of activities – sitting, play, clothes drying, storage - and have secure access for cycle storage. While occupants of upper-floor flats rarely have access to a garden, they should be provided with useable private outdoor space in the form of a balcony, roof terrace or winter garden, of at least one metre by three metres. The pandemic has reinforced the need for everyone to have access to private outdoor space.
176. The layout cannot be assessed until the reserved matters stage but the Provisional Layout demonstrates that amenity space standards are capable of being met at the density of development proposed. Condition 23 would ensure retention of appropriate amenity space post-development.

12 **Access and Movement**

177. 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, delivering improvements to existing road, rail, public transport infrastructure as well as facilities for pedestrians, cyclists and 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*

178. 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).
179. 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 the remainder of section 12 of the appraisal, especially 12.5, 12.6 & 12.8, good access can be provided to Wokingham Town Centre and also to destinations in Bracknell and Crowthorne.

12.2 *The strategic transport network*

180. 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, 12.6 and 12.8 of this appraisal.
181. The improvements along the Finchampstead Road corridor are among the works to be delivered by the council through CIL funding, together with off-site mitigation at the junction with Molly Millars Lane and pedestrian and cycle improvements secured partly through the IDP and S106's. The highway works are the subject of separate applications (192928 & 203535).
182. 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. It should fulfil three important functions (Core Strategy paragraph A7.52 d)): to integrate with the existing street network, providing access to the new development as well as allowing dispersal of traffic, thus relieving some pressure on the historic town centre; to function as a corridor for sustainable travel accommodating bus routes (section 12.8) and catering for safe, comfortable pedestrian and cycle movement (section 12.5); and to be a street with civic quality, fronted by development serving as a location for commercial and community activity (section 6.3).

183. 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.
184. The second section of the road, often referred to as the “Eastern Gateway” (planning permission 172934), opened in January 2022, extends William Heelas Way southwards, to Waterloo Road. The works included construction of a new bridge over the railway line, a new roundabout at the junction with Waterloo Road and stopping up of Waterloo Road between the existing level crossing and the new roundabout, to facilitate closure of the level crossing by Network Rail (for safety reasons) once the alternative route via between William Heelas Way and Waterloo Road was open.
185. 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”) were the subject of a separate planning applications (192928 & 203535) which were approved on 24 May 2021.
186. The S106 would secure land in the applicants’ control for the SWDR (including ecological mitigation and BNG) plus financial contributions for two, small parcels within the SDL boundary which the council has acquired from third parties for construction of the road. Condition 43 would control the number of SDL completions permitted before opening of the full SWDR.

12.3 *Vehicular access to the site*

187. The application is in outline with all matters, including access, reserved. Nevertheless, it is necessary to understand how the movement network within the site would connect into the wider, existing network. The following paragraphs consider vehicular access. Pedestrians and cyclists would share these routes, along with the additional connections described in section 12.5.
188. Vehicular access to the site is proposed to be via the SWDR (section 12.2) which will run east-west through the SDL from Finchampstead Road to London Road, crossing both Easthampstead Road and Waterloo Road. The connections between the SWDR with the existing adopted highway network were considered in the report on the SWDR (192928) and phase 2b (191068).
189. The largest, proposed residential parcel D (expected to be around 118 dwellings) would access the SWDR from a new roundabout, east of Tesco (approved as part of the SWDR application). The principles established by the Borough Design Guide and South Wokingham SDL SPD planning support an interconnected network of streets, providing a choice of routes but, in this case, site constraints limit the opportunities for vehicular access: the level of the SWDR and relatively narrow width of the northern edge of parcel D prevent a second connection to the SWDR while the narrow railway bridge on Luckley Road and the importance of maintaining the tranquillity of the southern part of the application site (see section 7.1) militate against access from the south. (This is also consistent with the SDP Transport and Movement Diagram). However, because the number of dwellings proposed in the parcel is over 100, it is necessary to provide an emergency access, as an alternative should the usual access be temporarily unusable (*Living Streets A Highways Guide for Developers in Wokingham* 2019). A footpath/cycleway is proposed to run north-south through the public open space to

the south of Parcel D, connecting it to Luckley Road. This would be a minimum of 3.7 metres wide and specified to facilitate occasional use by emergency vehicles or other traffic needing to access the parcel during an emergency, whilst avoiding detracting from the character of the open space or the setting of the grade I listed Lucas Hospital. Swept path analysis confirms that a safe connection could be made to the lane to the south and, while the necessary land is not all within the application site or adopted highway, the applicant has provided confirmation that the land is either within their landowner's control or unregistered. The landowner has had 40 years continuous, unchallenged use of the unregistered land and the applicant would insure against any future claim. Since access is a reserved matter, there is sufficient certainty to secure this access by means of a Grampian condition (condition **Error! Reference source not found.**). (The railway bridge can accommodate an emergency vehicle but not two-way traffic).

