

Application Number	Expiry Date	Parish	Ward
250678		Wokingham Without	Wokingham Without

Applicant	Robert Stockford, Kier Property Developments Limited
Site Address	Parcel R11, Land at Phase 2b of the South Wokingham Strategic Development Location (SDL), Wokingham.
Proposal	Reserved Matters pursuant to Outline Planning Consent 191068 comprising the erection of 343 dwellings and associated infrastructure (green, blue and highway). Details of appearance, landscaping, layout and scale to be considered.
Type	reserved matters
Officer	Emy Circuit
Delegated Decision	In accordance with part 8.6 of the council's constitution, this application for approval of reserved matters pursuant to condition 3 of an extant hybrid planning permission can be determined under delegated powers. relevant planning

BACKGROUND & SUMMARY

Wokingham Borough Core Strategy establishes the need to deliver over 13,000 new homes in borough in the period up to 2026, the majority in four Strategic Development Locations (SDLs) (Core Strategy policy CP17 Housing Delivery). Of these 2,500 are to be in an urban extension to the south of Wokingham. Core Strategy Policy CP21 *South Wokingham Strategic Development Location*, amplified by Appendix 7 and two Supplementary Planning Documents (SPDs) – the *South Wokingham South Wokingham Strategic Development Location SPD* and the *Infrastructure Delivery and Contributions SPD* – sets out the Council's expectations in terms of the comprehensive delivery of new homes, together with the infrastructure required to support them. A key element of the infrastructure is the South Wokingham Distributor Road (SWDR), a continuous new street providing access to the SDL and a connection from the A329 London Road in the north to the A321 Finchampstead Road in the south.

The first phase of the SDL (roughly a quarter of the allocated development), at Montague Park was approved in 2012 and is complete, as is the SWDR from London Road to Waterloo Road.

A suite of applications for the remainder of the SDL development (of which three relate to phase 2) was submitted during 2019 and approved during 2021-2024. These included full planning permission for the remainder of the SWDR from Waterloo Road to Finchampstead Road and a hybrid planning permission for 1,434 dwellings in phase 2b (supported by an EIA).

The hybrid consent comprises full planning permission for a 24.71 hectare SANG (Holme Park SANG) and outline planning permission for 1,434 dwellings, with associated infrastructure. The means of access was determined with appearance, landscaping, layout and scale reserved, although the application established parameters for these matters. It also secured delivery of the necessary on-and off-site supporting infrastructure, establishing the distribution of different types of open space (POS) across phase 2, among other things.

Subsequently, details pursuant to conditions requiring approval before on concurrent with the first reserved matters have been approved (see the relevant planning history). These included phasing of development, a site wide Masterplan, Design Code and Landscape Design Statement and site wide strategies for matters such as levels and SuDS, among other things, which will inform subsequent reserved matters.

The current application is for approval of reserved matters pursuant to condition 3 of the hybrid consent for phase 2b and – consistent with that consent and approved conditions details – comprises 343 dwellings in parcel R11, together with on-site infrastructure including a park, play area, allotments, amenity and natural/semi-natural greenspace, plus elements of the movement network. The proposals must be assessed against relevant planning policy and guidance (including consideration of the weight to be given to policies in the emerging Local Plan), together with the principles and obligations established by the hybrid planning permission and conditions thereof. Furthermore, there condition requirements to provide details of various matters at the reserved matters stage, which are considered in the appraisal.

The principle of development has been established by the Development Plan and extant hybrid planning permission and the main considerations are whether the proposals deliver the high quality of development required by Development Plan policy and guidance and are consistent with the principles established by the hybrid and conditions thereof.

In accordance with part 8.6 of the council's constitution, this application for approval of reserved matters pursuant to condition 3 of an extant hybrid planning permission can be determined under delegated powers.

RELEVANT PLANNING HISTORY	
The South Wokingham Distributor Road (SWDR)	
O/2010/1712 varied by VAR/2015/0342 & 161963 plus RM/2013/0240 amended by NMT/2014/0378	Outline planning permission (approved 18 December 2012) & reserved matters (approved 12 June 2013) for the first phase of the SDL including the South Wokingham Distributor Road (SWDR) from the A329 London Road south to the Reading-Waterloo railway line, now William Heelas Way.
172934, 190991 & associated stopping up of Waterloo Road	Full planning permission for the SWDR between William Heelas Way and Waterloo Road, including a new bridge over the railway line and closure of the Waterloo Road level crossing, approved 19 February 2018 & opened February 2022.
192928 & 203535	Full planning permission for the SWDR from Waterloo Road to Finchampstead Road and for works on Finchampstead Road (the Western Gateway). Under construction and expected to open during 2027.
Phase 2b	
190900	Full planning permission for St Anne's SANG (an extension to Buckhurst Meadows SANG at Montague Park) as part of phase 2 of the SDL approved on 24 May 2021.

191068	A hybrid application for up to 1,495 dwellings (Phase 2b of the SDL) and associated infrastructure, including full planning permission for SANG, approved 19 July 2024. Conditions requiring approval before/concurrent with the first reserved matters or before commencement of the development as a whole have been submitted and approved or are under consideration: - acceptable details have been submitted in relation to conditions 3 (phasing, 250496), 4 (masterplan, design code & LDS, 241971), 8 (public art strategy, 242460), 10 (site wide levels strategy, 241972), 18 (SANG Delivery Strategy, 251240), 29 (SuDS Strategy, 242459), 34 (exceedance routeing, 241973), 45 (pedestrian and cycle strategy, 241974) and 48 (public transport strategy, ref 242461); - details relating to condition 64 (undergrounding, 250871) and condition 40 (Overarching Lighting Strategy, 251484) are under consideration.
220614	Prior approval for demolition of a barn at Britton's Farm approved 22 March 2022 (delegated).
200892 to be varied by S73 250870	Full planning permission for the R10/R14 link road (an alternative route to Waterloo Road from south of the roundabout at the junction of Waterloo Road with William Heelas Way) approved 5 February 2025 (delegated). A S73 application to include additional junctions for consistency with the reserved matters for parcel R10 are under consideration (250399). Details pursuant to the mandatory BNG condition and pre-commencement conditions 3 (levels), 9 (CEMP), 11 (WSI) and 14 (highway construction) have been approved (applications 250424, 250495 & 250580).
250399	Reserved matters for Parcel R10, Phase 2b approved 23 June 2025.

DEVELOPMENT INFORMATION							
Proposed dwellings							343
Dwelling type/Tenure	Social rented	Affordable rented	Total rented	Shared ownership	Total affordable	Market	Total dwellings
One-bedroom flat	12	9	21	9	30	19	43
Two-bedroom flat	8	1	9	1	10	12	22
Total flats	20	10	30	10	40	31	65
Two-bedroom house	31	4	35	16	51	23	74
All two-bedroom properties	39	5	44	17	61	35	96
Three-bedroom house	16	0	16	8	24	117	141
Four-bedroom house	3	0	3	2	5	46	51

Five-bedroom house	0	0	0	0	0	6	6
Total houses	50	4	54	24	80	192	272
Total dwellings	70	14	84	36	120	223	343
Proposed car parking spaces	allocated						585
	Unallocated & visitor						108
	Total						693
CONSTRAINTS	Strategic Development Location (SDL CP17/CP21) Major development location (CP9/CC01) Countryside (CP11) Allocated SANG (SAL05) Thames Basin Heath Special Protection Area Linear Mitigation Zones: 5km Linear Mitigation Zone (CP8/SAL05) Great Crested Newt consultation zone Priority habitat (Ancient Semi-Natural Woodland to east of parcel) Tree Preservation Orders Tree Preservation Orders 1341/2010 & 1376/2011 Easthampstead Road is a Green Route Enhancement Area south of the railway (CC03) Public Rights of Way: Wokingham Without Footpath 5 within the site and Wokingham Without Byway 30 contiguous with the southern boundary Flood Zone 1 Setting of listed buildings Archaeological site Emm Brook Surface Water Nitrate Vulnerable Zone						

CONSULTATION RESPONSES	
BBONT	No comments received.
Berkshire Archaeology	No objection: the desk-based assessment for parcel R11 is welcome, the archaeological works secured by condition of 191068 are ongoing and a WSI will need to be submitted & approved for further archaeological investigations. (<i>Officer Note: condition 24 of 191068 refers.</i>)
Bracknell Forest Council	Raises three observations which have not been addressed by the revised details. The layout does not allow for vehicular connection from the proposed South Wokingham SDL Extension site to the SWDR. (<i>Officer Note: at the time the hybrid application was reported to committee/determined, the emerging local plan was at an early stage and carried limited weight. Accordingly, it would not have been reasonable to require access to the SDL extension access to be secured. Given the number of issues raised in relation to emerging policy SS12 during the Regulation 19 consultation it, remains the case that this policy carries limited weight until after the Local Plan examination. For the SDL extension proposals to be acceptable, it would need to be demonstrated that suitable access could be secured. Should this be across land that is identified for other infrastructure, eg POS or SuDS, within phase 2, the loss of that infrastructure would need to be mitigated as part of the SDL extension proposals. However this is not relevant to this proposal</i>)

	More detail of walking and cycling provision including connections to is off-site routes should be provided. (<i>Officer Note: this is considered in sections 10.2 & 10.3.</i>) A condition should be imposed restricting development of this parcel until the roundabout at Peacock Lane/Waterloo Road/Old Wokingham Road and the pedestrian/cycle connections along Waterloo Road and Peacock Lane have been delivered and are open to use. (<i>Officer Note: the S106 for 191068 secures a contribution to enable WBC to deliver the roundabout works. Since delivery of these works is in WBC control is would not be neither reasonable or nor necessary to impose a condition linking commencement or occupations to completion of the roundabout works. Furthermore, the roundabout is located in BFC and will be subject to the grant of planning permission by BFC, so that authority also has some control over the works. The duration of the roundabout expected to be about 12 months with commencement being dependent on the grant of planning permission, BFC granting access to the land and site clearance taking place outside bird nesting season.</i> <i>Pedestrian and cycle improvements on Waterloo Road and Peacock Lane to Jennets Park (Route X), including bus stop infrastructure are secured by condition 52 h) and the phasing details pursuant to condition 3 (DoC 250496) indicate these works will take place in year 4 at which point between 502 & 668 occupations are anticipated. The S106 obligation is for these works to be carried out within 9 months of the Peacock Lane roundabout works being completed.)</i>
Gigaclear	Advise of assets in the vicinity: along Wokingham Without Byway 30 and Easthampstead Road.
Historic England	No comments on the proposals
Network Rail	No comments received.
Royal Berkshire Fire & Rescue	No objection. Advice provided on measures that need to be incorporated in order to meet the basic principles of means of escape in case of fire, to be assessed through Building Regulations. (<i>Officer Note: access for fire tenders has been considered as part of Highways assessment of the layout.</i>)
South East Water	No comments received.
Southern Gas Networks	Advise of assets in the vicinity, along Easthampstead Road.
SSE Power Distribution	No comments
South Western Railway	No comments received.
Thames Valley Police Designing Out Crime Officer	The revised plans do not fully address the issues raised during the initial consultation. Specifically: Rear parking courts with undercroft access should be electronically gated (<i>Officer Note: condition 6) will secure electronic gates in these four locations.</i>) Parking courts should be gated, so only residents have access, especially where rear boundaries of adjacent dwellings are exposed. If the Council is minded to permit the scheme without the gating of parking courtyards, then lighting of the courtyards will be key particularly key. (<i>Officer Note: for blocks 3, 4, 5 & 6, although the parking courts are not gated the entrances are relatively narrow and the parking area partly</i>

