

Agenda Item 115.

| Development Management Ref No | No weeks on day of committee: | Parish | Ward | Listed by: |
|--------------------------------------|--------------------------------------|------------------------|------------------------------|--------------------------------|
| 153336 | 12 | Finchampstead, Barkham | Finchampstead South, Barkham | SDL Major Development Proposal |

Applicant Crest Nicholson Operations Limited C/O Savills
Location Arborfield Garrison and adjoining land **Postcode** RG2 9NQ
Proposal Reserved Matters application pursuant to planning consent O/2014/2280. The application relates to the Nine Mile Ride Extension, School Access Road and A327 Roundabout. Details of access, appearance, landscaping, layout and scale to be considered.
Type Reserved Matters
PS Category 7
Officer Nick Chancellor

FOR CONSIDERATION BY Planning Committee on 15/03/2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

This application relates to land east of the A327, south of Barker Close and straddling Sheerlands Road within the designated Arborfield Garrison Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2014/2280 and establishes the principle of access to the site together with development parameters. Full planning permission was granted under the same application for a new roundabout on the A327, which is to form the northern access to the Nine Mile Ride Extension road (NMRE), the subject of this reserved matters application.

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document, together with the outline planning permission.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services, ensuring that developments are of a high quality and sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The outline application for Arborfield Garrison was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Arborfield Garrison and triggers for its delivery.

A masterplan for the northern section of the Arborfield SDL was approved through the outline application, along with a number of other plans. These plans show the NMRE as a primary street, connecting the development to the A327, and providing a direct route to the district centre / secondary school. A southern connection to a later phase of the road (linking to the existing Nine Mile Ride / Park Lane junction) is also planned; however, this component of the road falls outside of the site boundary and is not the subject of the current application.

The current application seeks permission for details of the road's access, appearance, landscaping, layout and scale. The application is before the Planning Committee as it is a major highways infrastructure development that is recommended for approval. The proposal is for a key piece of highways infrastructure which forms part of the wider Arborfield development and is considered to be sustainable development that facilitates the delivery of the wider SDL, in accordance with the Core Strategy and Arborfield Garrison SPD. As set out within the body of this report, the reserved matters proposals are consistent with the relevant parameters of the outline permission. The application is considered to adequately mitigate its impacts and is acceptable; therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

An application to discharge conditions of the outline planning permission has also been submitted in parallel to the reserved matters and seeks formal approval for other detailed matters such as flooding and drainage associated with the development. It should be noted that a Flood Risk Assessment was submitted and approved as part of the Outline scheme for this site and the wider Arborfield Garrison.

PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Green route (A327)
- Adjacent to byway 18, located immediately to the south of the site
- Thames Basin Heaths Special Protection Area 5km
- Farnborough aerodrome safeguarding consultation zone
- Potentially contaminated land
- Landfill gas consultation zone
- TPOs served
- Bat roosts

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Plans

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

| Drawing Title | Drawing Number | Version | Received by the LPA |
|-----------------------------|-----------------------|---------|---------------------|
| Highway Layout Sheet 1 of 2 | 60312043/CIV/NMRE/001 | P5 | 14/12/2015 |
| Highway Layout Sheet 2 of 2 | 60312043/CIV/NMRE/002 | P5 | 14/12/2015 |

Informatives

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. This permission should be read in conjunction with the legal agreements under Section 106 of the Town and Country Planning Act that relates to the site, the contents of which relate to this development.
3. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: (e.g.):
 - planning issues relating to ecology;
 - addressing concerns relating to highway safety;

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

4. 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.
5. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
6. 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/S278 of the Highways Act 1980.
7. 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.

