

Application Number	Expiry Date	Parish	Ward
212720	EXT	Twyford	Twyford

Applicant	Croudace Homes
Site Address	Land at Bridge Farm, Twyford
Proposal	Outline application (all matters reserved except access to the site) for the development of up to 200 dwellings, including 40% affordable housing and associated infrastructure, open space, biodiversity enhancements, landscaping and green infrastructure, following demolition of existing agricultural buildings. (Means of access into the site from New Bath Road to be considered.)
Type	Hybrid
Officer	Sophie Morris
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on 8 th February 2023
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</p> <p>A. Completion of a legal agreement relating to the following Heads of Terms (HoTs):</p> <ul style="list-style-type: none"> • Affordable Housing Provision – 40% on site provision with a tenure split of 70% social rent, 25% First Homes and 5% shared ownership; The remaining 60% of Dwellings to be provided as open market dwellings; • Open Space delivery, transfer to WBC and maintenance thereafter; • Open Space maintenance sum; • Biodiversity Net Gain off-site provision (if Biodiversity Net Gain not secured in kind Biodiversity Net Gain Contribution to be paid in lieu) • Public Transport Subsidy contribution; • My Journey Travel Plan contribution; • Off-site allotments contribution; • Off-site sports facilities contribution; • Costs of the Traffic Regulation Order along the A4; • Costs of school speed reduction signs at the Piggott School; • Delivery of Toucan crossing on A4 subject to completion of a Section 278 agreement or minor works agreement pursuant to the Highways Act 1980 (as amended) as appropriate; • Employment Skills Contribution;

	<ul style="list-style-type: none"> • Contribution towards WBC's continuous air quality monitoring and/or Air Quality improvement initiatives; • Prior to commencement of development to either complete an agreement pursuant to sections 38 and/or 278 of the Highways Act 1980 (as amended) to dedicate the estate roads or parts thereof on the application site for adoption by the Council (subject to the plans and specifications for the roads being to the Council's adoptable standards) failing which or at the election of the developer/owner to enter a further supplementary deed under section 106 of the Town and Country Planning Act 1990 (as amended) and other enabling powers prior to the approval of reserved matters application to secure, amongst other things, arrangements for the satisfactory construction and through a management company for the maintenance in perpetuity of the estate roads or parts thereof as private streets. • S106 Monitoring Contribution; <p>B. Conditions and informatives as set out in Appendix 1 (subject to any additions and updates agreed with the Assistant Director – Place and Growth between the date of the resolution and the issue of the decision):</p> <p>C. Alternative recommendation: That the Planning Committee authorise the Head of Development Management to refuse planning permission in the event of a S106 legal agreement not being completed within six months of the date of the committee resolution (unless a longer period is agreed by the chairman of the Planning Committee and confirmed in writing by the Local Planning Authority) for the following reasons:</p> <p>1) In the absence of a planning obligation to secure suitable contributions / on site and off works for the following:</p> <ul style="list-style-type: none"> • Affordable Housing Provision – 40% on site provision with a tenure split of 70% social rent, 25% First Homes and 5% shared ownership; • Open Space delivery, transfer to WBC and maintenance thereafter; • Open Space maintenance sum; • Biodiversity Net Gain off-site provision (if Biodiversity Net Gain not secured in kind
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	<p>Biodiversity Net Gain Contribution to be paid in lieu)</p> <ul style="list-style-type: none"> • Public Transport Subsidy contribution; • My Journey Travel Plan contribution; • Off-site allotments contribution; • Off-site sports facilities contribution; • Costs of the Traffic Regulation Order along the A4; • Costs of school speed reduction signs at the Piggott School; • Delivery of Toucan crossing on A4; • Employment Skills contribution; • Prior to commencement of development to either complete an agreement pursuant to sections 38 and/or 278 of the Highways Act 1980 (as amended) to dedicate the estate roads or parts thereof on the application site for adoption by the Council (subject to the plans and specifications for the roads being to the Council's adoptable standards) failing which or at the election of the developer/owner to enter a further supplementary deed under section 106 of the Town and Country Planning Act 1990 (as amended) and other enabling powers prior to the approval of reserved matters application to secure, amongst other things, arrangements for the satisfactory construction and through a management company for the maintenance in perpetuity of the estate roads or parts thereof as private streets. • S106 Monitoring Contribution; <p>The Local Planning Authority is unable to satisfy itself that the proposal includes adequate mitigation measures to prevent the proposed development from having an adverse effect on infrastructure, services and would fail to provide affordable housing. This is contrary to the requirements of the NPPF and would compromise the delivery of the necessary infrastructure. This is contrary to policies CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP10, CP18 and Appendix 7 of the Core Strategy, policies CC01, CC08, TB08, TB12 of the Managing Development Delivery Development Plan Document.</p>
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UPDATE TO MATTERS FOR DEFERRAL (The original Committee report from 14th December Planning Committee is appended)

1.0 The application was deferred at December's planning committee in order for further information/clarification to be provided in relation to the following matters:-

- 1) to seek consideration regarding pedestrian access to the Piggott School, in particular the widening of the pinch point at the railway bridge to 4m and the widening of the proposed southern footway to 4m;

- 2) to receive data on school place projections for the following five to ten years;
- 3) to receive traffic modelling on highways movements on the A4 in both directions;
- 4) to seek details of the form of the proposed contributions to air quality improvements;
- 5) to seek how the applicant proposes to manage the potential conflict at the southern entrance of the site, designated for pedestrian and cyclist access only, against the vehicular traffic coming to and from the Cedar Park Nursery over a single-track railway bridge;
- 6) to receive information on how the applicant could achieve zero-carbon homes.