	<i>screened from the street by buildings. Combined with suitable boundary treatment and entrance features, it would be possible to convey that the space is private without a physical barrier.</i> <i>The parking for blocks 1 & 2 is more exposed and the natural surveillance from Block 2 would be limited. This is effectively a double fronted building and people are likely to approach from the estate road. A 1.2 metre wall is proposed to provide a strong physical boundary whilst still permitting surveillance of the street and private parking area. Informative 12 refers.)</i> Parking courts and shared surface streets should be lit to the general standards of BS5489-1:2020 (design of road lighting and public amenity areas). <i>(Officer Note: the S278/38 officer advises that lighting will be required where shared surface streets are adopted. condition 7) will secure lighting of the parking courts.)</i> Conditions requiring an Access and Security Strategy for Apartments and details of locks on pedestrian access gates are recommended. <i>(Officer Note: these recommendations are good practice but beyond the scope of planning. Informatives 13 & 17 refer.)</i>
Thames Water	There are no changes to the proposed foul/surface water drainage system and hence no comments.
WBC Built Heritage	No objection. Given the intervening distances and intended landscaping treatments, the immediate setting of the designated heritage assets is considered to be unimpacted by the development. <i>(Officer Note: the recommended conditions – relating to materials, boundary treatments and landscaping and permitted development rights – are already attached to the hybrid planning permission.)</i>
WBC Cleaner & Greener	Comments addressed through revisions
WBC Ecology	In relation to Great Crested Newts, the applicant has progressed the District Licence process to the point that allows a positive determination of their planning application. <i>(Officer Note: conditions 11) & 12) and informatives 14-16 refer.)</i> In relation to other ecological considerations, revisions have addressed the issues raised initial and there is now no objection and no additional conditions recommended. <i>(Officer Note: sections 5, 8 & 8.1 refer.)</i>
WBC Economy & Housing	No objection: the proposed number of affordable dwellings, the tenure and size mix, and the proportion of dwellings to be built to M4(2) standard reflect the S106 obligations and the phasing pursuant to condition 3 of the hybrid planning permission. It is requested that the Affordable Rent units are for Specialist housing and are in clusters of 6 one bedroomed flats, with any ground floor flats built to M4(3) standard. <i>(Officer Note: paragraph 1.17 refers.)</i>
WBC Environmental Health Officer	No objection subject to conditions to secure a Construction Management Plan, control hours of working. <i>(Officer Note: conditions 36 & 37 of the hybrid planning permission 191068 secure a CEMP and control hours of working.)</i> Subject to further detail of acoustic glazing and ventilation the requirements of condition 40 (noise mitigation) have been met. <i>(Officer Note: See sections 14.1. Condition 2 will secure details of acoustic glazing).</i>

	The requirements of condition 44 a & b) (contaminated land site characterisation and remediation scheme) have been met. <i>(Officer Note: See sections 14.3).</i>
WBC Highways	No objection. Initial objections have been addressed through revisions. See sections 10, 11 & 12
WBC Flood Risk Officer (Lead Local Flood Authority, LLFA)	No objection subject to works being carried out in accordance with the ALP Drainage Statement (July 2025) Reference A389-R017D and confirmation of the SuDS basin lining material. <i>(Officer Note: conditions 30 -34 of the hybrid consent require both approval and implementation.)</i>
WBC Green Infrastructure	No comments received.
WBC Landscape	No objection. Initial objections have been addressed through revisions. See section 3
WBC Sustainability	No objection, the proposals fulfil the requirements of condition 65 of hybrid planning permission 191068. <i>(Officer Note: see section 15.)</i>

REPRESENTATIONS

Wokingham Without Parish Council: the council initially resubmitted their comments on the hybrid application, which were considered at that stage, followed by comments that relate more specifically to the reserved matters. In summary:

The layout diminishes the separation between Wokingham and Bracknell *(Officer Note: the distribution of residential parcels and open space is consistent with the hybrid consent. See sections 1 & 6.)*

The proportion of three and four-storey development is not in keeping with the character of the area. *(Officer Note: see section 3.)*

Retained trees must be suitably protected. *(Officer Note: consistent with the requirements of condition 12 of the hybrid consent the application is accompanied by AIA. See section **Error! Reference source not found.** Condition 13 of the hybrid consent prevents removal of vegetation without prior approval and condition 14 secures approval of an Arboricultural Method Statement before commencement of development in any parcel.)*

To ensure the development is attractive to new residents, consideration must be given to the transition between countryside and residential areas and to view of key buildings. *(Officer Note: the hybrid consent and details approved pursuant to conditions establish principles for how this will be achieved. Whether the proposals are consistent with these parameters is considered in sections 3 & **Error! Reference source not found.** of the appraisal.)*

Proper consideration must be given to the impact of the character of the area, whilst establishing a sense of place. *(Officer Note: see sections 3 & 6 of the appraisal.)*

Crowthorne Parish Council: in summary the parish objects to the cumulative impact of 558 additional dwellings with access onto Old Wokingham Road from Easthampstead Road (at a dangerous bend) and the lack of proposals for works on Old Wokingham Road. *(Officer Note: 558 is the sum of the dwellings proposed under the reserved matters for parcels R10 (application 250399) and R11 of Phase 2b, South Wokingham SDL. The principle of development has already been established by the hybrid planning permission for Phase 2b (191068) (see section 1 of the appraisal). Access to the site (which does not include access from Old Wokingham Road) was assessed at that stage, as were Infrastructure impacts with necessary mitigation secured. Any additional impacts arising from development of land within the SDL Extension, proposed as part of the Wokingham Local Plan Update – which do include access from Old Wokingham Road - will be assessed through the local plan process and future applications.)*

The council also raise concerns about air quality, biodiversity and development adjoining green belt. (*Officer Note: air quality and biodiversity were considered at the hybrid stage and are considered further in sections 14.2 & 8 of the appraisal. There is no Greenbelt within or adjacent to the SDL. However the impact on the character and landscape of the area was considered at the hybrid stage and further in sections 3 & 4 of the appraisal.*)

Revised plans consultation: Crowthorne Parish Council supports the observations and comments of Wokingham Without Parish Council's comments of 15 April 2025 are supported (*Officer Note: these were the resubmitted comments on the hybrid proposals so of limited relevance to this application pursuant to reserved matters .*) (page 16 unredacted 2025_04_15).

Clarification is needed of the siting of the roundabout on the Eastern Gateway. (*Officer Note: the roundabout has been approved and constructed.*)

Wokingham Town Council: in summary, the blend of housing and green areas is better than for R10; the provision of 35% affordable housing is supported, it would be useful to see an overall masterplan to see how the parcels fit together; and it is important that community facilities in the overall development are built at the same stages as the housing. (*Officer Note: the type and distribution of Public Open Space, together with the timing of its delivery and that of other on and off-site infrastructure was considered at the hybrid stage and through submission of details pursuant to conditions. Conditions also secured a masterplan. See the relevant planning history, sections 2, 6 & 17.*)

Local Members: no comments received.

Representations: no representations were received.

PLANNING POLICY

National Planning Policy Framework

National Design Guide

National Planning Practice Guidance

Core Strategy (CS)

- CP1 - Sustainable Development
- CP2 - Inclusive Communities
- CP3 - General Principles for Development
- CP4 - Infrastructure Requirements
- CP5 - Housing Mix, Density and Affordability
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP8 - Thames Basin Heaths Special Protection Area
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network.
- CP11 - Proposals outside development limits (including countryside)
- CP17 - Housing Delivery
- CP21 - South Wokingham Strategic Development Location

MDD Local Plan (MDD Managing Development Delivery Local Plan)

- CC01 - Presumption in Favour of Sustainable Development
- CC02 - Development Limits
- CC03 - Green Infrastructure, Trees and Landscaping
- CC04 - Sustainable Design and Construction
- CC05 - Renewable Energy and Decentralised Energy Networks

- CC06 - Noise
- CC07 - Parking
- CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
- CC09 - Development and Flood Risk
- CC10 - Sustainable Drainage
- TB05 - Housing Mix
- TB07 - Internal Space Standards
- TB08 - Open Space, Sport and Recreational Facilities Standards
- TB12 - Employment Skills Plan
- TB21 - Landscape Character
- TB23 - Biodiversity and Development
- TB24 - Designated Heritage Assets
- TB25 - Archaeology
- SAL05 - Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

Local Plan Update

Proposed Submission Plan (Regulation 19) was submitted to the Secretary of State for examination in February 2025. The policies of the LPU are therefore relevant considerations in determining planning applications. However, they currently carry limited or moderate weight, depending on the extent of objection and consistency with the NPPF and have not been referred to further in this report.

Other

South Wokingham Strategic Development Location Supplementary Planning Document

Infrastructure Delivery and Contributions Supplementary Planning Document

Borough Design Guide Supplementary Planning Document

CIL Guidance + 123 List

Affordable Housing Supplementary Planning Document

Sustainable Design and Construction Supplementary Planning Document

The site wide Masterplan, Design Code and Landscape Design Statement approved pursuant to condition 4 of hybrid planning permission 191068

1. The principle of development

1. The principle of development has been established by the Development Plan (policy CP21 *South Wokingham Strategic Development Location* in particular) and extant planning permission for Phase 2b of the South Wokingham SDL, 191068. The application was a hybrid, seeking outline consent (with all matters except for the principal means of access to the highway reserved) for a mixed use development of up to 1,434 dwellings and supporting infrastructure, plus a full application for Suitable Alternative Natural Greenspace (SANG). The appraisal concluded that the proposals were consistent with development plan policy and supplementary planning guidance and could be supported.
2. The hybrid consent established parameters for development which have since been amplified by several site wide strategies (secured by condition). These cover phasing; a site wide masterplan, design code & landscape design statement; a public art strategy; levels; SANG Delivery; Sustainable Drainage Systems (SuDS); the pedestrian and cycle network; and public transport. This application for approval of details pursuant to reserved matters will be assessed the against these approved parameters and site wide strategies.
3. The current application comprises reserved matters for parcel R11 and green infrastructure within the parcel. The approved phasing (condition 3 of the hybrid) establishes that this parcel will deliver 343 dwellings, phased over four years.
4. Conditions of the hybrid consent also identified aspects of the development that must be incorporated in the detailed proposals at reserved matters stage. For Parcel R11 these are: conformity with Secure by Design (section 3.3); waste storage (section 15.3); an updated Arboricultural Impact Assessment (AIA) (section 3.5); bird & bat boxes (section 8); lighting (section 8); compliance with internal space standards (section 9.5); SuDS details (section 13.1); water quality (section 13.1);an exceedance flow routing plan (section 13.1); a noise mitigation plan (section 14.1); connections to the Public Right of Way (PRoW) network (section 10.3); access, visibility splays and tracking (section 10.2); car and motorcycle parking (section 12); cycle parking (section 11); electric Vehicle Charging (section 12.4); an Energy Statement (section 15.1) and a Site Waste Management Plan (section 14.4).