8. 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 month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
9. 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.
10. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
11. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>
12. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
13. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.

| PLANNING HISTORY | | |
|-------------------------|--|----------------------|
| SO/2010/0611 | EIA scoping opinion | 23/4/2010 |
| O/2013/0600 | Outline application for 2000 dwellings and supporting infrastructure. | Withdrawn 19/11/2013 |
| O/2014/2280 | OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up | Approved 02/04/2015 |

| | | |
|--------|---|------------------|
| | <p>to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.</p> <p>PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.</p> | |
| 152156 | <p>Application for submission of details to comply with condition 32 of planning consent O/2014/2280: 32. Walking, cycling and equine strategy.</p> | Replied 12/10/15 |
| 152158 | <p>Application for submission of details to</p> | Replied 12/10/15 |

| | | |
|--------|---|------------------|
| | comply with condition 6 of planning consent O/2014/2280: 6. Phasing strategy. | |
| 152235 | Application for submission of details to comply with condition 13 of planning consent O/2014/2280: 13. Landscape strategy. | Replied 05/10/15 |
| 152157 | Application for submission of details to comply with the following condition of planning consent O/2014/2280 (dated 01/04/2015): 33. Phased public transport strategy. | Replied 26/11/15 |
| 152609 | Application for submission of details to comply with the following condition of planning consent O/2014/2280902/04/2015). 71. Protection of Retained Buildings. | Replied 8/12/15 |
| 152907 | Application for submission of details to comply with the following condition of planning consent O/2014/2280 (relating to parcels X,Y,S1,S2,U1,AA,F,G,T,SC1,NMR, Arborfield Garrison): 69. Archaeology | Replied 12/01/16 |
| 152082 | Application for submission of details to comply with the following condition of planning consent O/2014/2280. 72. Building recording (site wide). | Replied 12/01/16 |
| 160023 | Application for submission of details to comply with the following conditions of planning consent O/2014/2280 (dated 02/04/2015) in relation to the Nine Mile Ride Extension phase: 9. Design Code; 10. Materials; 12. Levels; 15. Arboricultural Implications Statement; 16i. Retention of trees; 17. Aged & Veteran Trees Strategy; 18. Landscape and Ecology Management Plan; 19. Hedgerows; 20. Bats; 21. Reptiles; 22. Ecological permeability; 23. Non-native Invasive Species management plan; 26. Road design; 28. Car parking; 29. Cycle parking; 40. Compensatory Storage; 41. Design Floodplain model; 42. Access and egress; 43. Foul/Surface Water; 44. Sustainable Drainage; 45. Drainage System; 46. Wetland Features; 51. Code for Sustainable Homes; 52. Carbon Emissions; 53. Lifetime Homes; 54. Water Butts and Composting; 55. Water consumption; 56. Refuse and Recycling Store; 57. Lighting; 71. Retained buildings; 72. Building Recording; 14. Hard & Soft Landscaping Scheme - part discharge. | Pending |
| 160271 | Prior notification application for the proposed | Pending |

| | | |
|--------|--|---------|
| | demolition of buildings R11, 9, 3A, 63, 3, 60, 64, 6, 5A, 5B, 5C, 10, R100 to enable the development of parcels R and C1/2 of the Arborfield strategic Development location. | |
| 160331 | Full application for temporary access road to provide dedicated access to the WBC Secondary School facility. | Pending |

SUMMARY INFORMATION

Site Area: 4.92ha
 Previous land use: Part agricultural / part MoD barracks (Secure Residential Institution - use class C2A)
 Proposed land use: Public highway

CONSULTATION RESPONSES

| | |
|-------------------|--|
| Arborfield Parish | No objection |
| Barkham Parish | <p>“The Parish Council question whether the access to the school site would be better served with a roundabout rather than a right filter lane. The Transport Document states that ‘right turning vehicles not exceeding one vehicle at any of the junctions in all scenarios’, the Parish Council question whether this is a realistic scenario at school peak times.</p> <p>Traffic calculations deal with peak hour rates: the school peak lasts for much less than an hour, more like 15 or 20 minutes, and during that period, the rate is likely to be about three times the hourly average rate: the not exceeding one vehicle figure implies that the right turn capability is running at under 50%, if the school peak rate were to be used in the calculations, it would result in a much higher queue figure and possibility a transient overload.”</p> <p><i>[Officer note: The operational assessments take account of the potential for more traffic than is forecast. The highways officer considers that it is likely that the proposed junction will work within capacity. However, at Secondary Schools at the end of the school day time (3-4pm), there can often be problems mainly due to inconsiderate parking by those collecting children. To help address this there is a planning condition attached to the Secondary School planning permission relating to these traffic management issues. A roundabout with additional highway capacity, has some advantages, but they are less good for cyclist safety and the priority junction as designed has been tested to accommodate the anticipated forecast flows and is considered appropriate]</i></p> |