2.0 Reason for deferral point 1 - *to seek consideration regarding pedestrian access to the Piggott School, in particular the widening of the pinch point at the railway bridge to 4m and the widening of the proposed southern footway to 4m.*

2.1 The applicant has provided a technical note regarding further proposed improvements along the A4. This includes increasing the width of the proposed ped/cycle way on the south side of the A4 from 3m to 4m, along with widening the proposed toucan crossing to 4m. On the north side of the A4, the existing ped/cycleway is approximately 3m wide, however, this reduces over the railway bridge to 1.6m wide where the safety barriers along the stretch of the bridge structure are located. The applicant has engaged Network Rail who are the asset owner in order to discuss works to the bridge and have looked at alternative options at the point at which the existing ped/cycle path narrows. The applicant proposes to provide a dropped kerb to allow cyclists to join A4 and avoid conflict with pedestrians along this short section, where a white lined 2m wide section of cycleway would be provided (for approx. 80m). The cycle path would return back onto the shared cycle/path at the end of the protective barriers and where it widens back to 3m. In conjunction with the proposed reduced speed limit along this section of the A4 from 60mph to 40mph and the anticipated level of pedestrians / cyclists, officers consider this to be acceptable and it should be noted this is also in line with the guidance set out in LTN 1/20. Cyclists would then have a choice of whether to stay on the shared path at this pinch point or to use the section of designated cycleway along the carriageway. Such proposals are indicated on drawing no. 5563.022 Rev A, attached as an enclosure to this report.

2.2 It is noted that widening parts of the existing 3m ped/cycle path on the north side of the A4 is constrained by vegetation and the embankment that slopes down to the plant nursery located beyond. Notwithstanding this, it is noted that table 6-3 within LTN 1/20 (below) identifies that for cycle flows of up to 300 per hour, a minimum 3m width ped/cycle path is acceptable. The anticipated cycle movements associated with the proposed development is not considered to trigger the requirement for a 4.5m wide shared path. It should be noted that this approach, using 3m shared pedestrian / cycle lanes, has been followed within other major developments.

LTN 1/20 Table 6.3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour:

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

2.3 Whilst the applicant advises that Network Rail were not able to confirm at this stage what possible structural alterations to the bridge might be possible, the above proposals seek to provide improvements that are deliverable without the need for structural changes. Such proposals are considered an acceptable design solution where there are constraints.

2.4 To the east of the railway bridge, and up to the footbridge over the A4, the shared ped/cycle path is typically 3m wide. At points beyond this where the path is less than 3m, the applicant proposes to widen it to 3m up to the point where the entrance to the Big Plant Nursery is located off the Wargrave Road. Here, there is an alternative path for Piggott school pupils to use which runs parallel to the road. The above proposed measures indicated on drawing 5563.022 Rev A are an improvement over the existing situation, have been considered in accordance with highway and LTN 1/20 guidance specifically and are considered acceptable. These would be detailed further with the requirements of condition 31 relating to the provision of a walking and cycling strategy.

3.0 Reason for deferral point 2 - to receive data on school place projections for the following five to ten years.

Primary School Place Provision

3.1 As referenced in the original report to Committee, WBC Education advise that there is currently surplus capacity in Key Stage 1 (Infants) in this area. It is therefore likely that, should the development be constructed, this surplus will be seen in Key Stage 2 (Juniors) throughout the period the development is occupied. It is unlikely therefore that there will be a need for additional primary school capacity arising as a result of the proposed development.

Table 1 below shows the combined primary school reception year projections up to 2027 across local primary schools in the area including Polehampton, Colleton, Robert Piggott and Charvil Piggott. This indicates that there will be a primary school place surplus capacity average of 42 spaces across the schools over the next 5 years.

Table 1: Combined Primary School Reception Year projections

	Combined total	Combined capacity	Surplus (+) / Deficit (-)
2022/23	148	180	32
2023/24	144	180	36
2024/25	134	180	46
2025/26	133	180	47
2026/27	133	180	47

Secondary School Place Provision

3.2 With regards to Secondary provision, the Council is working to create additional secondary school capacity to serve the borough. This need arises because of (a) the bulge passing through the primary sector (now in Key Stage 2 - Juniors) into secondary schools and (b) high numbers of children moving into the borough. However, due to decreasing fertility rates, it is anticipated that in time, demand will reduce as the lower Key Stage 1 pupils work their way through into secondary school admissions. The council is working to increase capacity at the Piggott School (and as mentioned in the original committee report, for the September 2022 intake, was able to offer a place to all parents of children in catchment who had applied, as well as to some children out of catchment). Therefore, given the longer term anticipated likely drop in demand, the Piggott School is considered likely to have sufficient capacity to meet the needs of children originating from the proposed development without depriving other local children within catchment of places at the school. Table 2 below shows the projected Yr 7 roll for the Piggott School over the next 7 years which shows an average 30 space surplus capacity.

Table 2: Piggott school Yr7 roll projections:

	Total	Capacity	Surplus (+) / Deficit (-)
2022/23	234	251	17
2023/24	241	251	10
2024/25	241	251	10
2025/26	188	251	63
2026/27	238	251	13
2027/28	213	251	38
2028/29	215	251	36
2029/30	197	251	54

3.3 It is acknowledged, however, that some of the projected surplus spaces may be offered to parents of children who were not able to be offered a place at Waingels College in Woodley, as the projections for that school currently show an average deficit of 33 places a year across the projection period. However, this is based on 18% of pupils coming from outside of the Woodley area as the school currently takes pupils from a wider area than the immediate catchment. Notwithstanding this, it is still anticipated that the demand will drop over time, reflecting the general lower numbers of pupils currently in Key Stage 1.

3.4 It is also not anticipated that first occupations would be seen on the site until 2024/2025, due to the length of time likely required to obtain subsequent Reserved Matters approval, along with discharging pre-commencement conditions. With an anticipated build out rate of around 50 dwellings per year, occupations on the site will therefore be staggered over approximately 4 years and therefore the full requirement of school places for children moving into the site will not be immediate.