190. Priority junctions onto the SWDR would provide access to the smaller residential parcels, C1 and C2 (expected to be around 24 and 29 dwellings respectively). These accesses have also been approved as part of the SWDR application.

191. The proposed access arrangements are consistent with what has been approved under the SWDR application (192928) as well as the SPD Transport and Movement Diagram and are acceptable, subject to detailed design; secured by conditions **Error! Reference source not found.**, 47 & 53.

12.4 *The transport network within the SDL*

192. 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.

193. 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 requirements must not become dominant and streets 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).

194. Although site constraints limit the number of connections to the existing highway network that are achievable for motor vehicles (see paragraph 189), the Movement & Access Parameters Plan establishes a hierarchy of streets which reflects the SPD, described as major and minor access roads, shared surfaces and private drives and the DAS acknowledges the need to combine movement and place functions. Better connectivity can be achieved for pedestrians and cyclists due to the link from parcel D south to Luckley Road, the links from all three parcels to the SWDR, existing PRow and the proposed footpath network within the SANG.
195. While the SWDR is the subject of a separate planning application, its functions include providing access to development in the SDL and connecting the neighbourhoods and, as such its design is integral to the masterplanning of the development on either side. Consistent with the SPD and the character already been established by the first phase of the SWDR, William Heelas Way, the SWDR application proposes a tree lined street with three metre wide verges on either side, separating pedestrians and cyclists from other traffic. Secondary streets are intended to provide local access with a lower level of traffic movement and emphasis on pedestrians and cyclists. Footpaths should be provided on both sides and street trees should on at least one side, on-street parking may be provided in designated bays. Tertiary and shared surface streets are intended to provide access and have a more informal layout intended to give equal priority to pedestrians and slow moving vehicles.
196. 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 (also including consideration of connectivity to the movement network within other parts of the SDL) before submission of the first reserved matters. Subject to this, an appropriate movement network could be delivered.
- 12.5 *Pedestrian and cycle network*
197. 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 193) 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).
198. 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.

199. 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 Movement and Access Parameters Plan and Provisional Layout shows the proposed network of routes and how it would tie into the wider network within the SDL and beyond - including Public Rights of Way (PRoW) - providing for both sustainable travel and recreational use. Integration with the PRoW network is considered in more detail in section 12.6. Further detail of the on-site sections would be secured by conditions the detailed masterplan and design code (conditions 4, 15, 38 & 39). At that stage connections between residential parcels and the footpath network would need to be identified (taking into consideration other factors such as the impact on trees and hedgerows). Condition 40 refers.
200. The Pedestrian and Cycle Strategy (developed by the consortium in collaboration with the applicant) identifies improvements along a number of off-site routes between the SDL and destinations in Wokingham including the town centre, Molly Millars Lane employment area and St Crispin's: the proposals include a pedestrian and cycle route from the application site (south of parcel D), along Luckley Road and Tangley Drive to Finchampstead Road; works along the Finchampstead Road corridor between Tangley Drive and the Carnival Pool roundabout; and a pedestrian and cycle path between the SWDR and Star Lane level crossing where Network Rail is intending to carry out safety improvements. Also a pedestrian and cycle path is proposed along Peacock Lane to provide connectivity between the eastern SDL and destinations in Bracknell. An off-road foot and cycle path would be provided through the SANGs (see paragraph 217). These works are identified in the IDP and would be secured either by conditions 15 & 46 or S106.
201. The key routes south, towards Crowthorne - Easthampstead Road, Heathlands Road and Honey Hill – are rural in character, with roadside ditches and vegetation. To provide footpaths along these routes would require significant widening and consequently drainage works, loss of trees and hedgerows, which would cause significant harm to the rural character of the area and ecology. However, there is an intention to upgrade Wokingham Without Byway 28 to a Greenway (see paragraph 205).
202. In addition to the sustainable travel measures outlined in sections 12.5 & 12.8 the S106 would secure contributions of £520.00 per dwelling towards My Journey, the borough-wide active and sustainable travel service.