“On studying the plans for the road, the footways and cycle ways do not run continuously on the same side of the road forcing pedestrians/cyclists to cross the road multiple times. We understand that part of the reason for this is that the greenway (including cycling and equestrian provision) is supposed to run just to the north of the east-west section of NMRE. The cycleway on the south side of NMRE should be continuous around the bend, with an appropriate crossing point near to the school entrance. Clearly this needs addressing. This cycleway will serve several development parcels to the south of the proposed A327 entrance. As the plans stand, the proposed crossing near the NMRE/ Sheerlands Road crossing needs to be a controlled crossing as it will be quite a busy junction and with poor sight lines given the bend in NMRE.”

[Officer note: The 3m wide pedestrian and cycle route was agreed at the outline stage to be on one side of the road. It switches sides at Sheerlands Road to be on the side of the road where the main usage would be expected. So it is needed along the frontage of the District Centre and near to the Secondary School. It should be noted that along the green corridor a further pedestrian and cycle route will be provided, although more recreational in character. With regard to the safety of the pedestrian and cycle crossing, the scheme has been subject to a Road Safety Audit and this issue was not identified as a road safety concern]

“The Nine Mile Ride Extension Transport document Part 2 3.3.6 refers to a Relief Route on land which is safe guarded ‘Wokingham Borough Council have the ability to construct a relief route which would by-pass the secondary school and District Centre on land safe guarded as part of the outline planning permission’. The Parish Council question whether WBC should be financially responsible for the construction of a relief route should this be required in the future. The applicant is, in effect, saying ‘if our calculations are wrong WBC can pick up the tab’.”

[Officer note: The S106 has been finalised and cannot be revisited at this stage; note however that the agreement can only include financial contributions that are deemed necessary for the development itself. The need for a relief route is

| | |
|-----------------------------|---|
| | <p><i>not triggered by the NMRE phase and may not be required by future phases. However, the land is safeguarded for potential future use.</i></p> |
| <p>Finchampstead Parish</p> | <p>“Senior School entrance - we strongly disagree with this implementation. Firstly the traffic model statistics are for the hours of 8-9am and 5-6pm, we envisage the busy period to be between 3-4pm. We perceive the problem to be leaving the school campus and turning north towards Arborfield which we believe most of the traffic will do. A priority junction would cause a significant tailback of traffic trying to leave this junction. Our recommendation is that, the only viable solution should be with the implementation of a roundabout or a mini roundabout which would give more priority to vehicles leaving the school site. This solution would also be preferred for the District Centre junction.”</p> <p><i>[Officer note: See above note in response to Barkham Parish Council comment]</i></p> <p>“Safety Valve Route - We strongly object to the principle of a new road bypassing the school and district centre, resulting in a likely increase in the speed of traffic using the NMRE.”</p> <p><i>[Officer note: If it was to be implemented, then it would be so only if there were significant delays to traffic past the District Centre and the LPA is endeavouring to ensure this is avoided. The design of any relief valve would ensure that traffic is encouraged to comply with the 30mph speed limit]</i></p> <p>“Footways and cycle ways - we understand that WBC intends to use a multi-surface pathway using a different set of standards to those being implemented by AGLC. It is important that both parties adhere to the same standards.”</p> <p><i>[Officer note: It is assumed that the FPC may be referring to Greenways, where the council is considering using special flexi-pave surfacing (composed partly of rubber) that is suitable for pedestrians, cycles and horses. In locations where there are services below such as NMRE, this is not considered to be a suitable material and tarmac or paving will be used].</i></p> <p>“After Sheerlands Rd Junction (east), the footpath and cycleway cross over from one side of the road</p> |