3.5 It should also be noted that the responsibility of providing school places for children within the borough lies with WBC, not the developer, and would therefore not constitute a reason for refusal. If for any reason, the anticipated roll numbers are higher than projected, and all places are taken, then CIL generated by the development would likely be deployed

to create additional capacity at neighbouring schools. However, the development is not of sufficient scale to require a specific provision in this regard.

4.0 Reason for deferral point 3 – to receive traffic modelling on highways movements on the A4 in both directions.

4.1 The level of trips from the application site for the AM and PM peak hours (0800-0900 and 1700-1800 hours respectively) were calculated using the approved Borough trip rates that are used in the Borough's strategic model.

4.2 A distribution assessment was undertaken from the Borough's strategic model which showed that of the 82 trips expected to leave the site in the AM peak hour, 38 (47%) headed west and 44 (53%) headed east). Of traffic forecast to access the site in the same period, 20 trips (59%) were from the east, 14 (41%) were from the west. This compares to a two-way flow on the A4 of 1794 (based on 2021 surveyed flow).

4.3 For the PM peak hour, 32 trips would leave the site, and of these, 16 trips (50%) would go east, and the same number would go west. Forecast trips entering the site would be 72, (49 trips (68%) from the east and 23 (32%) from the west). This compares to a two-way flow on the A4 of 1959 (based on 2021 surveyed flow)

4.4 At the Wargrave Road Roundabout, of the 44 trips from the site in the AM peak, 8 trips would turn right towards Twyford, 12 would turn left towards Wargrave and 24 would continue eastwards. Of those heading to the site, 3 would come from Twyford, 6 from Wargrave and 11 from further east. In the PM peak, of the 49 trips entering the site from the east, 6 would come from Twyford, 13 from Wargrave and 30 from further east. Of the 16 trips leaving the site in the PM period, 2 would head towards Twyford, 3 towards Wargrave and 11 would continue eastwards. These are indicated on Figure 1 and 2 plans appended below.

4.5 As referred to above and within the original report to committee, the predicted traffic flows are based upon WBC's strategic model. This is based on industry standard traffic modelling which takes into account existing GPS/ mobile phone data relating to peoples travel patterns. Based on this, forecast travel demands associated with the proposals are not considered to result in significant adverse traffic impacts on the surrounding highway network. It is acknowledged that from time to time, the typical travel patterns of residents may change i.e. road works, accidents, or such as on a rainy day when residents may seek to drive or be driven to the station. However, forecast travel demands associated with development proposals are based on what would be considered the travel demands of a typical day and other assumptions cannot be factored into the assessment.

5.0 Reason for deferral point 4 - to seek details of the form of the proposed contributions to air quality improvements.

5.1 Whilst not required in respect of mitigation measures to render the application acceptable, the applicant offered a contribution towards air quality improvements. This has been agreed to be a sum of £20,000, the amount for which could cover the cost of a full year (including the equipment) of ongoing continuous air quality monitoring within the Twyford area, (or equivalent to a 10% contribution over 10 years) – but could alternatively be used to support initiatives such as feasibility studies of emerging new actions in the Twyford air quality action plan review. This is therefore a welcomed contribution that will assist in the ongoing monitoring and air quality improvement actions.

6.0 Reason for deferral point 5 - *to seek how the applicant proposes to manage the potential conflict at the southern entrance of the site, designated for pedestrian and cyclist access only, against the vehicular traffic coming to and from the Cedar Park Nursery over a single-track railway bridge.*

6.1 As this is an outline application, the detailed design of this part of the application site will come forward as part of the reserved matters application and also through the requirements of condition 31. However, in order to provide information around the above reason for deferral, the applicant has provided an indicative plan which sets out what alterations could be made along the existing access located at the southern end of the site to safely facilitate pedestrians and cyclists as well as traffic associated with the nursery.

6.2 This would include, where possible, a footway running alongside the carriageway, the widening of the carriageway where feasible, together with suitable signage such as a '10mph' speed limit and 'pedestrians in road' warning sign (where a separate footpath is not feasible such as over the railway bridge). Such measures are indicated on drawing no. 5563.021 Rev B, enclosed with this report and as mentioned would be detailed further at the reserved matters stage as well as within the walking and cycling strategy associated with condition 31. However the measures proposed are considered appropriate in order to help prevent conflict between pedestrians and vehicles.

7.0 Reason for deferral point 6 - *to receive information on how the applicant could achieve zero-carbon homes.*

7.1 WBC published a 'Climate Change Interim Policy Position Statement' in December 2022 which sets out the position of the council on the issue of climate change when assessing planning applications. Whilst the statement is not planning policy and is not part of the statutory Development Plan, it emphasises that Climate Emergency is a key material consideration when assessing planning applications. The statement makes clear that WBC will expect, as a minimum, that development proposals contribute to climate change mitigation and adaptation by applying adopted policies. However, it also advises that where development proposals demonstrably go above and beyond adopted policy requirements, this will be weighed positively in the balance when assessing a development proposal.

7.2 In 2020, the government consulted on proposed updates to the Building Regulations and the introduction of the Future Homes Standard. The intention being to make new homes more energy efficient and to future-proof them in readiness for low carbon heating systems. In 2021, the outcome of the consultation was published, outlining the timescales for the proposed changes. The new Standard will ensure that from 2025, all new homes will produce 75-80% less carbon dioxide emissions than homes delivered to current Building Regulations standards. From 2025, all new homes will be 'zero-carbon ready' requiring no further energy efficiency retrofit work to enable the homes to become zero-carbon as the electricity grid decarbonises. For the interim period to 2025, Part L of updated Building Regulations (June 2022) will ensure that new homes built from that date will produce 31% less carbon emissions when compared to current standard.