12.6 *Public Rights of Way (PRoW) and Greenways*

203. The existing Public Right of Way (PRoW) network passing through the SDL south of the railway consists of two broadly north-south routes which form part of the wider network connecting Wokingham town with Gorrick Planation to the south and Crowthorne beyond. These are Wokingham/Wokingham Without Footpath 25 immediately east of the Reading-Guildford railway line and Wokingham Without Footpath 10 further to the east, connected by Wokingham Footpath 24, Wokingham Without Footpaths 9 and Wokingham Footpath 17. To the west of the SDL (within phase 2b), Wokingham Without Footpath 5 and Wokingham Without Byway 30 link Easthampstead Road and Waterloo Road.

204. Changes to the PRow network required to facilitate delivery of the SWDR were considered as part of the assessment of application 192928, together with the provision of appropriate crossing facilities where the road crosses Footpaths 10, 9/24 & 25.
205. As well as the changes to the routes of the existing PRow, described in section 12.7, the proposed development would change the setting and, therefore, the character of the PRow and increase use of them. The change in character would be particularly marked where Wokingham Footpaths 25 and 24 run through residential parcel D.
206. Consistent with the aim of enhancing links between Wokingham town centre and the surrounding countryside, Core Strategy Appendix A7.47 establishes that pedestrian and cycle movement should be supported by a network of **Greenways**, extending beyond the site to public green space and footpaths leading to Gorrick Plantation and Queens Mere. The council has since developed a Greenways Strategy and Implementation Plan (an appendix to the Rights of Way Improvement Plan 2020/2030) and Route D (Arborfield SDL-Barkham-South Wokingham SDL-Wokingham) runs through the SDL broadly on the route of the existing Footpaths 25-24-9-17, providing a pedestrian and cycle connection between Wokingham and Crowthorne, via the SDL. The Greenways Strategy establishes that these will generally be traffic free routes comprising a three metre wide path with a hard, permeable, surface suitable for commuting and leisure use by pedestrians, pedal cyclists, dog walkers, wheelchairs and mobility scooters in all weathers. (This specification is in line with the relevant standards for the expected nature and volume of traffic.)
207. Sections of the Greenways within the SDLs are to be delivered as part of the SDL development and are included in the IDP, to be secured by condition/S106; sections outside the SDLs are to be delivered by the council from CIL.
208. Surface improvements to Wokingham Without Byway 28, south of the SDL, in preparation for Greenway Route D are due to be delivered this year as a joint project between Wokingham Without Parish Council and the borough council.
209. The proposed route of the Greenway through the application site is north from byway 28, through the public open space in parcel D (see paragraph 189), continuing along minor access roads (partly on the alignment of Footpath 25) before turning north-east on the route of Wokingham Footpath 24 and Wokingham Without Footpath 9 to the Gipsy Lane Footbridge over the railway line. Where the route runs along new residential streets, the parameters and Provisional Layout establish a three metre wide footpath/cycleway would be provided, which are also likely to be quiet enough to allow cyclists to safely use the carriageway (condition 4 refers). Where the route runs through open space, a three metre wide flexipave, flexistone or equivalent path is proposed (conditions 15f), 15h), 38 & 44.b) refer). A replacement for the existing, substandard footbridge over the Emm Brook on the route of Footpaths 24 and 9 and associated diversions have already been approved (planning permission 192928). Funding for it is to be secured through the IDP & S106 (see section 12.7).
210. The report on the SWDR explained that, although the new bridge and the path under the road bridge would be accessible for the majority of the time, there may

be a few days each year when they would not be, due to flooding. An alternative route via the SWDR and the northern parcel within Phase 3 (parcel C2) would allow the route to remain accessible on these occasions (conditions 15j) & 39 refer and the S106 would secure rights of access, should the route not be over adopted highway or through adopted public open space; see section 17.1 iv)).