| | |
|-----------------------------------|--|
| | <p>to the other side, (the plans show that the footway is on one side and the cycleway the other) we cannot understand why? In fact WBC are proposing a combined cycle/footway on the northern side of the existing Nine Mile Ride, this is not consistent with the footway being on the south side of Nine Mile Ride extension at this point. We believe the footway In the AGLC should only be on one side. It is correct at the Reading Rd roundabout and should not cross over after Sheerlands Rd but continue round passed the District Centre and school and join up with the proposed footway in Nine Mile Ride. This also gives a consistent footway for pedestrians walking to the school.”</p> <p><i>[Officer note: See above note in response to Barkham Parish Council comment]</i></p> |
| Swallowfield Parish Council | No comments or objections |
| WBC Ward members | No comments received |
| Archaeology | No objection |
| Biodiversity officer | No in principle objection, subject to receipt of a satisfactory Landscape and Ecology Management Plan, Hedgerow Management Plan, Bat Mitigation Strategy (all controlled by condition, to be considered separately to the Reserved Matters application). |
| WBC Highways | See main section of the report |
| Environment Agency | No objection |
| Environmental Health | No objection |
| WBC Flooding and drainage | No objection |
| Tree and Landscape Officer | No objection, subject to a satisfactory Landscaping Scheme (controlled by condition 14 of the Outline planning permission, to be discharged separately). |
| Public Rights of Way | No comments received |
| Thames Water | <p>No objection following clarification that a foul water drainage strategy is required by condition 43 of the outline planning permission. TW note that this strategy will need to be assessed by the LPA in consultation with the sewage undertaker.</p> <p><i>[Officer note: condition 43 of the outline planning permission requires a foul drainage strategy to be agreed in consultation with the Sewage Undertaker prior to the commencement of development. A foul drainage strategy has been submitted to discharge condition 43 and will be assessed separately to the current reserved matters application].</i></p> |
| REPRESENTATIONS | |
| One letter of objection received: | |

“We have lived in Arborfield for 15 years and understand that the houses are coming but do not understand why we are considering a new road up through the fields and a new roundabout on the A327. Why would you not use the existing Sheerlands Road and existing junction to expand the route in and out. The noise from this road will already impact the existing houses as the traffic increases on the A327 without building a road closer to the houses through the middle of the fields. I get that it will help with access to the new homes which is easier for you but not convenient for those that already live here.”

[Officer note: The NMRE forms part of the development access road and the outline planning permission establishes the principle of a new strategic highway connection to Arborfield SDL (Movement and Access Parameter Plan). It is not considered that the NMRE will cause significant harm to existing residents in terms of noise pollution].

PLANNING POLICY

National Policy

National Planning Policy Framework 2012
Technical Guidance to the National Planning Policy Framework 2012

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development
CP2 - Inclusive Communities
CP3 - General Development Principles
CP4 - Infrastructure Requirements
CP6 - Managing Travel Demand
CP7 - Biodiversity
CP8 - Thames Basin Heaths Special Protection Area
CP9 - Scale and Location of Development Proposals
CP10 - Improvements to the Strategic Transport Network
CP11 - Proposals outside Development Limits (including countryside)
CP13 – Town Centres and Shopping
CP17 - Housing delivery
CP18 – Arborfield Garrison Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

Managing Development Delivery Document (Local Plan) (adopted February 2014)

CC01 – Presumption in Favour of Sustainable Development
CC02 – Development Limits
CC03 - Green Infrastructure, Trees and Landscaping
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

TB12 – Employment Skills Plan

TB15 – Major Town, and Small Town/District Centre development

TB16 – Development for Town Centre Uses

TB20 – Service Arrangements and Deliveries for Employment and Retail Use

TB21 - Landscape Character

TB23 - Biodiversity and Development

TB25 - Archaeology

SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

Supplementary Planning Documents

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)

Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)

Arborfield and Newland Village Design Statement (adopted 26/03/2015)