7.3 An outline Energy Statement was submitted with the application which predicted that a 26.1% Co2 reduction above the existing policy requirement could be achieved through adopting a fabric first approach, combined with the use of renewable technologies. However, further to the application being deferred, the applicant has confirmed a willingness to deliver the homes within the development to the Future Homes Standard. This is a welcomed

commitment and goes beyond the existing policy requirement which should be weighed positively in the overall planning balance. As mentioned above, this will mean a 75-80% reduction in carbon emissions when compared with the current Building Regulations and will mean that the dwellings would be 'zero-carbon ready' i.e., would not require any further energy efficiency retrofit work once the electricity grid decarbonises. The originally proposed condition 41 has therefore been amended accordingly to require that the future reserved matters application be accompanied by a sustainability and energy efficiency report which details how the development would be built to the Future Homes Standard. Condition 41 refers.

8.0 Following the application being deferred at 14th December planning committee, a further 12 objections to the application have been received. The majority of the concerns raised within the representations are matters which have been dealt with within the original committee report. Additional comments raise the following concerns:

- References to the two planning applications which are currently under consideration on land to the north of the application site (223455 & 223593) and the cumulative impact that all three applications would have upon the area. The objectors in this regard consider that all three of the applications should be considered together. Application 223455 is an outline proposal with all matters reserved for up to 230 dwellings, whilst application 223593 is a full application for the change of use from Agricultural land to the use of sports pitches.

Officer comment: Both of the above referenced planning applications were submitted in November of last year are still under consideration. Officers have not as yet reached a recommendation on either of the applications. Notwithstanding this, should this application under consideration be granted outline planning permission, then the above referenced outstanding applications would need to be updated to ensure that where relevant, any cumulative impacts are addressed. It is not for this scheme to assess speculative applications elsewhere.

- Impact of the proposal on capacity at the Thames Water sewage treatment works; the treatment works sometimes leak into the river Loddon causing pollution. *Officer comment: Thames Water were consulted at the application stage and have confirmed that there is sufficient foul water sewerage infrastructure capacity to accommodate the requirements of the proposal. Matters regarding any leakage incidents would be dealt with through the Environment Agency.*
- One of the letters of objection refers to the now adopted Central and Eastern Berkshire Joint Minerals and Waste Plan (Joint Plan) and considers that to grant planning permission for the proposal would be contrary to Policy M2 of the Joint Plan.

Officer comment: Matters relating to minerals are dealt with within paragraphs 57 to 69 in the original committee report, the conclusions for which were that pursuing the possibility of prior extraction on the site is not warranted or the best use of the site in this instance. Condition 7 does however, include clauses which require details of i) a method for ensuring that minerals that can be viably recovered during the development operations are recovered and put to beneficial use and ii) a method to record the quantity of recovered mineral.

- One of the letters of objection also provides the following summarised comments in relation to the FRA drainage strategy:

- Drainage strategy is insufficiently supported by test data to demonstrate deliverability; no soakage testing under the footprint of the main infiltration basin taking the highway runoff;
- Drainage strategy relies on infiltration pavements and swales that are shallow depth infiltration structures – soils have not been tested to determine soakage rates;
- Groundwater level monitoring has not been undertaken to demonstrate that during periods of high rainfall the groundwater table will not be above the base of any soakaway or infiltration feature;
- Not clear whether the highways infiltration basin and the porous infiltration systems being adopted will meet the EA requirement of a 2m unsaturated zone of ground between the highest likely groundwater level and the bottom of the infiltration feature
- Considers the information informing the SFRA regarding the locations of high and low groundwater table to be incorrect;

Officer comment: As this is an outline application, further detailed surface water drainage information is required to be provided through recommended conditions 26 to 29. The details required to be provided through these would address all of the above points. The comment regarding the SFRA has been passed to WBC's flood risk team to consider. Notwithstanding this, the above referenced recommended conditions will require further detailed investigations around groundwater levels. It should also be noted that no development falls within areas that flood.

- TW need to be consulted to see if they are happy with polluted highway and driveway runoff being infiltrated into the ground given the site falls within a Groundwater Safeguard zone and within the Outer Source Protection Zone for the TW Sheeplands Public Water Supply Boreholes.

Officer Comment: Thames Water were consulted on the application and did not raise an objection subject to requested conditions 48 and 49 in respect of matters relating to the site being located within a Groundwater Safeguarding zone.

- A query was also raised in relation to the application red line boundary adjoining 49 Wargrave Road. However Officers have viewed Land Registry details in this regard and are satisfied that the red line boundary of the application site location plan accords with that of the land registry details relating to both the application site and 49 Wargrave Road.

9.0 Conclusion

9.1 It is considered that the matters around the reasons for deferral have satisfactorily been addressed and the additional measures proposed by the applicant with regards to pedestrian/cycle improvements are acceptable and improve matters. The commitment to building the homes within the development to Future Homes Standards is welcomed, and is a factor that should be weighed positively in the overall planning balance. WBC Education have provided further clarity regarding school place provision which advises that the development is not anticipated to result in the numbers of children requiring a local school place to be to the detriment to existing children in the area. Officers therefore consider that the reasons for deferral do not raise any new issues that would dictate that the application should be refused. The application is therefore recommended for approval subject to the recommended conditions and completion of a S106 agreement.

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.

APPENDIX 1 - Conditions / Informatives

1. Approved Details

This permission is in respect of the submitted application plans and drawings outlined below. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

5563.003 Rev I Proposed Access Arrangements

PRB-TWY-013E Illustrative Land Use Plan

PRB-TWY-012F Illustrative Storey Heights Plan

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

2. Dwellings Limit

The number of dwellings constructed on the application site pursuant to the planning permission hereby approved shall not exceed 200 dwellings.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Phasing

Prior to the commencement of development, a strategy for the sub-phasing of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Strategy will define:

- i. the development to be delivered within each sub-phase of the development;
- ii. timescales;
- iii. details of the coordination of housing and infrastructure delivery including triggers for delivery of infrastructure and the arrangements to prevent interruption of delivery across sub-phase and phase boundaries;

Development shall be carried out in accordance with the approved Phasing Strategy.