2. Housing density, mix and tenure

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

2.1 Making efficient use of land

6. In accordance with the NPPF, development should make efficient use of land while creating beautiful and sustainable places. The density of development should be design led (Borough Design Guide principle R10) and incorporate a mix of densities (Core Strategy policy CP5).
7. The hybrid planning permission established the overall density of development and three broad character typologies, with the density of development being one on the factors that will differentiate them. The approved Design Code (condition 4 of the hybrid consent) provides more detailed guidance on character areas and how density will vary across them. Conformity with the approach established by these documents is confirmed by the density overlay plan in the applicant's Design Compliance Statement, which shows three broad density zones, corresponding

with the three character areas found within parcel R11. These are considered in more detail in section 3.

2.2 Dwelling mix

8. Core Strategy Policy CP5 *Housing mix, density and affordability* and MDDL Policy TB05 *Housing Mix*, require a mix and balance of dwelling types and sizes. In addition – in line with the requirement of CP2 *Inclusive Communities* to meet the needs of those with special needs - a proportion of housing should meet Lifetime Homes standard. The Council's Housing Strategy, Affordable Housing SPD (2013) and Local Housing Needs Assessment (LHNA) (the most recent is 2023) provide guidance on target mixes.
9. The hybrid application gave a high level indication of the proposed tenure and size mix across the development, demonstrating policy compliance could be achieved. The S106 secured the overall tenure and size mix for affordable dwellings and the approved phasing document (condition 3) provides a more detailed breakdown on the mix for each parcel, with slight variation in the proportions between parcels, which will assist with establishing variety (this fulfilled the S106 obligation for a Framework Affordable Housing Scheme). Schedule 11 of the S106 requires each application pursuant to reserved matters to be accompanied by an Affordable Housing Scheme and accordingly, this application is accompanied by an Affordable Housing Statement, setting out the proposed dwelling mix for R11, which should be in line with the details approved pursuant to condition 3.

2.3 Affordable housing

10. The approved phasing establishes that 35% of the new homes in parcel R11 should be affordable, of which 70% should be rented accommodation (4-12% affordable rented and the remainder social rented) and 30% shared ownership. The phasing sets out the split between rented and shared ownership for each phase but not the breakdown of affordable and social rented, although it confirms each parcel will provide within the agreed range of 4-12%. In addition, of the hybrid S106
11. The proposed tenure mix for R11 is 70 (58%) social rented, 14 (12%) affordable rented and 36 (36%) shared ownership, which is in line with the S106 and approved phasing document. The proposed size mix, below, is also consistent with the parameters set out in the S106.

Dwelling Size	Social rented (minimum 58%)	Affordable rented (4-12%)	All rented (minimum 70%)	Shared ownership (maximum 30%)	All affordable		
					No.	% of affordable	Affordable target mix (S106)
1-bedroom flat	12	9	21	9	30	25%	≥20%
2-bedroom flat	8	1	9	1	10	8%	≤10%
2-bed house	31	4	35	16	51	43%	≥40%
3-bedroom	16	0	16	8	24	20%	≥20%
4-bedroom	3	0	3	2	5	4%	≤10%
Parcel R11 totals	70 (58% of affordable in parcel)	14 (12% of affordable in parcel)	84 (70% of affordable in parcel)	36 (30% of affordable in parcel)	120 (35% of all dwellings in parcel)		

12. The S106 also includes an obligation that the affordable rented accommodation should be for Key Workers and comprise two-bedroom, three-bedroom and four-bedroom houses, whereas the proposed affordable rented mix is one-bedroom flats plus two-bedroom flats and houses. The affordable housing officer is content with this in current circumstances. However, a S106 deed of variation will be required to regularise the situation.

13. Furthermore, due to market restraints, a review of the overall tenure mix is necessary. Condition 2) refers and a S106 deed of variation would also be required to regularise any agreed change in the mix.

2.4 Specialist housing

14. In lieu of Lifetime Homes standard (which has been superseded) the S106 requires 5% of affordable housing and 5% of Market Housing to be to M4(2) (accessible and adaptable dwellings) standard. The approved phasing document establishes that each parcel will deliver this proportion.
15. For the 120 affordable and 223 market dwellings proposed this equates to 17 dwellings; six affordable and 11 market, which is what is proposed. The properties that are to be built to this standard are identified on the Proposed Tenure Layout drawing
16. The affordable properties are four one-bedroom and two two-bedroom, ground-floor flats within blocks 2, 4 & 5, of which, one-bedroom flat is proposed to be shared ownership with the remainder social rented. The market properties are three one-bedroom, ground-floor flats within blocks 7 & 8 and eight, two-bedroom houses (plots 2004, 2049, 2159, 2062, 2108, 2226, 2263 & 2188).
17. The Economic Prosperity and Place (Community infrastructure) acknowledge that the proposal is in line with the S106, while expressing an aspiration for Affordable Rent units to be for specialist housing, in clusters of six one-bedroomed flats, with any ground-floor flats built to M4 (3) standard.

2.5 Market Housing Mix

18. The approved phasing document sets out an indicative market housing mix for each parcel and the overall mix (justification was provided for variation from the LHNA target mix for market dwellings). The proposed market mix of 19 (9% of market dwellings in the parcel) one-bedroom flats, 12 (5%) two-bedroom flats, 23 (10%) two-bedroom houses, 117 (52%) three-bedroom houses, 46 (21%) four-bedroom houses and 6 (3%) five bedroom houses does not vary significantly from this (there is just one more one-bedroom flat and one fewer two-bedroom flat than anticipated) .

3. Landscape & Character

19. Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* amplify the NPPF and National Design Guide: *Planning practice guidance for beautiful, enduring and successful places* (October 2019), establishing an overarching requirement for high quality design that maintains or enhances the high quality of the environment.

3.1 Landscape

20. For the SDL ensuring high quality development requires consideration of how the development responds to its landscape context and the approved parameters and masterplan result from the requirements of Core Strategy Policy CP21 *South Wokingham Strategic Development Location*, MDDL policy TB21 *Landscape Character*, Borough Design Guide General Principle G1 and South Wokingham SPD Design Principle 1a, which require development to be integrated in the landscape and establishment of a continuous network of open space running through the SDL, focused along the course of the Emm Brook and its tributaries.
21. The hybrid consent established the juxtaposition of open space and built-up areas and principles for their development, which were refined through the masterplan pursuant to condition 4. The focus of this application pursuant to reserved matters is, therefore, on the detailed design of the residential areas and open space within parcel R11.

Public Open Space (POS)

22. Broadly, the established layout for parcel R11 is that there will be with a ring of Public Open Space (POS) around the perimeter of the parcel and two areas of amenity open space within it (see section 6), which is important for this relatively large parcel, where residents may otherwise be some distance from the nearest open space. These open spaces are focussed on retained, established trees which will be supplemented by new planting.
23. An important concept, which was cemented through the masterplan, Design Code and Landscape Design Statement, was that there should be a strong, green corridor running through the centre of the parcel, creating a physical and visual link between the central parkland to the north, the open space in the centre of the parcel and the natural/semi-natural greenspace abutting byway 30 to the south. Although the streets running north and south from the central area of open space are tertiary streets, verges with street trees have been incorporated to achieve this.
24. The landscaping of the open spaces and the differing character of the development that fronts them, which is discussed further in section 3.2, will contribute towards each having a distinct identity, contributing to variety and interest to the development, consistent with the relevant policies and guidance.
25. Landscape phasing proposals have been submitted and are broadly in accordance with the S106. There are two discrepancies which the applicant has indicated will be addressed through the landscaping details pursuant to condition 15 of the hybrid consent. Informative 13) refers.

Integration of landscaping within residential areas

26. Consistent with the NPPF and the aims of Core Strategy policies CP1 and CP3, MDDL policy CC03 *Green Infrastructure, Trees and Landscaping*, supported by Borough Design Guide Design Principle R14, requires new development to incorporate high quality, ideally, native planting and landscaping. The NPPF (paragraph 136) recognises the important contribution trees make to the character and quality of urban environments and mitigating climate change, mentioning specifically that new streets should be treelined. Accordingly, the Landscape Design Statement and other documents pursuant to condition 4, established how landscaping, including street trees, and SuDS features can be successfully integrated into the development and the proposals for R11 take that approach forward.

3.2 Residential areas

27. Core Strategy policies CP1 & CP3 establish that development should be appropriate in scale of activity, mass, layout, built form, height, materials and character to the area; protect amenity; and provide an attractive, functional, accessible, safe, secure and adaptable environment. Buildings and spaces should contribute to a sense of place in themselves and in the way they integrate with their surroundings including the use of appropriate landscaping. The Borough Design Guide provides more detailed guidance on general principles for good design (section 4 in particular), while Core Strategy Appendix 7 and the South Wokingham SPD give site specific advice on how high quality development would be achieved within the SDL. Residential areas should be organised around a robust, traditional pattern of perimeter blocks, with clear distinction between public and private areas and building frontages overlooking public areas, providing natural surveillance and generating activity (Section 4 of the Borough Design Guide and SPD Design principle 2a).
28. Consistent with these policies and guidance the hybrid consent established principles and parameters for development within the SDL and these have since been amplified by the site wide strategies mentioned in paragraph 2. Of particular relevance to this section of the report are the site wide masterplan, Design Code & Landscape Design Statement pursuant to condition 4. The

Design Code amplified the three character area typologies established by the South Wokingham SDLP SPD, establishing principles for five character area typologies, three of which occur within parcel R11. The Design Code and Landscape Design Statement also establish street typologies and the approach to incorporating landscaping and SuDS.

29. The layout and street hierarchy are consistent with the approved masterplan, street hierarchy and pedestrian and cycle strategy, achieving an interconnected movement network that integrates with its surroundings and generally achieves perimeter blocks. This is considered further in section 3.3.