211. The character and function of the **northern section of Footpath 25** (Wokingham FP25 II, north of FP24) and **Wokingham Without footpath 24**, will inevitably change where they run through residential parcel D. These routes will be used for day-to-day walking and cycling journeys as well as longer recreational walks. The Crime Prevention Design Advisor highlighted the need for footpaths to be straight enough to provide clear sightlines, well-lit where they are intended to be used 24 hours a day and well surveilled, with defensive space separating them from dwellings. The parameters and Provisional Layout establish that, subject to detailed design, these minor access roads are capable of being designed to prioritise safe movement by pedestrians and cyclists, and landscaped to provide a pleasant, albeit more urban environment. Condition 4 refers.
212. The **central section of Footpath 25** (south of the junction with Footpath 24) would run through a landscaped area and then parallel to a shared surface, minor access road. The treatment of the interface between the shared surface access and the Public Right of Way will need careful consideration to ensure an efficient, functional and attractive layout. Condition 15 i) refers.
213. The **southern parts of Footpath 25** (Wokingham Without Footpath 25 and Wokingham Footpath 25I) lie just outside the application site, running along the Ludgrove School access before turning north and joining the lane that provides access to Chapel Green. The verdant, rural character of the lane is important to the setting of Lucas Hospital (section 7.1). Given the existing surfaces along this route and alternative Greenway route proposed (paragraph 209) no improvements are necessary to the southern part of this path. Use by cyclists could be discouraged through the design and signage of the Greenway.
214. Wokingham **Without Footpath 10** is contiguous with the eastern boundary of the application site but within Phase 2b. The southern section of Footpath 10 would be located in SANG, so retain a relatively rural setting and the northern section would form a green corridor between two residential parcels. These footpaths form an integral part of the network between Wokingham and Crowthorne, linking the two settlements as well as providing a link in circular walking routes and would be increasingly well used as a pedestrian and cycle link to the town centre. Upgrading of Footpath 10 to a three metre wide, flexipave, flexistone or equivalent surface is a condition of planning permission 191068 (phase 2b).
215. The IDP includes improvements to the specification of the PRoWs to make them fit for more intensive future use, to be secured by conditions 15 & 38 & 39 and the S106 would secure funding for the replacement footbridge and permissive rights for use by cyclists.
216. MDDL policy CC03 *Green Infrastructure, Trees and Landscaping* aspires to establish a riverside footpath and cycleway along the Emm Brook. The footpath network through the proposed SANG would deliver the section through the application site and a connection under the Emm Brook road bridge to the land north of the SWDR (within the SWDR application site).

217. The Rights of Way Improvement Plan (RoWIP) (2020) contains aspirations to formalise the permissive east-west route along the existing Ludgrove access, between Easthampstead Road and Luckley Road, as a restricted byway or bridleway and to upgrade Wokingham Without Footpath 10 to a bridleway. The proposals for Phase 2b make provision for an east-west route for pedestrians and cyclists through the Holme Park SANG, which would continue north-west through the proposed SANG to the SWDR. To fulfil this function the path should be at least three metres wide with a flexipave, flexistone or equivalent finish. Condition 15 g) refers.
- 12.7 *Public Right of Way diversions, extinguishment & permissive use by cyclists*
218. On 18 May 2021 the Planning Committee resolved to make orders for a number of PRoW diversions required to facilitate the comprehensive delivery SDL development south of the Railway as a whole: extinguishment the section of Wokingham Footpath 25 between the SWDR and Finchampstead Road (it would be fragmented by the SWDR which would also provide an alternative pedestrian route); diversion of Wokingham Footpaths 9 and 24 at their intersection with the Emmbrook (to provide an improved footbridge crossing); extinguishment of the section of Wokingham Without Footpath 10 where the SWDR crosses it (to incorporate pedestrian and cycle crossing facilities); and diversion of Wokingham Without Footpath 5 at either end (to accommodate the new junctions on Waterloo Road – approved under 172934 – and on Easthampstead Road).
219. Given the changing function of these routes, the status of Wokingham Without Footpath 10 and Wokingham Footpaths 9, 17 & 24 would need to be revised to permit cycle use: the S106 for phase 2b will secure permissive use of Footpaths 10 & 17 by cyclists and the current application would secure the same for Footpaths 9 and 24.
220. The Movement and Access parameters plan and Provisional Layout suggest additional diversions at the junction of Wokingham Footpaths 24 & 25 which would also be subject to a diversion, or if the new route would be part of the adopted highway potentially extinguishment (not yet secured.)
- 12.8 *Public transport*
221. 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).
222. 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 developers' 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. The S106 would secure a proportionate contribution towards implementation of this (or an alternative should circumstances change in the meantime) and condition 41 would secure an interim strategy. The S106 would also secure proportionate contributions towards bus stops along the route together with additional bus stops in Wokingham Town Centre and on the route towards Bracknell, required to facilitate the revised service.