Reason: to ensure comprehensive planning of the site, to ensure the timely delivery of facilities and services and to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17.

4. Reserved Matters

a) Approval of the details of the layout, scale, design and external appearance of the buildings and the landscaping treatment of the site (hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced.

b) Application for approval of the reserved matters referred to in a) above shall be made to the Local Planning Authority before expiration of 18 months from the date of this permission.

c) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: In pursuance of S91 of the Town and Country Planning Act 1991 (as amendment by s51 of the Planning and Compensation Act 2004).

5. Permitted Development

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 buildings, extensions or alterations permitted by Classes A, B, C, D and 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: To safeguard the character of the area and residential amenity of neighbouring properties and the character and appearance of the landscape. Relevant Policies: Core Strategy policies CP1 and CP3.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site except within rear gardens and front door lamps or in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard amenity and highway safety. Relevant Policies: Core Strategy policies CP1, CP3 and CP6.

7. Construction Environmental Management Plan (CEMP)

Prior to commencement of development hereby permitted, a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the local planning authority. Construction of the development shall not be carried out otherwise than in accordance with the approved CEMP. The CEMP shall include the following matters:

- i) a construction travel protocol or Green Travel Plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials;
- iv) programme of works, including measures for traffic management and operating hours;
- v) piling techniques;
- vi) provision of boundary hoarding;
- vii) details of a site security strategy;
- viii) protection of the aquatic environment in terms of water quantity and quality;
- ix) details of proposed means of dust suppression and noise mitigation;
- x) details of measures to prevent mud from vehicles leaving the site during construction;

- xi) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- xii) lighting on site during construction;
- xiii) measures to ensure no on-site fires during construction;
- xiv) monitoring and review mechanisms;
- xv) implementation of the CEMP through an environmental management system;
- xvi) details of the haul routes to be used to access the development;
- xvii) details of temporary surface water management measures to be provided during the construction phase;
- xviii) details of the excavation of materials and the sub-surface construction methodology;
- xix) a method for ensuring that minerals that can be viably recovered during the development operations are recovered and put to beneficial use; and,
- xx) a method to record the quantity of recovered mineral (re-use on-site or off-site) and to report this data to the LPA upon completion of the development.
- xxi) Relevant ecological mitigation measures for protected mammal species in particular in relation to mammals, birds, and reptiles, based on up-to-date surveys;
- xxi) Details of how the 10m ecological buffer zone to the River Loddon will be protected during development.
- xxii) Use of protective fences, exclusion barriers and warning signs;
- xxiii) Responsible persons and lines of communication.
- xxiv) Appointment of a Construction Liaison Officer.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience; to minimise the environmental impact of the construction phase and to ensure that construction activities adequately mitigate the risk to protected species (capturing recommended mitigation measures MM3, MM4, MM7, MM8, MM9, MM10, and MM11) in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy, and ODPM circular 2006/05.

8. Construction Vehicles

No development shall commence until provision has been made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority. The provision shall be maintained as so-approved and used for no other purposes until completion of the development or otherwise as provided for in the approved details

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6.

9. Hours of operation

No work relating to the development hereby permitted, including works of ground clearance or preparation prior to commencement of construction 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 and CP3, and Managing Development Delivery Local Plan policy CC06, whilst providing flexibility where works outside the usual hours are unavoidable or would not result in unacceptable disruption in the surrounding area.

10. Design Code

Prior to the submission of Reserved Matters pursuant to condition 4, a Design Code for the site shall be submitted to and approved in writing by the LPA. The details shall include:

- i) amplification of the principles for development in each of the character areas and street typologies demonstrating a comprehensive approach that will deliver a cohesive and high-quality development with distinct character areas within it;
- ii) an interconnected movement network delivering a hierarchy of streets and paths to prioritise movement by pedestrians and cyclists including connectivity to Twyford town centre and Charvil Meadows and Charvil Country Park;
- iii) principles for how parking to the council's standards will be delivered within each character area including integration of unallocated parking in the public realm;
- iv) measures to ensure that the proposals provides a sufficient buffer to the sensitive open countryside to the west and south of the site and accommodate the necessary mitigation planting as required by the Landscape Report.

The subsequent submitted Reserved Matters shall demonstrate how the proposals accord with the principles established within the approved Design Code

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: NPPF and Core Strategy policies CP1 and CP3 and Managing Development Deliver Local Plan Policy TB21.

11. Samples of Materials

Prior to commencement of development above finished floor level, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

Reason: To ensure that the external appearance of the building is satisfactory.

Relevant policy: Core Strategy policies CP1 and CP3

12. Levels

No development shall take place 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 floor levels shall be 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).

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: NPPF and Core Strategy policies CP1 and CP3 and Managing Development Deliver Local Plan Policy TB21.

13. Lighting for Light Sensitive Species

Prior to commencement of development, a “lighting design strategy for biodiversity” shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for protected mammal species and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all highways, cycleways, footpaths, public areas and any non-residential buildings.
- c) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To prevent an adverse impact upon wildlife and safeguard amenity and highway safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7 and TB23.