Main Street character area

30. The Main Street, Waterloo Edge and Waterloo Core character areas have been developed from the SPD Urban Residential character area, which runs along the SWDR corridor which has been modified to respond to the context as it has emerged through masterplanning. This includes development in some of the parcels along the SWDR, including R11, being set back behind the central parkland, rather than fronting directly onto the SWDR. Neighbourhood Residential and Rural Edge are the evolution of the general residential and rural interface character areas. Three of these character areas are represented in R11, Main Street, Neighbourhood Residential and Rural Edge.
31. Accordingly the development along the northern edge of the parcel, facing onto the central parkland, falls within the Main Street character area, which is characterised by predominantly link-detached, 2.5 storey houses with some apartments. The Design Code identifies the northern corner of the parcel, adjacent to the junction of Waterloo Road and the SWDR, as a location for a key building.
32. Consistent with this, a three-storey L-shaped apartment building (Blocks 1 & 2, up to 11.7 metres) is proposed on this corner, with some of the second-floor accommodation contained in the roof space. This is consistent with the approved building heights parameter plan which allows for development of up to three storeys and 12.5 metres in this location. The building has active frontages facing onto the park and Waterloo Road, although vehicular access is from within the parcel and that is likely to function as the front of the building. Although it will be quite a large building, the articulation of the elevations, resulting from projecting bays, combined with a varied eaves and ridge line, and predominantly brick elevations interspersed with white rendered sections will provide interest and maintain a scale and mass that is appropriate to the suburban context.
33. A second smaller apartment building is proposed towards the west of the parcel. It would have an 11.5 metre ridge, consistent with the height parameters, although the design is for three full storeys, whereas the parameters only allow for 2.5. In this case there is no objection to this. because the building is located at the entrance to the parcel from the Heathlands link road, where a local landmark will aid with legibility and the design otherwise fits well with the parameters for this character area. The building would be predominantly brick with some render and have active frontages onto the access road and adjacent open space.
34. Between the two apartment buildings, two-and-a-half storey, link-detached and semi-detached houses would front the central parkland. The design of the houses with ridges consistently running across the width of the buildings with side gables and flat roof dormers, the regular rhythm and building line would provide the strong frontages associated with this character area. Maximum building heights would be below 11.5 metres, consistent with the approved parameters.
35. Consistent with the Design Code the houses are set back behind small front gardens, enclosed with railings and hedges. Parking is located to the side, often under a car port. Buildings have a contemporary style with at least one full height window in the front elevation, flat roofed canopies and dormers and are to be constructed from red brick combined with horizontal detailing, while

render on the upper floors in some locations and artificial slate roofs. Front doors will be black with windows and other detailing in dark grey. Condition 9 of the hybrid will confirm materials.

Neighbourhood Residential character area

36. The Neighbourhood Residential character area occupies the centre of the parcel where the bulk of the development will be located. It is a more varied character area comprising predominantly semi-detached and terraced houses with some detached houses and some flats, most notably blocks 6, 7 & 8, on the west side of the central open space, which the Design Code identifies as a location for a key building. The apartments would have active frontages onto the park and onto the finger of open space that extends west from it, separating block 6 from blocks 7 & 8. They would be three-storey, with some of the second-floor accommodation contained in the roof space and the houses fronting onto the open space would mostly be two-and-a-half storey design too. This would frame the space, providing a sense of enclosure appropriate to an open space within a built-up area. Although the flats would have three-storey elements, the design of the buildings would be broadly consistent with the building heights parameters which indicate 2.5-storey development and a maximum height of 11.5 metres. With the exception of block 7, parts of which would rise to a ridge height of 12.2 metres, the buildings would also meet the 11.5 metres maximum height parameter and – in this context – the additional height of block 7 would not result in any material harm and can be accepted. The taller buildings framing the space would give it a distinct character within the parcel and the wider SDL development, differentiating it from the open spaces to the south: AOS6 which is also in the Neighbourhood Residential character area would be surrounded by two-storey houses; and NGS9v which would be focussed on a SuDS basin, on the edge of the parcel, in the Rural Edge character area where the design of the two-storey houses would distinguish them from other parts of the parcel.
37. Elsewhere in the parcel, two other apartment buildings (blocks 3 & 4) would be of a two-and-a-half storey design with maximum height of 11.3 meters. They would be located on corners, functioning as local landmarks. Through the layout two-and-a-half storey, semi-detached houses have been deployed at the head of T-junctions to provide a focal point and aid legibility. The majority of the other dwellings would be two-storey semi-detached and terraced properties with ridge heights between eight and nine metres, and a mix of hipped and gables roofs (with ridges running across the width of the building) providing variety in the roofscape. In line with the Design Code, the building would be constructed from brick or rendered above a brick plinth, with white casement windows, with brick headers and brick or stone sills and pastel coloured front doors. On secondary streets, front gardens would be enclosed with hoop top railing and elsewhere with shrub planting. Parking for the majority of houses would be to the side, with occasional small parking courts and for a few clusters of houses parking would be provided on the frontage, perpendicular to the street.

Rural Edge character area

38. The Rural Edge character area runs along the western, southern and eastern sides of the parcel where it is intended to provide a 'soft' edge to the settlement. Consistent with the design code, it is characterised by two-storey, detached and semi-detached houses (there would be no flats). The layout would be more informal and loose-knit, with a less regular building line and more spacious front gardens, enclosed by chestnut cleft fences and informal planting. In line with the building height parameters, ridge heights would be below 10 metres, with some variation in height and a mix of hipped and gabled roofs. Buildings would be more traditional in character, constructed from brick, sometimes combined with cream render or tile hanging; tile roofs; white arts-and-crafts style windows with arched headers and brick sills; and pale grey or cream, cottage-style doors. Except for a few houses with integral garages, parking would be to the side of the houses and – unlike other character areas – many would have garages. Overall the houses would have a cohesive character, distinct from the remainder of the parcel.

39. While the Type 467A house proposed on plots 2239 and 2214 (and elsewhere) has been designed for corner plots with an active side elevation, the side elevation of these two plots would be particularly prominent, facing onto the southern area of open space, effectively performing as a secondary frontage. In this context it is particularly important to have an attractive frontage that contributes to the interest of the street scene and a sense of surveillance. The relatively small windows proposed in the secondary frontage do not achieve this and condition 4) would secure refinement of the design to address this issue.

3.3 *Secure by design*

40. Core Strategy policy CP1 *Sustainable Development* includes a requirement for development to be safe and secure. This is amplified by Section 4 of the Borough Design Guide and SPD Design Principle 2a, which establish that residential areas should be organised around a robust, traditional pattern of perimeter blocks, with clear distinction between public and private areas and building frontages overlooking public areas, providing natural surveillance and generating activity. These principles are cemented by the masterplan and Design Code approved pursuant to condition 4 of the hybrid consent. Furthermore, **condition 6** requires reserved matters to demonstrate how the layout of the site and design of buildings conforms to the principles of Secure by Design.
41. While the opportunities for connections outside the parcel boundary are limited the layout within the parcel consists of an interconnected network of streets and perimeter blocks with only a short cul-de-sac (as discussed in sections 10.1 & 10.2) and provides good definition of public and private space. Buildings on corner plots have been designed with secondary frontages to provide some level of surveillance to both aspects and semi-private front gardens are generally proposed to be enclosed (details will be confirmed through condition 15 k) of the hybrid planning permission and informative 12 refers). However, where parking courts are proposed, they create a break in the perimeter block where the definition of public and private is less robust and potentially permit public access to the exposed rear boundaries of adjacent properties.
42. The Thames Valley Police Designing Out Crime Officer recommends that vehicular and pedestrian gates to flats should be electronically gated and for the small parking courts, with undercroft access, it has been agreed with the applicant that electronic gates will be added to address this. Condition 6) refers.
43. For blocks 3, 4 & 5 the parking courts are set back in the curtilage and screened by the apartment building and ancillary bin and cycle stores, which combined with boundary enclosures, including entrance features would provide a strong signal that the land within the curtilage is private and deter unauthorised access, without resorting to a physical barrier. Informative 12 provides guidance on what will be expected when boundary treatment details pursuant to condition 15 are submitted.
44. The 'front' elevation of blocks 1 & 2, 6, 7 & 8 face onto open space and the likelihood is that the 'rear' elevation will be the functional front for both residents and visitors arriving by motor vehicle.
45. In the case of block 6, a similar approach to blocks 3, 4 & 5 will be possible.
46. For blocks 7 & 8, the approach has been designed as a publicly accessible cul-de-sac (and indeed it is proposed to be adopted) rather than a private area. While the rear boundaries of the adjacent properties will be exposed the flats and neighbouring properties will provide good surveillance which can be supplemented with strong boundary treatments and defensive planting. Similarly, for blocks 1 & 2 the parking located at what will function as the front of the building, the approach proposed is a robust wall of a height that will define the space as a private frontage whilst allowing surveillance of and from the street. Again, this will be combined with robust boundary treatments and defensive planting.

47. The layout as a whole adopts a robust perimeter block approach and although there are some areas where the boundaries are exposed, robust boundary treatments, defensive planting, surveillance and lighting will provide mitigation (condition 15 of 191068 and proposed condition 7). On balance, when taking into consideration other material planning considerations, the requirements of **condition 6** of the hybrid consent have been met.

3.4 Public art

48. Core Strategy Appendix 7 (paragraph A7.52) and the SPD (Design Principles 3f and 1e(iv)) establish that public art should be an integral component of the built environment and landscape framework. The hybrid consent identified opportunities for public art to be integrated in the development and a strategy for delivery of public art has since been approved (condition 8 of the hybrid consent). The approved strategy includes one standalone piece within the central parkland and the approved phasing (condition 3) establishes that it will be in PAG2, so no further details are required at this stage.

3.5 Tree protection

49. Consistent with the NPPF and the aims of Core Strategy policies CP1 and CP3, MDDL policy CC03 *Green Infrastructure, Trees and Landscaping*, supported by Borough Design Guide Design Principle R14, requires new development to retain and protect existing trees, hedges and other landscape features.
50. The hybrid application was accompanied by an Arboricultural Assessment, in accordance with BS5837:2012, which demonstrated that - outside the SWDR corridor - the majority of important trees could be retained areas of public open space. The proposal would not result in an unacceptable loss of trees and, where the proposals would result in their removal, satisfactory mitigation could be provided.
51. **Condition 12** of the hybrid consent requires applications pursuant to reserved matters to be accompanied by an Arboricultural Impact Assessment (AIA).
52. An acceptable AIA has been submitted, setting out the extent of tree removal (which is acceptable) and works to retained vegetation and methods for carrying out development, including protection of retained trees during construction and for carrying out development, including formation of hard surfaces, within the Root Protection Area.
53. The submitted document fulfils the requirements of **condition 12** and will inform the design of the phase and the landscaping and tree protection details to comply with conditions 14 & 15 (these secure an Arboricultural Method Statement and scheme of works (AMS), together with a Landscape and Ecological Management Plan (LEMP) for each phase).