223. 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 majority of the new homes within the application site would be within 400 metres walk of a bus stop.

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

224. 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.
225. 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 without development (for comparison purposes); 2026 with a realistic assumption of the full SWDR, 450 dwellings within phase 2 and 192 in Persimmon¹⁰ 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 a 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 and the HRA considered in section 9.3 .
226. 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 experienced 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;

¹⁰ This number was based on proposals at the time the modelling took and has since been reduced.

- g) Peacock Lane/Waterloo Road/Old Wokingham Road¹¹ (to be secured by S106 contribution);
- h) Peacock Lane/Vigar Way¹²; 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 & 45 or, in the case of g) & i), by S106. These conditions would also secure coordinated delivery of new junctions within the SDL but outside the application site. A longstop date for the highway mitigation works would be included in the S106 agreement.

- 227. The modelling shows a reduction in movements at the Easthampstead Road/Old Wokingham Road junction, so no justification for mitigation. It also indicates capacity issues at the junction of the B3430 Nine Mile Ride and Honey Hill but any increase in capacity at the junction would draw additional traffic down Honey Hill which is unsuitable for increased use.
- 228. Construction traffic would be managed through a Construction Environmental Management Plan (CEMP) (Condition 33).

12.10 *Intermediate railway station & public transport interchange*

- 229. 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. However, the proposed bus service (see section 12.8) would provide a regular service to both Wokingham and Bracknell railway stations.

12.11 *Residential car and cycle parking*

- 230. Core Strategy policy CP6 *Managing Travel Demand* and MDDL policy CC07 *Parking* require appropriate vehicle parking, in line with the council's standards (MDDL 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).
- 231. 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.

¹¹ Within Bracknell Forest Borough

¹² Within Bracknell Forest Borough

232. 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.
233. The applicant's Design and Access Statement references the relevant parking standards and proposes a variety of provision including on-plot, courtyard and on-street parking. Allocated, on-plot parking would generally be located to the side of dwellings within parking bays or garages set back from the building line to allow ease of access to rear gardens and reduce the prominence of cars within the streetscape. Where courtyard parking is proposed it would serve a limited number of units and be conveniently located for users in a private, well-defined area with a single point of access and natural surveillance, to feel safe, be secure and promote use. (This is consistent with the Crime Prevention Design Advisor's advice that, where communal parking is unavoidable it should be provided in small groups with active surveillance from the dwellings and appropriate lighting to BS5489:2013.) Where unallocated visitor parking is provided on street, it would be in small groups, not exceeding five spaces without landscape intervention.
234. The provisional layout demonstrate that an appropriate quantum of parking could be achieved overall. Further details of the approach to parking delivery, the contribution it could make to differentiating the different character areas and how it could be incorporated into residential layouts without encroaching on adjacent green infrastructure (within and adjacent to the residential parcels) would be secured by conditions 4 & 49.
235. The amount of cycle parking also depends on the size of dwelling (MDDL Appendix 2). The Transport Assessment Addendum indicates provision of cycle storage in accordance with the Council's standards, within the curtilage of houses or a secure communal store for flats.
236. 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 and sufficient private amenity space). (The Provision Layout demonstrates that - with refinement - this could be achieved). Drives should be at least 3.1 metres wide to allow a cycle to be pushed past a parked vehicle. 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 & 52 and informative 14 refer).

12.12 *Electric charging*

237. The guidance in *Living Streets: a Highways Guide for Developers in Wokingham* (2019) anticipates a combination of 'passive' electric vehicle charging 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. The current minimum standard is 35% passive, 5% active for on-plot parking and 25% passive, 5% active off-plot although this will rise from 2026.
238. The need to accord with these standards is acknowledged in the applicant's Transport Assessment Addendum. EV charging is also mentioned in the ES Air Quality chapter which recommends EV charging points for each on-plot parking space should be made where feasible and at least 1 Electric Vehicle (EV) rapid charge point per 10 residential dwellings for communal parking.
239. Condition 55 would secure provision in line with the council's policies, although it is worth noting that new government standards – expected to be announced soon – may well supersede current standards and transfer this matter to Building Regulations.