14. Highway Construction details

Prior to the commencement of development, full details of the construction of roads, cycleways and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. Each dwelling shall not be occupied until the vehicle access to serve that dwelling has been constructed in accordance with the approved details to road base level and the final wearing course will be provided within 3 months of first occupation, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

15. Landscape Design Statement

The reserved matters application shall be accompanied by a Landscape Design Statement and plan to give details of the landscape proposals and structural planting including street tree planting in accordance with the landscape measures detailed in the submitted Landscape Report, in advance of the landscape details required to be provided to comply with the detailed landscape condition 16.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

16. Detailed Landscaping

No development shall take place in any phase of the development until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include, as appropriate:

- a) scheme drawings;
- b) proposed levels and contours;
- 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;

- f) details of the street tree planting pits in combination with the roadside swales/raingardens demonstrating that the trees have sufficient rooting volume to enable their successful retention long term health;
- g) hard landscaping materials including samples;
- h) 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;
- i) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
- j) all boundary treatments, and other means of enclosure or controlling access such as gates, bollards and vehicle restraint systems, which shall include consideration of ecological permeability;
- k) car parking layouts, other vehicle and pedestrian access and circulation areas;
- l) measures required for ecological mitigation and biodiversity net gain to include an updated assessment using the Defra metric to achieve a minimum 10% biodiversity net gain;
- m) how the river channel morphology and bankside habitat will be enhanced to contribute to biodiversity net gain.
- ii) Details of quality control measures, including supervision of landscape contract(s) by a suitably qualified landscape specialist and annual landscape audits for the five-year period from completion of the landscaping for the Landscape Phase or until adoption (whichever is longer). The annual Landscape Audit shall be submitted to the Local Planning Authority for information prior to the next planting season and replacement planting undertaken in accordance with the landscape audit and iii) below.
- iii) Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity and to maintain favourable conservation status of the site for protected species and species of principal importance. Relevant policy: Core Strategy policies CP3, CP7 and Managing Development Delivery Local Plan policies CC03, TB21 & TB23

17. Landscape and Ecological Management Plan (LEMP)

The reserved matters application shall include a detailed landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens). The plan shall be approved in writing by the local planning authority and carried out as approved. Approved mitigation shall be fully implemented prior to occupation and subsequently retained thereafter throughout the lifetime of the development. Any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

1. Description and evaluation of features to be managed.

2. Ecological trends and constraints on site that might influence management to include an ecological buffer zone of no less than 10 metres adjacent to the River Loddon. This zone shall be free of all built development including lighting, footpaths and formal landscaping. A detailed planting scheme for this zone shall be submitted which includes native species of local provenance which enhance the value of the watercourse.
3. Aims and objectives of management
4. Appropriate management options for achieving aims and objectives
5. Details of all new habitat created on site, including enhancements to the River Loddon and its riparian corridor.
6. Details of maintenance regimes and a long-term management plan for the site.
7. Delivery and maintenance of the biodiversity net gain measures outlined in the submitted Technical Briefing Note: Biodiversity Net Gain Assessment (Aspect Ecology, ref: 1005672, March 2022)
8. Prescriptions for management actions.
9. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
10. Ongoing monitoring and remedial measures.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This approach is supported by paragraphs 174 and 180 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.

This condition is also supported by legislation set out in the Natural Environment and Rural Communities Act 2006 and Article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity.

To secure appropriate wildlife mitigation, compensation and enhancements within the course of the development, as appropriate under the NPPF and in accordance with Local Plan policies CP7, CC03 and MDD Policy TB23.

18. Arboricultural Impact Assessment

The reserved matters application shall be accompanied by an updated Arboricultural Impact Assessment (AIA) to ensure development proposals including SuDS requirements have been fully considered in relation to the tree constraints.

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 and TB21

19. Retention of trees and shrubs

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 and TB21

20. Protection of trees

a) No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, 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.

b) No development (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) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) 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.

d) 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 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

21. Aged and Veteran Tree Strategy

Prior to the commencement of development, a detailed veteran and aged tree mitigation strategy for the veteran tree within the site shall be submitted and approved in writing by the LPA. The strategy shall include a tree management plan for the tree works that are required to maintain the tree's ecological value as well as providing mitigation proposals to compensate for encroachment of development within the RPA. The management plan should cover a period of 10 years from the commencement of development. The mitigation strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To secure the continued appropriate management and maintenance of the tree, in accordance with Core Strategy policy CP3, CP7 and Managing Development Delivery Local Plan policies CC03 and TB21.

22. Details of boundary walls and fences

Prior to commencement of development above finished floor level, details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6

23. Ecological Permeability

The reserved matters for the development shall include a detailed scheme to maintain or enhance the ecological permeability of the site (especially with regard to mammals). The mitigation and contingency measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation of the impact upon protected species during construction and in the long term, in accordance with NPPF, Core Strategy Policy CP7 and MDD Policy TB23.

24. Species Specific Enhancements

Prior to commencement, a detailed strategy for species specific enhancements in line with measures EE5, EE6, and EE7 of the submitted Ecological Appraisal report (Aspect Ecology, ref: 5672 EcoAp vf4 /SK/HK/MRD, March 2022) and to provide a minimum of 100 bat and bird boxes across the site shall be provided to the local

authority for its approval. Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: To secure biodiversity net gain in the design as per NPPF paragraph 174 and MDD Local Plan policy TB23.

25. Flood Risk and Drainage

The development shall be carried out in accordance with the submitted flood risk assessment (ref 5563.FRA Issue 04 Dated 24.03.2022, produced by Stuart Michael Associates Limited) and the following mitigation measures it details:

1. Finished floor levels shall be set no lower than 35.83 metres above Ordnance Datum (AOD)

2. No development or ground level raising shall take place within the 1% annual probability flood extent with a 35% allowance for climate change as shown in Appendix J of the FRA

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring flood water storage is retained in accordance with paragraph 167 of the National Planning Policy Framework and Local Plan policy CP1 and CC09.

26. Surface Water Drainage Strategy

No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level.
- Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or preferably better.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels.
- A maintenance arrangement for the SuDS features throughout the lifetime of the development, indicating who will be responsible for the maintenance.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

27. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework and Local Plan policy CP1.