4. Heritage

4.1 Setting of listed buildings

54. Consistent with the Planning (Listed Buildings and Conservation Areas) Act 1990, Core Strategy Policy CP3 *General Principles for Development* and MDDL policy TB24 *Designated Heritage Assets* establish that development should not have a detrimental impact on listed buildings or their setting.
55. At the hybrid stage, it was established that there are no listed buildings within the application site boundary. However, the proposals would affect the setting of several groups of buildings. Of these

three are in the vicinity of parcel R11: the farm complexes at Britton's Farm Pearce's Farm and Locks Farm. The functional relationship between the buildings and the surrounding agricultural land was identified as being of some significance and the change in the character of the surrounding area from rural to residential would alter that. The impact on each group of buildings was considered and – based on the parameter plans and Drawing No P19-0052_29J *Green Infrastructure Provision with breakdown of provisions*) - found to be acceptable subject to conditions securing the proposed open space and landscape buffers (Conditions 3 & 15). Condition 3 includes a specific requirement for early delivery of landscaping to mitigate the impact on listed buildings, to allow it to start to establish as the adjacent housing comes forward, and details have been approved (250496). Condition 15 requires approval of landscaping details before commencement of each phase.

56. From the detailed consideration below, with the mitigation already secured by conditions of the hybrid planning permission, the reserved matters for R11 would not result in an unacceptable impact upon the setting of nearby listed buildings.

Britton's Farm

57. **Britton's Farmhouse** (Grade II) and **Barn** (Grade II) lie to the south of the approved route of the SWDR within the central parkland area. Access was previously from Waterloo Road via Wokingham Without Footpath 5 but a new access, off the western arm of the new, Eastern Gateway roundabout was delivered as part of that development (planning permission 172934).
58. The hybrid planning permission established that the central parkland would provide a buffer of at least 20 metres from the SWDR-Heathlands Road link and 30 metres from the nearest housing. The approved phasing indicates delivery of the landscaping within the central parkland (PAG3 on Drawing No P19-0052_29J) within the first year of development, in parallel to the first housing commencing in the eastern part of the parcel.

Lock's House

59. **Lock's House** (Grade II*) and **Lock's Barn** (Grade II) lie on the south side of Waterloo Road, to the east of parcel R11. The hybrid assessment concluded that the separation between the development and the listed buildings, combined with the screening that would be provided by reinforcement of existing landscaping within the application site (including an area of ancient woodland at the eastern corner of R11, identified as NGS9iv) on drawing No P19-0052_29J) and the reduction in passing traffic, would be sufficient to protect the setting of Locks' House and Lock's Barn.
60. The approved phasing secures delivery of NGS9iv) and NGS9ii - which lies just to the north of it, on the eastern edge of the parcel - during the first year of development, alongside the adjacent housing which is due to be constructed during year 2.

Pearce's Farm

61. **Pearce's Farm House, granary and barn** (all Grade II) lie to the south-west of parcel R11. The hybrid assessment concluded that due to the distance between these buildings and the development (approximately 110 metres), the topography and the intervening fields, trees and hedgerows, there is limited inter-visibility and the development of the project site would have limited impact on their setting.
62. The housing on the south western edge of parcel R11 is due start construction during year 3 with the majority coming forward in year 4 and the corridor of open space along that edge of the site (identified as NGS9vi on drawing No P19-0052_29J) would come forward alongside the housing in year 4, which is acceptable because boundary landscaping was less critical to the acceptability of the relationship in this case.

4.2 Archaeology

63. The NPPF, Core Strategy Policy CP3 *General Principles for Development* and MDDL Policy TB25 *Archaeology* establish that development should not have a detrimental impact upon heritage assets. Development in areas of high archaeological potential must provide an assessment of the impact of the development upon archaeological remains and to secure preservation in situ or - where this is not practical - excavation, recording and archiving of remains.
64. There are known areas of archaeological potential within phase 2 and accordingly the hybrid application was accompanied by an archaeological baseline assessment, including the findings of a programme of trial trenching that had already taken place. The results confirmed surviving archaeology in the areas that were investigated and there were other parts of the site it was not possible to access at that time. However, given the overall potential demonstrated, the council's archaeological advisor considered preservation in situ unlikely to be necessary. The applicant's archaeological mitigation strategy (at the hybrid stage) outlined methodologies for further evaluation (post-consent) and for preservation or recording of archaeology and condition 24 of the hybrid planning permission requires approval of a Written Scheme of Investigation (WSI) before commencement of each phase. These reserved matters were accompanied by a Heritage Statement including a satisfactory Archaeological Desk Based Assessment (DBA) and - subject to approval and implementation of a WSI for a second phase of archaeological works before commencement (as secured by condition 24 of the hybrid consent) - archaeological impacts of the development will be appropriately mitigated.

5. Lighting

65. Together Core Strategy policies CP1 *Sustainable Development*, CP3 *General Principles for Development*, CP6 *Managing Travel Demand*, CP7 *Biodiversity and Development* and MDDL policy TB23 *Biodiversity and Development* require a high quality of design that provides a safe, functional environment without detriment to amenity or to important species and habitats. In an urban area, appropriate lighting is necessary to achieve personal and highway safety but there can be a tension with protecting nature conservation. Accordingly, **condition 24** of the hybrid consent requires approval of an Overarching External Lighting strategy with the first reserved matters, balancing safety with ecological and amenity considerations, and a detailed lighting scheme to accompany each reserved matters.
66. In the event, the Lighting Strategy was not approved under the first application pursuant to reserved matters (250399/Parcel R10) and has been submitted under a separate discharge of conditions (DoC) application, 251484, which has yet to be determined. The submitted lighting details are appropriate for retaining dark corridors and ecological permeability for light sensitive species.

6. Public Open Space

67. Core Strategy policy CP3 g) *General Principles for Development* and MDDL policy TB08 *Open Space, sport and recreational facilities standards for residential development* establish the amount and type of Public Open Space (POS) to be provided within new development.
68. At the hybrid stage, *The Open Space Parameters Plan (Phase 2b)* (Drawing No P18-0963_82P_2-03) identified broad locations for Public Open Space within phase 2b and Drawing No P19-0052_29J *Green Infrastructure Provision with breakdown of provisions* provided a more detailed breakdown of distribution of Public Open Space across the whole of phase 2, in line with the council's standards. This (together with the applications for phases 2a and 3) demonstrated a policy compliant amount of space of each type, appropriately distributed across the SDL.

69. In line with the hybrid consent the Public Open Space within Parcel R11 comprises a Park & Garden (PAG3) containing a Local Equipped Area for Play (LEAP) (P5) to the north of the parcel, with an allotment site (A3) surrounded by amenity and natural semi-natural greenspace (AOS4, NGS6i & NGS8) to the west of it. A corridor of natural/semi-natural greenspace will wrap around the western, southern and eastern sides of the parcel (NGS9i, 9iii, 9iv, 9v & 9vi) and there will be pockets of amenity open space within the residential areas, centred around retained trees (AOS5, AOS6 & AOS6a).

70. As is to be expected there is some slight variation compared to the outline proposals. Only natural and semi-natural greenspace NGS8 is slightly smaller than anticipated but this more than off-set by the increase in the size of other parcels of this typology. Amenity Greenspaces AOS6 and AOS6a have been amalgamated to form a single larger space (with a larger combined area). Overall, the amount of open space slightly exceeds what was secured through the outline element of the planning permission and the quantum of open space of each type is acceptable.

POS category	Area (hectares)		
	Outline approval	reserved matters proposal	difference
Play area P5 central parkland LEAP	0.20	0.20	0.00
Parks & Gardens PAG3	1.83	1.93	0.10
Amenity open space			
AOS4	0.46	0.50	0.04
AOS5	0.25	0.34	0.09
AOS6	0.10	0.20	0.06
AOS6a	0.10		
Total amenity open space	0.91	1.10	0.19
Natural & semi-natural greenspace			
NGS6i	0.12	0.12	0.00
NGS8	0.64	0.58	-0.06
NGS9i	0.02	0.02	0.00
NGS9iii	0.17	0.17	0.00
NGS9iv	0.57	6.00	5.43
NGS9v	0.77	0.86	0.09
NGS9vi	0.51	0.68	0.17
Total natural & semi-natural greenspace	2.81	8.43	5.62
Allotments	0.36	0.37	0.01

71. Schedule 5, Part 1 of the S106 requires submission of a detailed specification for any Public Open Space within each development zone before or concurrent with submission of reserved matters. This is provided by the submitted hard and soft landscaping details and further detail will be provided when landscaping details pursuant to condition 15 of the hybrid consent are submitted.

72. Landscaping details, including the layout of the play areas and allotments are including in the application and condition 15 of the hybrid consent requires approval of a detailed scheme of landscaping before commencement of development. The S106, phasing details and SANG Delivery Strategy (condition 3, DoC 250496 & condition 18, DoC 251240) establish the timing of delivery of delivery of POS in relation to adjacent housing, except for AOS5, AOS6 & AOS6a which are within the residential areas and remained to be agreed through RM. Subject to land required for construction of the SWDR being vacated, the triggers are as in the table to the right. The submitted landscape phasing Plan is consistent with this, with two exceptions, which can be addressed when landscape details are submitted. Informative 13) refers.