PLANNING ISSUES

Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL). Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
2. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle of development for up to 2,000 new dwellings together with a district centre, neighbourhood centre, secondary school, primary school and two areas of Suitable Alternative Natural Greenspace (SANGS).
3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address the associated infrastructure impacts across the whole borough. These documents establish a requirement for a sustainable, well designed,

mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

4. The details approved under the outline planning consent established parameters for the development including general site layout, the quantum of development, a network of primary streets together with locations for housing, open space, density and general heights of buildings. This included an anticipated location for the NMRE within the site. Access to the site via the NMRE was also established in detail, including full detail of a new roundabout junction to A327 Reading Road.
5. The Outline application was supported by a transport assessment which included traffic model testing in the forecast year of 2026 with the entire SDL development. The key components agreed for the NMRE were:
 - A route through the Arborfield SDL development;
 - A cross section of the road with a minimum 6.1m carriageway, 2m tree lined avenue, a 2m footway one side and a 3m shared pedestrian and cycle route;
 - A 30mph speed limit;
 - A release valve road alignment that could bypass the district centre area if this became congested.
6. The outline consent also included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
7. The current application seeks reserved matters approval for the alignment of a section of new primary road to provide access to the SDL (known as the Nine Mile Ride Extension) and comprises details of access, appearance, landscaping, layout and scale for this road only. Other relevant detailed considerations including flooding and drainage, ecology, materials, highway construction design, flooding and drainage and lighting are controlled by conditions pursuant to the Outline planning permission. A separate application to discharge these conditions has been submitted in parallel with the Reserved Matters application and is not subject to formal assessment within this report. It should be noted that this does not prevent determination of this application.

The character of the area

8. Core Strategy Policies CP1, Sustainable Development and CP3, General Principles for Development require a high quality design that respects its context. This requirement is amplified by MDDL Policies CC03, Green Infrastructure, Trees and Landscaping and TB21, Landscape Character and the Arborfield SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure (including designated Green Routes such as the A327), retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.
9. The juxtaposition of different lands uses and how these relate to the landscape character of the area was considered at the outline stage: the Land Use Parameters Plan establishes the broad distribution of uses across the site and - together with the Open Space Parameter Plan - the landscape structure for the development. In conjunction with the Movement and Access Parameter Plan sets out a primary street network, including the NMRE. The application demonstrated how parts of the existing landscape structure could be retained and incorporated to ensure that the development would integrate well in the landscape context.
10. The NMRE site corresponds to an area of land to the east of the A327, south of Barker Close and straddling Sheerlands Road; a tree lined unrestricted road. The western part of the site (between the A327 and Sheerlands Road) is agricultural land (open fields), whereas the eastern section (east of Sheerlands Road, north of byway 18) forms part of the former Rowcroft Barracks.

Proposal – access and movement

11. The proposal is for 720m of new highway connecting 50m east of the A327 roundabout (consented, not yet constructed) to the boundary of the applicant's land at Byway 18 and linking with land at Hogwood Farm, the southern development parcel of the SDL. There are two main sections; the A327 to Sheerlands Road and Sheerlands Road to Byway 18. The alignment and cross section of the road is consistent with that shown indicatively within the outline planning permission.

Cycling and Pedestrian route

12. A 3m shared pedestrian and cycle route is provided along the full length of the road, together with several crossings with refuges. The route is in accordance with the principles agreed as part of the outline application, namely, that it would be along one side of the road only, switching sides at Sheerlands Road to be where the main usage is expected, i.e. along the frontage to the district centre and secondary school. West of Sheerlands Road, an east-west green recreational corridor will be provided to the north of the NMRE. The alignment of the road is considered acceptable and the route has been subject to a Road Safety Audit in which no safety concerns have been identified.

West of Sheerlands Road

13. The section from the A327 junction to Sheerlands Road comprises 410m, with a 6.1m carriageway width for most of its length, widening for a pedestrian refuge on the approach to Sheerlands Road to accommodate a right turn lane. The alignment includes several gentle bends to help create character and to discourage drivers from speeding.
14. North of the highway is a stream and green corridor that will connect to a recreational pedestrian and cycle route. This also contains a series of balancing ponds that are required for drainage purposes. The footway provision is to the north and the shared pedestrian and cycle route to the south.
15. There are two accesses into parcels of land to the north and three to the south. One of these to the south is designed to function as the 'release valve' that the Borough could construct to allow traffic to bypass the District Centre section of the NMRE, if found to be required in future. The NMRE development does not trigger the need for a relief valve / bypass road and is not necessary for the current application to be determined.