28. Exceedance Flow Route

Development shall not take place until an exceedance flow routing plan for flows above the 1 in 100+40% climate change event has been submitted to and approved in writing by the Local Planning Authority. The proposed scheme 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. The scheme shall subsequently be completed in accordance with the approved details before first occupation of the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

29. Overland flow

The layout of the development site and the drainage system should be designed so that natural low lying areas and overland conveyance pathways are used to manage surface runoff, where appropriate, where they do not pose an unacceptable risk to the new developments or downstream areas/ elsewhere. Where run-off from off-site sources is drained together with the site run-off, the contributing catchment should be modelled as part of the drainage system to take full account of additional flows.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Access and movement

30. Access

Prior to commencement of the development, details of the proposed vehicular accesses on to New Bath Road to include visibility splays of 2.4m by 43m shall be submitted to and approved in writing by the local planning authority. The accesses shall be formed as so-approved and the visibility splays shall be cleared of any

obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

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

31. Walking and Cycling Strategy

The reserved matters for the development shall include details to be submitted for approval by the local planning authority of internal pedestrian and cycle infrastructure and connections from the development to improve footway and cycleway routes that connect the development with local services and Twyford centre. The details shall include, but not be limited to improvements to the pedestrian cycleway along the A4, connecting the development with the Piggott secondary school (as indicated on submitted drawings 5563.022A; 023A - Proposed pedestrian/cyclist improvement scheme, access to Piggott School) along with details in relation to the management of pedestrians/cyclists and vehicles along the southern access route into the site (in line with the indicative measures shown on submitted drawing 5563.021 Rev B - Proposed pedestrian improvement scheme south access – Bridge Farm Road). The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

Reason: In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6.

Parking

32. Garages and car ports to be retained as such

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), the garage and car port accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.

33. Details of car and motorcycle parking

The reserved matters application for the development shall include details of car and motorcycle parking in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. The vehicle parking shall not be used for any other purposes other than parking and the turning spaces shall not be used for any other purposes than turning.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, CC07 of the Managing Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010.

34. Cycle parking

The reserved matters application for the development shall include details of secure and covered bicycle storage/parking facilities serving that dwelling for the occupants of, and visitors to the development. The cycle storage/parking shall be implemented in accordance with the approved details before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and CC07 of the Managing Development Delivery Local Plan.

35. Electric Vehicle Charging

Prior to commencement of development above finished floor level, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by, the local planning authority. This strategy shall include details relating to 100% provision of on-site electric vehicle charging infrastructure and details of the proposed installation charging points. The development shall be implemented in accordance with the agreed strategy 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. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

36. Parking Management Strategy

Prior to the first occupation of the development, a Parking Management Strategy for the management of the on-site parking shall be submitted to and approved in writing by the local planning authority. The management of the parking within the site shall be in accordance with the approved details thereafter.

Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

37. Speed Limit Reduction Measures

Prior to commencement of the development, details of speed limit and speed reduction measures along New Bath Road (between Charvil Roundabout and Wargrave Roundabout) shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to commencement of development.

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

Environmental Health

38. Land Contamination

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of contamination remediation must not commence until conditions A – E (below) have been complied with. If unexpected contamination is found after development has commenced, development must be halted on that part of the site affected by the unexpected contamination, to the extent specified in writing by the Local Planning Authority, until there is compliance with condition E (below)

A Site Characterisation

An investigation and risk assessment shall be completed in accordance with a scheme that has been submitted and approved in writing by the local planning authority to assess the nature and extent of contamination on the site, whether or not it originates at the site. (This is in addition to any assessment that may have been provided with the planning application). The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be submitted to the local planning authority for approval. The report of the findings must include:

- (i) all previous uses
- (ii) potential contaminants associated with those uses
- (iii) a survey of the extent, scale and nature of the contamination;
- (iv) a conceptual model of the site indicating sources, pathways and receptors;
- (v) potentially unacceptable risks arising from contamination at the site to:
 - a) human health;
 - b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and services and pipework;
 - c) adjoining land;
 - d) groundwater and surface waters;
 - e) ecological systems;
 - f) archaeological sites and ancient monuments
- (vi) an appraisal of remedial options, and proposal of the preferred option

(N.B. The assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination CLR11.)

B Submission of a remediation scheme

A detailed remediation scheme that describes how the site will be made suitable for the intended use must be submitted to the local planning authority for written approval. The remediation scheme shall include, the proposed remediation

objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.

C Submission of a Verification Plan

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (B) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

D Implementation of the approved remediation scheme

The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, or upon completion of each phase a verification report shall be submitted to the Local Planning Authority for written approval. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

E Reporting of Unexpected Contamination

If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out in accordance with the requirements of condition A (above), and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the local planning authority, in accordance with condition B (above). Following the completion of measures set out in the approved remediation scheme a verification report shall be submitted to the local planning authority in accordance with condition C.

F Long term monitoring and maintenance

A scheme setting out the future monitoring and maintenance that will take place at the site shall be submitted for written approval to the Local Planning Authority. The scheme shall include details of the timescales over which monitoring and maintenance will take place and how frequently reports will be submitted to the local planning authority for approval. All monitoring and maintenance work will be carried out in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination

Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3.

39. Foundation designs and investigation boreholes using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not harm groundwater resources including quality in line with paragraph 174 of the National Planning Policy Framework and Local Plan policy CP1.

40. The reserved matters submitted pursuant to condition 4 shall be accompanied by a noise assessment report which demonstrates that the housing layout has been designed and/or insulated so as to provide attenuation against externally generated noise. The noise assessment shall demonstrate that all noise implications are mitigated so that internal ambient noise levels for dwellings shall not exceed 35 dB LAeq (16 hour) 07:00-23:00 during the daytime and 30 dB LAeq (8 hour) 23:00-07:00 during the night. The design and/or insulation measures identified in the scheme shall ensure that ambient internal noise levels for the dwellings meet the BS8233/2014 Sound insulation and noise reduction for buildings – Code of Practice. For gardens, the steady noise level should not exceed 50dB LAeq,T. The approved mitigation measures to serve each dwelling shall be implemented prior to occupation and retained thereafter.