13 **Flooding and drainage**

240. 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 vulnerability to flooding. Core Strategy Policy CP1 *Sustainable Development* (and Appendix 7 A7.46 & A7.53) and MDDL Policy CC09 *Development and Flood Risk (from all sources)* follow the sequential approach established by the NPPF, directing 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). Climate change allowances were updated in July 2021 but the EA have advised that the previous (higher) standards will continue to applications submitted prior to that date. Accordingly, flood modelling and drainage systems should be designed to accommodate a 1 in 100 year flood event plus an allowance for climate change: 40% surface water (pluvial) flooding and 70% for fluvial flooding.
241. The South Wokingham SDL is allocated for development in the Core Strategy which was subject of a Strategic Flood Risk Assessment (SFRA). Furthermore, application is supported by a Flood Risk Assessment (FRA); required because the site area is more than one hectare and parts of it fall within Flood Zones 2 and 3 (where the probability of flooding is medium or high).

13.1 *Risk of flooding*

242. The FRA considers existing flood extents and how these would change as a result of construction of the SWDR and associated works as well as the development itself. (The bespoke hydraulic model that was prepared to support the SWDR application, 192928, has been submitted in support of this application and the EA flood risk maps are likely to be updated to reflect this in future).
243. The majority of the application site area falls within Flood Zone 1 where the probability of fluvial flooding is low (less than 0.1% annual probability/1 in 1,000)

and would remain so, following construction of the SWDR. However, the Emm Brook (a Main River, which flows northwest through the proposed SANG) and its tributaries traverse the site and land within the river valleys there is a risk of fluvial flooding: this includes land in Flood Zone 2 where the probability of flooding is medium (between 0.1% and 1% annual probability/1 in 1,000 and 1 in 100) and Flood Zone 3, including the functional floodplain (Zone 3b, where water flows or is stored in time of flood) and the probability of flooding is high (greater 1%/1 in 100). The overland flow routes that would result from surface water flooding (when excess rainwater cannot infiltrate the ground and is not intercepted) follow a similar pattern.

244. A comparison of the Baseline and Post Development (with mitigation) model results indicate that flood levels and extents are increased within the SANG area, as designed. There is also a slight increase in flood extent and levels immediately upstream of the proposed PROW footbridge and road bridge over the Emm Brook (Main River). However, there is no exacerbation of flood risk to existing properties in the vicinity. Overall, the mitigation measures would provide a net benefit in terms of reducing fluvial flood risk extents and flood levels downstream and ensuring that flood risk upstream remains unaffected. The results also indicate that the risk of flooding for existing properties within the study area would not change.

13.2 *Vulnerability of the proposed uses*

245. Residential uses are classified as 'more vulnerable' uses, which are appropriate in Flood Zones 1 & 2. SANG and other open space are 'water compatible' and are appropriate in any location.

13.3 *The sequential test*

246. Consistent with the approach anticipated by the Core Strategy and South Wokingham SPD, the landscape and green infrastructure strategies identify the land along the Emmbrook corridor as open space for outdoor recreation, nature conservation and biodiversity. These water compatible uses are acceptable in all zones including the functional floodplain, providing they can remain operational and safe for users in times of flood (see paragraph 209 and condition 39); do not result in a net loss of floodplain storage; and do not impede water flows and not increase flood risk elsewhere.
247. The residential parcels would be within Flood Zone 1 where all uses are appropriate (based on both the current EA flood maps and the post-SWDR mitigation and residual flood zones).
248. Thus all more vulnerable and less vulnerable uses would be located outside the areas at risk of flooding and only water compatible uses would take place within Flood Zones 2 and 3. Furthermore, the development parcels would be accessed from the SWDR, which has been designed to be above any predicted flood levels (fluvial and surface) for all events up to the 1 in 1,000 year event and/or the 1 in 100 year event with a 70% climate change allowance for peak river flows. The emergency access (see section 12.3) would also be through land in Flood Zone 1. Hence, the sequential test would be met.

13.4 *Sustainable Drainage (SuDS) strategy*

249. 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.
250. 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. It is proposed to follow this approach testing infiltration and the level of the water table to establish whether infiltration is feasible. Other SuDS features are likely to include attenuation basins (storing water and releasing it slowly); swales; and wetland corridors (within SANG), ultimately discharging to the Emm Brook at a rate equivalent to Greenfield runoff rates. Conditions 26- 28 refer.
251. 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. Overall the development would maintain greenfield run-off rates and improve drainage by holding water on the site, thus slowing discharge.
252. Incorporation of SuDS within the development parcels and the green infrastructure network is consistent with the approach envisaged by planning policy. Conditions 25-32 would ensure provision of appropriate drainage and condition 15 would ensure that SuDS features are appropriately incorporated in the wider landscape to support recreational use and biodiversity as well as fulfilling their drainage function.