Junction with Sheerlands Road

16. At the junction with Sheerlands Road there is a right turn lane and a pedestrian and cycle crossing facility. The main cycle route following the NMRE crosses the road here, but will also connect to the north with a green corridor route envisaged within the outline application masterplan (adjacent to the stream). This green corridor will provide a safe pleasant route for pedestrians, cyclists and house riders.

East of Sheerlands Road

17. The section east of Sheerlands Road comprises a 310m length of road. The road bends to the south and extends to the southern boundary of the Outline planning application site at byway 18. The alignment tends to be straight except for the sharp 90 degree bend at chainages [note: chainages are markers indicated within the application's technical drawings] 460-530m. The bend is a strong feature of the scheme and it should be an effective speed reduction measure.
18. The carriageway is 6.1m for most of its length, widening to accommodate a right turn lane on the approach to the district centre and secondary school parcels, and throughout the bend.
19. Just south of the bend (chainage 550m) is the access to a future parcel reserved for a District Centre, located to the east of the road. This includes a right turn lane and a pedestrian crossing refuge. Initially this access will be used by the temporary Secondary School.
20. Along this section, footway provision is to the south and west of the road

whereas a shared pedestrian and cycle route is to the north and east, adjacent to the Secondary School and proposed District Centre parcel.

21. At chainage 700m near to the end of the proposals is the (permanent) access to the new Secondary School, currently under construction. This junction includes a right turn lane and a pedestrian crossing tied in with Byway 18. There are two accesses into parcels of land to the west across the road from the District Centre. It should be noted that final access to the District Centre could change as part of the reserved matters for this parcel.
22. At chainage 720m the scheme stops, but an indicative layout of the highway extending southwards is also shown. It is anticipated that the road will continue southwards and eastward within the southern half of the SDL (land at Hogwood Farm, outside of the application site boundary). This southern section of the Nine Mile Ride extension will be brought forward by Wokingham Borough Council through a future planning application in order to connect the current proposal to the existing Nine Mile Ride / Park Lane junction.

Phasing

23. It is understood that the highway will be constructed in three main phases:
 - Phase 1 (chainage 410-550m): Sheerlands Road to the District Centre access, which will initially function as an access to the temporary Secondary School;
 - Phase 2: (chainage 550-720m): District Centre and temporary Secondary School accesses;
 - Phase 3: (chainage 0-410m): A327 junction to Sheerlands Road.
24. The applicant has indicated that they will endeavour to provide access to the temporary and permanent secondary schools in the early phases and to coincide, as closely as possible, with the opening of the school in September 2016. The road provides access to the school for all modes of transport, as well as improved walking and cycling access. The phasing proposed is considered acceptable.

Highway Safety

25. Highway safety is a priority for any highway design and due to the close proximity of the secondary school and future district centre this is especially important. Notably, safe access is necessary for pedestrians and cycles to access these land uses.
26. The scheme has been reviewed by officers and is subject to Road Safety Audits at Stage 1 and Stage 2 which identified no major issues. A Road Designer's Response has been produced for the Stage 1, which has resulted in some

minor improvements to the design, however the proposal remains acceptable.

Operational Assessment

27. A Transport Assessment (TA) has been submitted to support the planning application. It is noted that concerns were raised by representatives regarding traffic and congestion. The TA includes operational assessments of the key junctions to estimate if they have adequate highway capacity. They used the forecast year in 2026 AM and PM peak hours with a base forecast and sensitivity testing applying a different trip distribution and increases to the NMRE flows.
28. Assessments were carried out at the key junctions of Sheerlands Road, the District Centre and the Secondary School. All appear to operate satisfactorily, in the PM peak a modest queue was identified at the District Centre access. However, it is not yet known exactly what the district centre phase will include (a development design brief is anticipated later in 2016) and this will be reassessed as part of the reserved matters for this parcel.
29. The future junction capacity requirement will depend on what is agreed within a subsequent reserved matters application for the district centre. Officers required that the applicant provide an indicative plan (not part of the current application) which demonstrates that a small roundabout with access to the district centre could be accommodated, should this be required. The highway officer has indicated that such a roundabout would be capable of alleviating any potential queuing arising from the district centre phase. Such a measure could therefore be retrofitted at a later date in conjunction with a future reserved matters planning application. On this basis, the proposed road design is considered acceptable.