Reason: To protect future residents from the harmful effects of high noise levels, in accordance with the NPPF and Wokingham Borough Core Strategy Policies CP1, CP3 and Managing Development Delivery Policy CC06.

41. Sustainability and energy efficiency

The reserved matters application for the development shall be accompanied by a sustainability and energy efficiency to be approved in writing by the Local Planning Authority. The report shall include details to demonstrate how the development will achieve the sustainability targets of the Future Homes Standards. The development shall be carried out in accordance with the approved details and 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 developments. Relevant Policies: Core Strategy policies CP1, and CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document (2010).

42. All new dwellings shall be provided with the appropriate connections for broadband or similar technologies, or ducting that shall enable the connection of broadband or similar technologies.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Core Strategy Policy CP1 and CC04 of the Managing Development Delivery Local Plan (Feb 2014).

43. The development shall include provision for all dwellings with a garden with:
- a. A water butt of an appropriate size installed to maximise rainwater collection; and
 - b. Space for composting

Reason: To reduce, reuse, and enable the efficient use of water and organic household waste in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010).

44. Emergency water supplies

Development shall not commence until details for the provision of a water supply including fire hydrants to meet firefighting needs throughout the development (including the installation arrangements and the timing of such an installation) have been submitted to, and approved in writing, by the Local Planning Authority. The approved measures shall be implemented in full accordance with the agreed details.

Reason: To ensure that adequate measures for firefighting can be incorporated into the development, including the construction phase in accordance with Wokingham Borough Core Strategy Policy CP4.

45. Water supply infrastructure

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

46. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

47. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

48. Development hereby approved shall not commence until a 'Phase II' contaminated land risk assessment has been submitted to and approved by the local planning authority in consultation with the water undertaker. The risk assessment shall document the nutrient impact to ground water abstraction as a result of the development and propose mitigation and monitoring to ensure that at least 'nutrient neutrality' is achieved. The development shall be constructed in line with the recommendations of the Risk Assessment.

Reason: To ensure that the water resource is not detrimentally affected by the development.

49. Development hereby approved shall not commence until a Source Protection Strategy, detailing how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction, has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.

Reason: To ensure that the water resource is not detrimentally affected by the development

50. Archaeological investigation

Development shall not commence until a programme of archaeological work (which may comprise more than one phase of work) has been implemented in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

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

51. Secured by Design

The reserved matters application for the development shall include details of how the development has taken into account principles of Secured by Design. The development shall be carried out in accordance with the approved details.

Reason: In order to create places that are safe, inclusive and accessible in accordance with Core Strategy Policies CP1, CP2, & CP3.

52. Communications Plan

Development shall not commence until a Communications Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall specify methods for communicating with local residents, including the creation of a liaison

group to meet in accordance with an agreed schedule. The Plan shall be carried out as approved until the final completion of the development.

Reason: In order to minimise disturbance to neighbours during construction works.

53. Air Quality

The reserved matters shall include an updated assessment of air quality (having regard to the existing assessment - report by SMA ref: 5563/AQA issue status 02 dated October 2021) to be submitted to and approved in writing by the Local Planning Authority. The Air Quality Assessment shall demonstrate any likely changes in air quality exposure to air pollutants as a result of the proposed development and the exposure of receptors to the existing air pollution. The assessment is to compare the air quality following completion of the development with that expected at the time without the development. The assessment will need to include:

1. assessment of the existing air quality in the study area (existing baseline);
2. prediction of the future air quality without the development in place (future baseline);
3. prediction of the future air quality with the development having regard to proposed number of dwellings, road layout in place (with development) and associated traffic flows; and
4. details of mitigation as required
5. have regard for current technical guidance (at time of reserved matters application)

Reason: To protect residents from air pollutants, in accordance with Section 15 of the National Planning Policy Framework, Core Strategy policies CP1 and CP3, and Managing Development Delivery Local Plan policy CC06.

Informatives

1. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act (yet to be finalised) the contents of which relate to this development.
- 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
 - 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
 - CP9 Scale and Location of Development Proposals
 - CP10 Improvements to the Strategic Transport Network
 - CP11 Proposals outside development limits (including countryside)

- CP17 Housing delivery
 - Adopted Managing Development Delivery Local Plan (2014)
 - CC01 Presumption in Favour of Sustainable Development
 - CC02 Development Limits
 - CC03 Green Infrastructure, Trees and Landscaping
 - CC04 Sustainable Design and Construction
 - CC05 Renewable energy and decentralised energy networks
 - CC06 Noise
 - CC07 Parking
 - CC09 Development and Flood Risk (from all sources)
 - CC10 Sustainable Drainage
 - TB05 Housing Mix
 - TB07 Internal Space standards
 - TB12 Employment Skills Plan
 - TB21 Landscape Character
 - TB23 Biodiversity and Development
 - TB24 Designated Heritage Assets
 - TB25 Archaeology
 - Borough Design Guide Supplementary Planning Document (2012)
 - Infrastructure Delivery and Contributions Supplementary Planning Document (2011)
 - Affordable Housing Supplementary Planning Document (2011)
 - Sustainable Design and Construction Supplementary Planning Document (2010)
 - DCLG – Nationally Described Space Standards
 - Living Streets: a Highways Guide for Developers in Wokingham (2019)
 - Wokingham SuDS Strategy (January 2017)
- 3 The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
 - 4 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.
 - 5 Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

- 6 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.
- 7 Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Local Highway Authority on tel: 0118 9746000.
- 8 The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
- 9 The council advises that the developer produces a strategy to install superfast broadband infrastructure for future occupants of the site. The strategy should ensure that upon occupation of a dwelling the new home owner has access to a superfast broadband service through a site-wide network. It is also advised that the developer keeps occupants fully informed of any delays to superfast broadband connection in before they purchase/occupy their new homes.
- 10 Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.
- 11 The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>

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