Open space	Trigger
NGS9iii	100th occupation in R10 and R11 combined
NGS9i, the park (PAG3) and play area (P5)	100 th occupation in R11
NGS9iv	150 th occupation in R11
allotments (A3)	250 th occupation in R11 or R13 combined
Open space around the allotments (AOS4, NGS6i & NGS8)	250 th occupation or first occupation of a dwelling relying on the Holme Park SANG (informative 13)
NGS9v	250 th occupation in R11
NGS9vi, AOS5, AOS6 & AOS6a	300 th occupation in R11

7. Thames Basin Heaths Special Protection Area (SPA)

73. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. To protect these species, Southeast Plan Policy NRM6 *Thames Basin Heaths Special Protection Area*, Core Strategy policies CP8 *Thames Basin Heaths Special Protection Area* & CP21, MDDL policy SAL05 *Delivery of avoidance measures for Thames Basin Heaths Special Protection Area* and SPD Design Principle 1c(vi) require development within the zone of influence of the SPA to deliver avoidance and mitigation measures in the form of Suitable Alternative Natural Greenspace (SANG) (at 8 hectares/1,000 population) and Strategic Access Monitoring and Management (SAMM). The South Wokingham SDL falls within the 5km zone of influence and, accordingly, the SDL applications included provision for SANG and SAMM (for phase 2b this is secured by the S106 agreement for 191068).
74. Together, the planning permissions for development within the SDL will secure a sufficient quality and quantity of SANG to mitigate the impact of the entire development. A 12.48 hectare SANG has already been delivered at Buckhurst Meadows which mitigates the impact of the first phase of the SDL at Montague Park. Full planning permission for SANG to mitigate the remainder of the SDL development has been secured through three separate planning permissions: a 7.83 hectare extension to the Buckhurst Meadows SANG (St Anne's SANG, 190900), a 24.71 hectare SANG within phase 2b (Holme Park, 191068) and an 8.11 hectare SANG within phase 3 (Chapel Green SANG, 192325, which will be contiguous with Holme Park, providing a single large SANG along the southern edge of the SDL). Delivery of the St Anne's SANG has commencement and is expected to be substantially completed this year.
75. Of the Holme Park SANG only 21.41 hectares can contribute to the quantitative SANG requirements for phase 2b. The applicant does not control the remaining area (referred to in the S106 as Gray's Farm SANG) although it forms part of their proposals and must be delivered in order to meet the qualitative requirements for SANG. Consequently, while sufficient SANG has been secured overall, there is a 6.12 hectare shortfall within the boundary of phase 2b which must be mitigated by SANG

elsewhere in the SDL. Accordingly, condition 18 of planning permission 191068 requires approval and implementation of a SANG Delivery Strategy. The approved strategy (DoC 251240) establishes a phased approach to SANG delivery: the first 39 dwellings in R11 will rely on capacity at St Anne's SANG, the remaining dwellings in R11 will rely on phased delivery of Home Park SANG. The overall phasing strategy (DoC 250496) will ensure residents can access the available SANG on foot (see paragraph 72).

8. Ecology

76. Core Strategy polices CP3 *General Principles for Development* and CP7 *Biodiversity* establish that proposals should not have a detrimental impact on ecological features. Species and habitats of conservation value should be protected and the ability of a site to support fauna and flora, including protected species, should be maintained and enhanced. In addition, MDDL policy TB23 *Biodiversity and Development* and paragraph 174(d) of the NPPF require proposals to enhance and incorporate new biodiversity features, provide appropriate buffer zones between development and designated sites as well as habitats and species of principle importance for nature conservation and ensure ecological permeability.
77. The ES ecology chapter of the ES that accompanied the hybrid application described the habitats and species within the site and its zone of influence, provided a detailed assessment of potential ecological effects development, identified measures to avoid, mitigate or compensate for significant adverse effects on habitats and species and detailed enhancements to the sites ecology to be implemented as part of the development. The landscaping and future management of the site (secured by conditions 15, 16, 17, 20 & 24 of the hybrid consent) will ensure the mitigation and enhancement set out in the ES is delivered, while the CEMP (condition 36) secures ecological mitigation measures required during the construction phase. Two of these conditions require submission of details at the RM stage: **condition 20** requires details of the type and location of bat and bird boxes and **condition 24** requires lighting details (see section 5).
78. The submitted details fulfil the requirements of **Condition 20** in respect of bird and bat boxes.
79. **Condition 24** required the first application pursuant to reserved matters (R10) to be accompanied by an Overarching External Lighting Strategy, balancing the safety of the public realm with ecological and amenity considerations, referencing current guidance on lighting mitigation and establishing how light spill on habitats used by foraging and commuting bats would be avoided. Subsequent reserved matters should include detailed lighting scheme in accordance with the approved Strategy. In the event the Strategy was submitted as a separate DoC application (reference 251484) which has yet to be determined. Any variation to the lighting details that accompany this application, resulting from approval of the Strategy can be captured through the landscaping details and CEMP (conditions 15 and 36 of the hybrid consent).
80. The applicant is utilising Wokingham Borough Council's District Licence Scheme to address any impacts on **great crested newts** and progressed the District Licence process to the point that allows a positive determination of their planning application. Conditions 11) & 12) refer.

8.1 Biodiversity Net Gain (BNG)

81. Although the hybrid planning permission predated mandatory Biodiversity Net Gain (BNG) requirements, the application proposed to deliver BNG. Consequently, condition 23 of the hybrid consent requires approval of a BNG assessment, demonstrating an overall net gain, before commencement of development in each phase. The current application is accompanied by a Biodiversity Net Gain Design Stage Report and metric. These assess parcel R11 in isolation, which is appropriate. The post-development scenario assessed is a fair reflection of the proposed layout and landscaping. Whilst parcel R11 fails to achieve an on-site 10% net gain in the habitats category

– and is only 5 individual trees over providing a position of net loss – the SDL as a whole remains on target to achieve a 10% biodiversity gain. The local planning authority can therefore agree the detailed biodiversity net gain position for parcel R11.

9. Residential amenity

82. In addition to the overarching requirement for good design, NPPF paragraph 135 and Core Strategy Policy CP3 *General Principles for Development* require development to deliver a high standard of amenity for existing and future users. There are a number of aspects of residential amenity to consider: privacy, overbearing impacts and light (for which separation distances are a useful indicator) (sections 9.1, 9.2, 9.3 & 9.4); internal space standards (section 9.5); external amenity space (section 9.6); and noise (section 14.1).

9.1 Guidance on separation distances between dwellings

83. The Borough Design Guide (BDG) SPD establishes that buildings should be designed to provide reasonable levels of privacy in habitable rooms (design principle R15) and appropriate levels of daylight and sunlight to new and existing properties (design principle R18).
84. Paragraph 4.7 of the BDG provides guidance on the separation distances generally necessary to achieve appropriate levels of privacy, avoid unacceptable loss of light or overshadowing and overbearing impacts. It recommends minimum separation distances of 10 metres front-to-front across the street, 12 metres back-to-flank and 22 metres back-to-back, whilst acknowledging that greater separation may be desirable between higher buildings: up to 26 metres back-to-back and 15 metres back-to-flank is desirable between houses with three or more storeys and 30 metres for flats/houses with living rooms above ground floor. Conversely development in more urban settings or with a more intimate character may require a tighter, more compact layout.
85. This guidance applies equally to the relationships between new and existing dwellings and to those within new development. However, SPD Design Principle 1a(iv) emphasises the need for careful treatment of the transition between new and existing developments.

9.2 The impact on neighbouring properties outside the application site

86. Although the residential element of the application was in outline (with layout, scale and appearance as reserved matters), the land use and building heights parameters plans identified the broad location of residential parcels and maximum building heights (height and the number of storeys) allowing a high level assessment of the impact on neighbouring properties outside the site. In the case of Parcel R11, the nearest existing neighbours are the clusters of dwellings around **Britton's Farm**, **Pearce's Farm** and **Lock's Farm**.
87. **Britton's Farm**, Waterloo Road and a **mobile home** are located outside the phase 2b application site but within in the central parkland. An informal amphitheatre is proposed immediately to the east, a minimum of 12 metres from the boundary and about 20 metres from the mobile home. Beyond that, over 70 metres from the boundary, would be a play area. To the south-west there would be more, informal areas of open space, containing SuDS basins and an allotment site. These uses are consistent with the hybrid planning permission and would not result in undue disturbance.
88. The closest dwellings in R11 would be the three-storey houses, over 30 metres from the boundary and over 40 metres from the dwellings, so sufficient to prevent an adverse impact on the amenity of residents.
89. **Pearce's Farm** and **Pearce's Cottage**, lie to the southwest of R11 on Easthampstead Road, over 100 metres from the application site. Consistent with the hybrid planning permission there is a

corridor of POS along the boundary. Its depth varies from a minimum of 10 metres to over 30 metres. Access roads run along the edge of the open space with houses fronting them. The nearest house (plot 2206) is about 14 metres from the boundary but most over 25 metres from the boundary. Thus, the separation distances are ample to prevent an adverse impact on the two existing dwellings and would not prejudice development of the land around them which is proposed to be allocated in the Local Plan Update (Policy SS12 of the emerging plan).

90. **Locks Barn, Locks Farm, the Barn House** & stables and **Locks House** are situated on the south side of Waterloo Road, to the east of R11, separated from it by Wokingham Without Byway 30 and an area of ancient woodland which will form part of the POS green infrastructure network (NGS9iv). The Barn House is closest to the parcel (a minimum of about 13 metres from the boundary). Due to the intervening woodland, the nearest dwellings (two-storey houses on plots 2256-2262) would be over 45 metres away. This significantly exceeds the council's recommended separation distances and would protect the amenity of occupants of the neighbouring properties.

9.3 The impact on properties within other parcels in phase 2b

91. **R10** lies to the east of R11 and reserved matters have already been approved. It is separated from R11 by Waterloo Road and the corridors of POS proposed on either side of it.
92. There would be a broadly front-to front relationship between the dwellings in the two parcels. The separation between R11 Block 1 & 2 and plot 2001 and R10 plots 1132, 1140 & 1141 would be over 45 metres. There would be over 30 metres between R11 plots 2271-2275 & 2284 and R10 plots 1184-1191. Block 1 & 2 and R10 plot 1132 are three-storey and the remaining houses are two-storey. The separation between them comfortably complies with the council's guidance and would ensure appropriate levels of privacy and daylight/sunlight.
93. The central parkland will provide ample separation between R11 and the parcels to the north and west (**R8, R9 & R13**).

9.4 The amenity of properties within the development

94. The majority houses in R11 are proposed to be two-storey. Of the three-storey houses, four are situated on corner plots, along the northern edge of the parcel (plots 2045, 2034, 2046 & 2064 which are 'Type G'). These are semi-detached with only a bathroom window in the rear elevation (described as a side elevation on the drawings) at first and second floor level. Bathrooms do not tend to be occupied for extended periods and the windows are usually obscure glazed to protect the privacy of occupants, so in terms of privacy, the potential for overlooking would be less than from most two-storey houses. Two of these properties would have a back-to-flank relationship with the neighbouring house and two would have back-to-back relationships.
95. The back-to-flank distances (between plots 2064 & 2063 and plots 2046 & 2079) meet the recommended separation of 15 metres between three-storey buildings and the distance from the window to the boundary would also be 12 metres or more, so the relationship would not result in unacceptable level of overlooking.
96. In the case of plots 2034 & 2033 the minimum back-to back distance would be 19 metres. However, the relationship is oblique and the second-floor window in plot 2034 would be about 20 metres from the closest part of the neighbouring house. There would be more direct views towards plot 2032 & 2031 but the distance would be slightly greater. While not fully compliant with the council's guidance the relationship would not result in unacceptable overlooking, particularly the windows in the rear elevation would be bathrooms. The relationship would not be so close that it would be necessary to condition obscure glazing to protect the amenity of

neighbouring properties or to withdraw permitted development rights for additional second-floor windows.