Public Transport

30. The current application does not include a bus interchange or bus stops at this time, although the district centre development phase is anticipated to give rise to the need for one. Such a facility could either be provided within the district centre itself or as a bus stop layby within the Nine Mile Ride Extension. As outlined above, because the specification of the District Centre is unknown, it is not currently proposed to include a bus interchange within the Nine Mile Ride Extension application.
31. Again, an indicative plan has been provided (not part of the current application) which demonstrates that suitable laybys could be delivered within a future reserved matters land parcel. This facility could therefore be brought forward as part of a future application if later deemed to be necessary by the Local Planning Authority.
32. School buses will be capable of accessing the temporary and permanent

secondary school sites and school bus turning areas are to be provided. However, this does not form part of the current application. Public bus route 3 (the Leopard) could also potentially provide a service to within 300m of the secondary school and district centre. This is not required in the early phases of the SDL and can be brought forward as part of subsequent phase of development (for example, the district centre or residential parcel Q). It is considered that the development has adequately demonstrated that public transport can be satisfactorily accommodated.

Traffic regulation orders and speeds limits – Sheerlands Road

33. It is noted that issues over highway speeds has been raised. Although separate to the current planning application, it is anticipated that there will be a Traffic Regulation Order to reduce the speed of Sheerlands Road on the approach to the construction site. This is likely to extend the existing 30mph limit further southwards, as a temporary Traffic Regulation Order.
34. In the longer term, Sheerlands Road will be closed to traffic south of NMRE to coincide with when it is completed. This is expected to be applied by way of a Stopping Up Order and the road will be downgraded to be used as pedestrian / cycling route within the SDL.

Flooding and Drainage

35. The Environment Agency, Thames Water and WBC Flood Risk Officer raise no in-principle objection to the application.
36. A Flood Risk Assessment has been produced in support of the application and includes drainage proposals across a series of detailed drawings. These show the 1:100 year with climate change flood extents approved by the Environment Agency (design option 9) and ponds sized to cater for the 100 year flood event with an allowance for climate change. The ponds have also been located outside the climate change flood extents.
37. With the exception of a small section at the roundabout that is within the climate change flood outline, the remainder of the roads have been located outside the climate change flood extents. Given that the basins have been sized with extra capacity, the small encroachment at the roundabout can be catered for and is considered acceptable.
38. The drainage pipes within the road network have also been sized to cater for events up to an including the 30 year flood event with a 30% allowance for climate change.
39. There are number of outstanding details that still need to be clarified in order to discharge relevant conditions pertaining to compensatory floodplain storage, detailed floodplain modelling and safe pedestrian access and egress (outline

conditions 40-42). A conditions application has been submitted and will be assessed separately to this application.

40. Condition 43 of the outline planning permission stipulates that a foul water drainage strategy is required for the NMRE phase and prevents water from being discharged into public sewers until such a strategy is agreed. Details have been submitted to discharge this condition and will be assessed by the LPA (in consultation with the Sewage Undertaker) in due course. This does not prevent determination of this application.
41. In summary, the reserved matters application is considered to be acceptable in flooding and drainage terms, subject to compliance with the above mentioned conditions pursuant to the outline planning permission.

Residential Amenity – Impact upon Existing Properties

42. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. The site is located approximately 180m away from the nearest existing residential development at Barker Close and would not therefore give rise to any significant impacts on residential amenity.

Residential Amenity – Impact upon Future Occupants

43. The NMRE will serve as route from which residential parcels D, E, F, G, H, I, J and Q will be accessed via secondary streets. It is not anticipated that the NMRE will give rise to any adverse effect on residential amenity, for example, through noise; however, this will be assessed through subsequent reserved matters applications for each parcel.