14 **Environmental Health**

14.1 *Noise*

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

14.2 *Construction noise*

255. Construction traffic is unlikely to generate a significant increase in noise levels on the local road network. Given the distance between the site and the nearest noise

sensitive properties, it is unlikely that noise and vibration from operations on site would have an adverse effect and any impact that did occur could be mitigated by application of the best practice measures identified in the Environmental Statement; condition 33 would secure appropriate measures.

14.3 *Operational noise*

256. Existing levels of road traffic and railway noise have been assessed together with potential changes following development.
257. The proposed development would result in negligible change in road traffic noise **outside the SDL**.
258. 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 shielding by other buildings. However, for a small proportion of dwellings nearest to the SWDR, additional mitigation is likely to be required to achieve acceptable internal noise levels. This could include a combination of planning the internal layout so habitable rooms are located away from noise sources (to be balanced with other considerations such as achieving active frontages), use of suitably-specified acoustic glazing products and alternative means of ventilation (such as acoustic trickle vents or mechanical ventilation). Where desirable internal noise levels can only be achieved with windows closed, they should remain openable for purge or rapid ventilation. With suitable mitigation appropriate internal noise levels could be achieved and condition 35 would require submission of Noise Mitigation Plan at the reserved matters stage detailing how this would be achieved.
259. 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 noise to some extent. Acceptable noise levels are predicted to be achieved in the majority of external private amenity areas (gardens) without the need for mitigation but there are exceptions, on the northern part of the site, adjacent to the SWDR. Noise levels could be reduced through careful consideration of the siting and spacing of buildings (dwellings and outbuildings such as garages) and boundary treatments (of at least 1.8 metres in height) at the reserved matters stage (Condition 35 refers). Furthermore, BS8233 acknowledges that external noise levels need to be balance against the benefits of development near to transport sources.

14.4 *Air quality*

260. 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.
261. Dust arising from **construction** and earthworks has the potential to cause a 'nuisance' if not properly controlled but the Environmental Statement identifies best practice measures, demonstrating that this nuisance can be adequately controlled. Condition 33 would secure implementation of these measures.

262. The Environmental Statement also includes an assessment of the **operational impact** of the development on air quality, taking into account changes in traffic flow on roads potentially affected by the development. Modelling for the site concludes that air pollution is not likely to exceed health objective levels for nitrogen dioxide or PM₁₀ and it is not predicted to cause any worsening of local air quality: no mitigation is required. Nevertheless, implementation sustainable travel initiatives and provision of charging points for electric vehicles could make a positive contribution to improving local air quality. Section 12.12 refers.

14.5 Contamination

263. 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 occupants.
264. A phase 1 desk study has been carried out which identifies a plausible soil and gas risk: a further (phase 2) intrusive site investigation is necessary to confirm whether there is any contamination and, in the event that contamination is found, to secure a remediation strategy - 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. Condition 36 refers.

15 Sustainable design and construction

265. Core Strategy policy CP1 *Sustainable Development*, amplified by MDDL 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.
266. Building Regulations Part L (conservation of fuel and power) currently require new residential development to achieve a 6% CO₂ 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.
267. It is proposed to submit a detailed Energy Statement, based on a Standard Assessment Procedure (SAP) assessment, at the reserved matters stage, to demonstrate that minimum Building Regulation standards would be met and a 10% reduction in carbon emissions through renewable energy provision within the development compared with Part L Building Regulations baseline in accordance with Policy CC05 as part of the detailed design. This is likely to be achieved through use of solar solutions, given the constraints on alternative renewable/low-carbon solutions as recognised within the South Wokingham SDL SPD. Condition 58 refers.

15.1 *Water consumption*

268. 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.
269. It is proposed that new dwellings would be designed to the building regulations optional higher water efficiency standards of 110 litres/person/day as defined by national Planning Policy Guidance. Condition 58 refers.

15.2 *Recycling and refuse storage*

270. Core Strategy policy CP1 *Sustainable Development*, Appendix A7.46 and MDDLDP policy CC04 *Sustainable Design and Construction*, amplified by the Sustainable Design and construction SPD and Borough Design Guide design principal R20 require early consideration of how provision for waste sorting storage (internal and external), including on-site recycling and collection can be incorporated in new development.
271. The Planning Statement indicates that reserved matters would incorporate refuse and recycling facilities to meet standards (within the curtilage of each dwelling or communal stores) and that the layout could accommodate suitable access for refuse vehicles to within recommended carry distances: condition 6 would secure this and informative 15 directs the applicant to the council's guidance.