97. The back-to back separation distances between plots 2045 & 2021 would be 23.8 metres, exceeding the minimum recommended distance of 22 metres. Although falling short of the greater separation recommended between three-storey buildings, the relationship would be oblique and the same considerations apply as with plot 2034 .
98. The remaining houses with accommodation on three floors are of a 2.5-storey design ('Type F' and 'Type 356') with the second floor accommodation contained in the roof space. The Type 356 does not have any second-floor windows in the flank or rear elevations. In the Type F, second-floor windows are limited to the front and bathroom skylight in the rear elevation, which has a lower sill height at least 1.7 metres above floor level (high enough to avoid incidental overlooking and consistent with permitted development rights). Hence, these houses can be treated as two-storey for the purposes of assessing overlooking.
99. In line with the council's guidance, the proposed layout achieves back-to-back distances of at least 22 metres and back-to-flank distances of at least 12 metres in the majority of cases. The exception is the block in the eastern corner of the parcel, adjacent to the ancient woodland (plots 2256-2270). For 12 of the 15 two-storey detached and semi-detached houses in this block, garden depths have been reduced to a minimum of 10.5 metres and back-to-back separation distances to a minimum of 21 metres to overcome encroachment on the protected buffer around the ecologically important ancient woodland. While the separation distances are less than optimum, would not result in an unacceptable reduction in privacy or amenity space and affect only a small proportion of the development (4% of the 343 dwellings) and is an acceptable compromise on this occasion.

9.5 Internal space standards

100. MDDL policy TB07 *Internal space standards* and Borough Design Guide design principle R17 establish new homes should meet minimum space standards, although the areas set out in them have now been superseded by the DCLG *Technical housing standards – nationally described space standard* (March 2015). In accordance with condition 27 of the hybrid consent, all of the proposed dwellings would meet the minimum requirements set out in the table.

Bedrooms	occupants	Minimum floor area		
		Single storey	Two-storey	Three-storey
one	two	50 m ²	58 m ²	
two	three	61m ²	70m ²	
	four	70m ²	79m ²	
three	four	74m ²	84m ²	90m ²
	five	86m ²	93m ²	99m ²
	six	95m ²	102m ²	108m ²
four	five	90m ²	97m ²	103m ²
	six	99m ²	106m ²	112m ²
	seven	108m ²	115m ²	121m ²
	eight	117m ²	124m ²	130m ²
five	six	103m ²	110m ²	116m ²
	seven	112m ²	119m ²	125m ²
	eight	212m ²	128m ²	134m ²

9.6 Private amenity space

101. The Borough Design Guide (BDG) design principle R16 establishes that dwellings should have access to some form of amenity space, preferably in the form of a private or communal garden and the pandemic highlighted the importance of this.
102. The BDG acknowledges that occupants of upper-floor **flats** rarely have access to a garden. However, they should be provided with useable private outdoor space in the form of a balcony,

roof terrace or winter garden. These should have a degree of privacy, benefit from sunlight where possible and have enough space for 2-4 chairs and a small table.

103. The approved Design Code commits to providing flats with some form of amenity space including useable balconies of at least 3m² with space for a table and chairs, preferably situated on public facing elevations, where they can contribute to surveillance of the public realm. Consistent with this, the proposed flats would all benefit from a patio or balcony of at least 3m². There would also be adequate space around the buildings to provide a setting for them, some outlook for occupants and privacy for occupants of ground-floor properties (including a small buffer between habitable rooms and car parking). Except potentially for blocks 3 & 5, the outdoor space around the flats would not be larger enough to function as a useable communal amenity space. Incorporation of communal garden areas in addition to the private spaces would be preferable. However, given that all of the flats would have a patio or balcony and that – other than block 3 – they would be adjacent to an area of POS it is not essential to achieve adequate amenity for residents.
104. The Borough Design Guide advises that the design of balustrades should balance the benefits of allowing light into the space against those of providing a visual screen to it. Glazed panels are proposed for blocks 1, 2 & 5, which are in the Main Street character area and railings for the remaining flats which are in the Neighbourhood Residential character area. The applicant has indicated that the glazed panel would be obscured and condition 5) secures further detail.
105. The proposal includes five flats-over-garages (FoGs) each of which would have a small private amenity area.
106. The BDG also gives guidance on [private gardens](#) which should provide a usable space, roughly rectangular and at least 11 metres long; receiving direct sunlight for some of the day; capable of accommodating activities such as sitting, play, clothes drying and outside storage space; and provide a secure external access for cycle storage.
107. The garden depth of the 15 houses on plots 2256-2270 has been reduced to 10.5 metres, as explained in paragraph 99. Other than that all but four of the proposed houses would all have a private rear garden of at least 11 metres long and the majority would be broadly rectangular. Due to the block shapes, there are some that would be somewhat tapered, reducing the overall area and increasing overlooking to an extent but not excessively. Conversely, some gardens flare providing a relatively large area and together this provides some variety and choice. Of the four gardens that do not meet the 11 metre standard, all are over ten metres in length and wider than the house itself, so would achieve a reasonable sized, useable amenity area that otherwise meets the guidance. One is plot 2033, discussed in paragraph 96. The remaining three achieve back-to-flank distances of 12 metres or more, so would not feel unduly enclosed.

10. Access and movement

108. Core Strategy Policies CP1 *Sustainable Development* and CP6 *Managing Travel Demand* require consideration of the travel impacts of development, emphasising the importance of reducing the need to travel - particularly by private car - and enabling use of alternative, sustainable forms of transport. The accessibility of the site, traffic generation and the impact on the wider network were considered at the hybrid stage, together with the resulting requirement for off-site works – either facilitating travel by sustainable modes or mitigating transport impacts and necessary mitigation - were secured by a combination of conditions (condition 51 & 52 of the hybrid consent) and S106. Access to the site from the adopted highway was also determined at that stage (condition 50 of the hybrid consent refers).
109. The hybrid consent also established parameters for the movement network which have since been amplified by the Site Wide Masterplan and Design Code (condition 4 & DoC 241971) and Pedestrian

and Cycle Strategy (condition 45 & DoC 241974). These documents establish a hierarchy of interconnected streets and paths through the SDL that will integrate with the wider movement network including existing Public Rights of Way (PRoW) and the proposals for R11 are consistent with them. **Condition 53** of the hybrid consent requires reserved matters to include details of access including visibility splays (for footpaths, cycle paths, private drives and access roads as relevant) and tracking of motor vehicles. This is considered in sections 10.1 & 10.2

10.1 Vehicular access to parcel R11

110. Since there will be more than 100 dwellings in parcel R11, more than one access point is required for reasons of safety and network resilience. Accordingly, two access points are proposed. Access from the east would be from Waterloo Road, close to the junction with the new, alternative route proposed through parcels R10 & R14 (referred to as the R10-R14 link road). The R10-R14 link was approved as part of the hybrid consent and also benefits from a separate, full planning permission (240892 & 250870) including details of the parcel R11 access. The second access would be from the west, via the Heathlands Link Road. The Heathlands link Road, including the R11 parcel access junction, is being delivered by the council as part of the SWDR (planning permission 192928). Since the junctions already have approval, the boundary of the reserved matters application excludes them.
111. The approved phasing anticipates construction of the R10/R14 link road in year 0 and opening of the Heathlands link during year 1. 96 occupations are expected to take place in R11 in year 1.
112. While it is unlikely, there is a possibility that more than 100 dwellings will be occupied before the junction with the Heathlands Road link opens. Accordingly, the proposals include provision of a temporary, emergency access onto Waterloo Road, with a temporary pedestrian and cycle connection alongside.
113. The emergency vehicular access would connect to Waterloo Road in the same location as an approved pedestrian and cycle link and also the temporary construction access (DoC ref 250263). Vehicles would travel south on Waterloo Road from there. This is close to the southern end of the prohibition of driving which is due to be implemented once the R10-R14 link Road is open (anticipated during year 0) and the bollards associated with the prohibition would be relocated northwards for the lifetime of the emergency access. Once both of the parcel accesses are open, the width of the temporary vehicular access would be reduced, with part being retained as the approved pedestrian and cycle link and the remaining area being landscaped in accordance with the approved details.
114. There is sufficient separation between the proposed permanent and emergency accesses and they would connect to different sections of Waterloo Road – one providing access/egress northward to the SWDR and the other southward to Peacock Lane/Old Wokingham Road - thus fulfilling the purpose of network resilience. There is also an alternative option for emergency access which is to use the haul road which is expected to be proposed as part of the CEMP. There are no details of this yet. Condition 10) refers.

10.2 The movement network within parcel R11

115. The site wide masterplan and Design Code approved pursuant to condition 4, plus the pedestrian and cycle strategy pursuant to condition 45 establish a hierarchy of interconnected streets and paths within Phase 2b, integrating with the network in the wider SDL and surroundings. Condition 3 and the S106 secure phased delivery of both on and off-site elements of this network. The proposed layout is consistent with this hierarchy.

116. **Condition 53** of the hybrid consent requires reserved matters to include access details, including visibility splays (for footpaths, cycle paths, private drives and access roads as relevant) and tracking of motor vehicles.
117. The proposed visibility splays are appropriate to the design speed, which varies depending on the position of the street in the movement hierarchy. Tracking has been provided for a refuse vehicle and fire tender, demonstrating that the network will be able to safely accommodate the largest vehicles that are likely to use it regularly. The layout is acceptable in terms of the movement networks and **condition 53** secures its delivery.

10.3 Public Rights of Way (PRoW)

118. **Wokingham Without Footpath 5** runs through the Public Open Space on the northern edge of the parcel and will form a crucial link in the movement network, providing access to Holme Park SANG for residents of the eastern part of the SDL (as well as continuing to provide access to Britton's Farm). The footpath network within the SANGs will include an all-weather foot and cycle path connecting to the SWDR north of Phase 3 and providing an alternative route walking and cycling route through the development (condition 15 f f the hybrid consent refers).
119. The submitted hard-landscaping drawings show that the central section of the path – which also serves as access to Britton's Farm - will be retained and made good where necessary. The sections to the east (connecting to Waterloo Road at the junction with the SWDR) and to the west (connecting to the southern end of the new Heathlands link) are proposed to be a three metre wide hoggin path.
120. **Wokingham Without Byway 30** is outside but contiguous with the southern edge of the parcel. **Condition 47** requires reserved matters to incorporate direct access between residential parcels and adjacent PRoW, having regard to levels and the need to minimise negative effects on the landscape and ecological importance of trees and hedgerows.
121. Two connections are proposed as part of a network of two metre wide hoggin paths within the parcel: one at the southern corner continues through the POS on the south-western edge of the parcel, extending north to connect to Footpath 5; the other connects approximately mid-way along the south-eastern boundary of the parcel, linking the byway to the green corridor that runs broadly north-south through the parcel and to a connected series of shared surface access which will form a quiet route along the periphery of the ancient woodland and adjacent POS that wraps around the edge of the parcel.
122. These proposals are consistent with the approved pedestrian and cycle strategy and fulfil the requirements of **condition 47**.