Biodiversity

44. Core Strategy Policy CP7, Biodiversity and MDDL Policy TB23: Biodiversity and Development, require appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
45. Outline planning conditions 18 – 23 require consideration of ecological constraints to be considered within the design of NMRE phase, and where appropriate, mitigation of any potential impacts.
46. The application is supported by a Landscape and Ecology Management Plan which is considered to be broadly in accordance with the mitigation, contingency and enhancement features set out in the outline application Environmental Statement. A number of detailed issues pertaining to wildlife crossings and species mix are currently being negotiated and will be resolved

prior to the commencement of development.

47. The NMRE involves the loss of an existing hedgerow. Therefore, a hedgerow mitigation strategy has been provided in support of the planning application and includes compensatory hedgerow planting in order to mitigate the loss. The applicant has indicated that there will be 195m of replacement planting within a linear park which is proposed immediately to the north of the application site. Subject to further minor changes to the strategy, it is anticipated that the development is capable of meeting requirements of outline condition 19 and is acceptable.
48. The NMRE will result in the loss of two trees with known bat roosts and crosses the footprint of building 57 which has a confirmed Common Pipistrelle roost. A number of bat boxes are proposed to be installed as agreed within the Outline planning application. The exact number of boxes required and additional planting to reinforce suitable dark commuting corridors away from artificial lighting is being assessed under separate conditions application.
49. A suitable reptile mitigation strategy has been provided in accordance with outline condition 21.
50. In summary, the reserved matters application is considered to be capable of meeting the relevant ecology requirements, subject to appropriate mitigation and minor amendments to the detail of strategies (set out above), as required by outline conditions 18-23 prior to the commencement of development. The WBC ecology officer has raised no in-principle objection to the application.

Trees and Landscape

51. It was recognised as part of the Outline planning application that a number of trees would need to be removed in conjunction with the NMRE phase. The detailed design of the road has highlighted the requirement to remove 5 further trees in addition to those shown to be removed at Outline. These consist of four category B trees and one category C tree, but do not include any additional TPO trees. The impact on trees has been fully assessed and is considered to be acceptable, subject to appropriate replacement planting.
52. The application is also supported by a hard and soft landscaping scheme which includes verge tree planting along much of the route. It is considered that acceptable landscaping can be secured within the proposed layout, subject to further dialogue with the applicant on the precise location of trees, given the need to ensure visibility for road users. Hard and soft landscaping are controlled by condition 14 of the outline planning permission and will be discharged separately to this application. .

53. A method statement for arboricultural works has previously been agreed for the NMRE site under conditions application 160023. This provides for the retention and protection of trees in accordance with the British Standard. On this basis the impacts of the development is considered acceptable.

Archaeology

54. Core Strategy Policy CP3 and Submission MDD DPD Policy TB25 require the archaeological impact of development to be taken into consideration.

55. A Written Scheme of Investigation (WSI) has been approved by the LPA under conditions application 152907. The scheme has established a “strip, map and record” process, to be undertaken once site enabling works are complete. Following the completion of the fieldwork, a report will be produced and submitted to the County archaeologist.

56. Berkshire Archaeology have advised that it is not necessary for investigations to be completed prior to determination of the current application. The agreed process is in line with best practice and will allow for a comprehensive exploration of archaeological potential, as well as mitigation (detailed excavation and recording) where appropriate.

CONCLUSION

The application proposal provides the first stage of a direct link between the existing Nine Mile Ride and the A327 and forms the main strategic highway connection to the Arborfield SDL. The development is required in the short term to provide access for all modes of transport to a new secondary school, currently under construction and to serve the northern development parcel of the SDL.

The detailed design complies with relevant parameters established and agreed by the Outline planning permission, which themselves reflect the Council’s adopted policies and guidance for development within the Arborfield SDL. The development provides for a safe, functional and attractive development access in line with the Council’s spatial strategy. Where necessary appropriate mitigation has been provided to overcome impacts and therefore the scheme can be recommended for approval.

CONTACT DETAILS

| Service | Telephone | Email |
|--|----------------------|--------------------------------------|
| Development Management and Regulatory Services | 0118 974 6428 / 6429 | development.control@wokingham.gov.uk |

This page is intentionally left blank