16 **Employment skills plan (ESP)**

272. MDDLDP 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.
273. The Socio-economic Chapter of the ES anticipates in the region of 39 direct construction jobs on-site could be supported per annum during the estimated four-year build period, construction costs are estimated at approximately £29million over the build programme (at current prices) the Proposed Development could generate an additional £8million of gross value added (GVA) per annum or £30.5 million during the four-year construction period. It is estimated that the proposed scheme would provide homes for 241 economically active residents supporting additional expenditure.
274. Based on the projected value and Construction Industry Training Board (CITB) benchmarks, the ESP should secure 13 community skills support places, eight apprenticeship starts and creation of eight jobs. However, this calculation could be refined once detailed proposals are available.
275. The S106 would secure an Employment Skills Plan or alternatively a financial contribution of £60,000 to enable equivalent delivery by the council.

17 **Infrastructure impact mitigation**

276. 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.

277. 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.
278. 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.
279. 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.
280. 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*

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

Land

- i) Land for allotments (with soil to an agreed specification) (section 8.3);
- ii) Land for the SWDR (section 12.2).
- iii) Land for the SWDR which is within the SDL boundary and the Persimmon options but not the application site boundary;
- iv) A right of access over any unadopted land within parcel C2 (as identified on Drawing No P18-2684_06W *Provisional Layout*) to permit pedestrian and cycle access between footpath/cycleway on the north side of the SWDR to Wokingham Without Footpaths 9 & 10 (section 12.6).

- v) Provision for access to Knoll Farm to facilitate future closure of the Smiths Private User Worked Level Crossing by Network Rail;

On-site provision

- vi) 35% Affordable housing (sections 4.1 & 4.2);
- vii) Lifetime homes (section 4.3);
- viii) On-site provision of amenity open space (land and laying out to an agreed specification) (section 8.4);
- ix) On-site provision of play areas (land and laying out to an agreed specification) (section 8.2);
- x) Suitable Alternative Natural Greenspace including a 2.7km walk extending into the proposed Holme Park SANG, east of the application site (section 9.1);
- xi) Natural semi-natural greenspace (section 8.5);
- xii) Permissive use of PRoW by cyclists (section 12.6 & 12.7);
- xiii) Car club;
- xiv) No fewer than 20% of dwellings occupied on or before 31 March 2026 to be flats and no fewer than 14% in overall (this was the basis of the modelling that supports the HRA – section 9.2); and
- xv) Provision for the adoption of the roads as highways or as privately maintainable roads constructed to council's adoptable standards.

Financial contributions

- xvi) Land for the SWDR (paragraph 186);
- xvii) Land for outdoor sport (section 8.8);
- xviii) Strategic Access Monitoring and Management (SAMM) (section 9.2);
- xix) Commuted sums for future management and maintenance of on-site public open space (SANG, play areas, amenity open space) (paragraph 114);
- xx) Commuted sum for off-site biodiversity net gain if not secured on site (section 10.3);
- xxi) My Journey contribution (paragraph 202);
- xxii) Off-site highway works (section 12.9);
- xxiii) Some elements of the Pedestrian and cycle strategy (section 12.5) including land north of the Star Lane crossing;
- xxiv) Public Transport Strategy (section 12.8);
- xxv) Bus stops (section 12.8);
- xxvi) Any necessary Traffic Regulation Orders;
- xxvii) Any necessary Public Right of Way diversions (section 12.7); and
- xxviii) Employment Skills Plan or alternatively a contribution of £60,000 (section 16).

18 Overhead power lines

282. The 132KV and 33kV overhead power lines which run broadly east-west across the SDL 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.
283. Following discussions 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 but it would remain overground through the application site.
284. Given the need for a comprehensive approach, a condition to secure a scheme for retention or reconfiguration of the electricity distribution apparatus, reflecting that imposed on phase 2 is recommended (condition 57 refers).

CONCLUSION

Consistent with Development Plan policy, this application provides for the coordinated delivery of new homes and the supporting infrastructure required in the South Wokingham SDL. The application can be supported.

The Public Sector Equality Duty (Equality Act 2010)

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

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