10.4 Construction Environmental Management Plan (CEMP)

123. Condition 36 of the hybrid consent requires development to be carried out in accordance with an approved Construction Environmental Management Plan to ensure that the amenity of the area; ecology and landscape are appropriately protected during the construction phase and that pollution, increased flood risk and excessive construction related congestion are avoided.

11. Cycle Storage

124. In accordance with the requirement of Core Strategy policy CP6 *Managing Travel Demand* to provide facilities for pedestrians and cyclists, Appendix 2 of the MDDLDP establishes cycle parking standards. The amount of residential cycle parking depends on the size of dwelling: at least one space is required for dwellings with between one & three habitable rooms and two spaces for

dwellings with four or five habitable rooms, rising to three spaces for dwellings with six or more habitable rooms. It is also good practice to provide for visitors to flats.

125. Cycle storage should be considered at an early stage of in design process to ensure that it is secure, conveniently located and integrated into the development (SPD Design Principle 3e(iv) & Borough Design Guide Design principle R20). Larger garages (a 3 x 7 metre garages) can accommodate two bicycles as well as a parked car. Where sheds are used, direct access to the garden should be possible (balanced with achieving a secure layout). Cycle storage for flats should either be within the building or in a purpose built structure, located where it would not encroach on amenity areas.
126. The broad approach to provision of cycle storage was established by the hybrid planning permission, amplified by the Design Code approved pursuant to condition 4. The Design Code proposes once cycle space per one-bedroom dwelling, two for two-bedroom dwellings and three for spaces with three or more bedrooms. This is in line with the Council's standards for one-bedroom properties, exceeds the requirement for two-bedroom properties and meets or exceeds the requirements for three-bedroom and larger houses.
127. In line with the council's guidance, the Design Code establishes that cycle storage for houses is will be in garages where they are of sufficient size or alternatively in garden stores with a minimum dimension of 0.9 x 2 metres (to accommodate one cycle). Where garden stores are proposed, rear or side access will be provided to avoid the need to bring bicycles through the house. Cycle storage for flats will be in a dedicated , secure and covered cycle store, supplemented by Sheffield Stands or similar for use by short-term visitors. For Flats over garages (FoGs) a store of 0.9 x 2 metres will be provided in their amenity space.
128. **Condition 58** of the hybrid planning permission requires reserved matters to include details of cycle storage. Two of the proposed houses would have large enough garages for them to be used for car and cycle storage (plots 2001 & 2002). The internal dimensions of the remaining garages varies but is just under 3 x 6 metres for single garages or 6 x 6 metres for double garages, so too small to also provide for cycle storage. Accordingly, the Proposed Cycle Parking Layout drawing identifies a secure, 1.6 x 2.5 metre garden store for the remaining dwellings, with direct access through the garden, for each house. The four of the five FoGs would have a ground-floor store within the building envelope and the fifth would have a shed in its private amenity area. The flats would all have a secure cycle store, either within the building envelope or a separate structure or within the curtilage, fitted out with Sheffield Stands to provide at least one bicycle per dwelling. In addition there would be Sheffield Stands for visitors, within semi-public area close to the entrance.
129. The proposals therefore fulfil the requirements of **condition 58**, which also requires the approved provision to be made before occupation.

12. Residential car parking (including electric vehicle charging and parking management)

130. Core Strategy policy CP6 *Managing Travel Demand* and MDDL policy CC07 *Parking* require appropriate vehicle parking, in line with the council's standards (MDDL Appendix 2). For residential developments, demand for unallocated car parking is calculated, depending on the location (the SDL is categorised as 'urban'), size and tenure of property and the amount of allocated parking (with garages counting as half a space).
131. Section 3 of the South Wokingham SPD (Design Principles 3a & e in particular) requires a comprehensive strategy for vehicle parking (cars, motorcycles and bicycles), which should be an integral part of the scheme to limit the impact on visual and residential amenity. Different approaches are recommended for each character area but parking should generally be on plot, in

mews lanes or on-street, designed to be integral to the street. Parking courts should generally be avoided but may be necessary for apartment buildings and along the SWDR. This is consistent with the design principles in the Borough Design Guide (P1-3) which require parking to be safe and convenient without dominating the street scene, among other things.

- 132. The hybrid application set out a broad approach to the provision of parking, demonstrating that an appropriate amount of car parking could be provided and integrated into the development without harm to the character and amenities of the area. Further details of the approach to parking within each character area has since been provided by the Design Code approved pursuant to condition 4, which establishes the approach to parking in each character area.
- 133. In addition Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* require development to be safe and secure. Accordingly condition 6 and informative 19 require development to demonstrate how the layout of the site and design of buildings conforms to the principles of Secure by Design.

12.1 Car parking requirements

- 134. Core Strategy policy CP6 *Managing Travel Demand* and MDDL policy CC07 *Parking* require appropriate vehicle parking, in line with the council's standards (MDDL Appendix 2). For residential developments, demand for unallocated car parking is calculated, depending on the location (the SDL is categorised as 'urban'), size and tenure of property and the amount of unallocated parking (with garages counting as half a space and add half a space to unallocated demand).
- 135. The Borough Design Guide (section 6 & elsewhere) and section 3 of the South Wokingham SPD (Design Principles 3a & e in particular) provide guidance on how safe, convenient parking can be integrated into development without dominating the street scene. Parking should generally be on plot, in mews lanes or on-street, with the approach varying to help differentiate different character areas. Parking courts should generally be avoided but may be necessary for apartment buildings and along the SWDR.
- 136. Consistent with this guidance, the hybrid application anticipated a variety of parking typologies with the majority of allocated parking on-plot (generally to the front and side of dwellings), occasional parking courts (in the urban and general residential character areas) and on-street parking. This approach has been amplified by the approved Design Code, which establishes the approach for each character area.
- 137. **Condition 55** of the hybrid consent requires each reserved matters to include details of car and motorcycle parking in accordance with current policy as well as the principles established by the Design and Access Statement and the approved Design Code.

12.2 The amount of car parking

- 138. Based on the housing mix and amount of allocated parking proposed (585 spaces including 27 under car ports), there would be demand for 113 unallocated parking spaces (the applicant has not included garages in the calculation because the houses with garages all have at least two other allocated spaces).
- 139. The submitted layout incorporates a total of 693 parking spaces, of which 108 would be unallocated, five short of the predicted demand. However, for highway safety reasons (inadequate visibility for vehicles emerging from Block 5), condition 3) requires omission of one of the visitor parking spaces, reducing the number of unallocated spaces to 107. The unallocated spaces would comprise 33 unallocated (spaces within parking courts or close to dwellings which would be most

likely to be used by residents) and 74 visitor spaces (spaces within the public realm, which could be used by residents or visitors equally). Spaces have been identified as unallocated or visitor based on where they are located and how they would realistically be used, which results in a slight emphasis on visitor spaces than the guidance would suggest but this is not an issue, as they spaces provide greater flexibility. Visitor parking is reasonably evenly distributed across the parcel when balanced with other landscape and character considerations.

- 140. The flats would have one allocated parking space each and, except for block 3, there would be at least one unallocated parking space associated with each block.
- 141. 32 of the 96 two-bedroom houses would have one parking space each. These are generally in areas where perpendicular parking is provided in front of the houses and additional unallocated parking would be available. The remaining houses, including all the larger properties, would all have at least two allocated parking spaces.
- 142. 45 of the properties are proposed to have a garage (in a few cases a double garage). If these are included in the parking calculator it increases the number of allocated spaces to 602 and the unallocated demand to 136, resulting in a shortfall of 29 spaces. However, given the overall amount of parking and the approach to allocation described above, together with the requirement to deliver a high quality development where parking does not dominate (integration of parking is considered in section 12.3.), the applicant's approach is reasonable and the proposed parking provision achieves an appropriate balance.
- 143. The proposals therefore fulfil the quantitative requirements of **condition 55**, which also requires the approved provision to be made before occupation. Condition 57 of the hybrid consent prevents the approved carports being converted to garages without consent.

12.3 Integration of car parking

- 144. Within the **Main Street** character area, the Design Code specifies that parking should be on-plot, located at the side of the dwellings. There may be some parking courts but no frontage parking. Consistent with this, the proposals for this area comprise predominantly link detached houses, with allocated, undercroft parking to the side. There would be parking courts for the two blocks of flats.
- 145. The **Neighbourhood Residential** character will be more varied and the Design Code allows for parking on-plot, to the side or front of the dwelling, and some rear parking courts. The majority of houses are proposed to have allocated parking on-plot, to the side but there are clusters (mostly in cul-de-sacs) with frontage parking. In some cases these are unallocated spaces, to be shared by occupants of a group of nearby dwellings. Small groups of houses will have parking in courtyards, accessed under an archway, making them more secure and reducing their prominence in the street scene. In response to the Designing Out Crime Officer's comments, condition 6) requires electronic gates to be installed at the entrances to these parking courts, reinforcing that they are private areas. (These gates will have been assessed through the reserved matters appraisal and discharge of conditions submission and, consequently, do not conflict with condition 61, which prevents erection of barriers across shared access without approval).
- 146. On the **Rural Edge**, the Design Code anticipates parking will be on-plot, behind the building line, often within garages or car port and only occasional use of other typologies where not fronting a green edge. Accordingly, predominantly detached houses with garages and allocated parking to the side are proposed in this character area. The exceptions are a few houses with integral garages, which necessarily have a drive in front.
- 147. Thus, the approach to parking is consistent with the Design Code and will help reinforce the character areas within the development, fulfilling the requirement of **condition 55** for parking

provision to be in accordance with the principles established by the Design and Access Statement and Design Code.

12.4 Electric vehicle charging

148. **Condition 62** of the hybrid consent requires reserved matters for each phase to be accompanied by an Electric Vehicle Charging Strategy, although the committee report anticipated the guidance in *Living Streets: a Highways Guide for Developers in Wokingham* (2019) would be superseded by the mandatory requirements and Building Control Approved Document S does now impose a higher requirement rendering the condition redundant in terms of charging capacity. However, it is still relevant to consider how the charging provision can be integrated into the development and locations of charging points for each dwelling have been included in the application, fulfilling the requirements of **condition 62**.

12.5 Parking Management Plan.

149. Condition 56 of the hybrid planning permission requires a Parking Management Strategy for the management of on-street parking within each phase to be approved before first occupation.

13. Flooding and drainage

150. The NPPF and National Planning Practice Guidance establish a framework for assessing the probability of flooding and the suitability of land for different uses, depending on their vulnerability to flooding. Core Strategy Policy CP1 *Sustainable Development* and MDDL Policy CC09 *Development and Flood Risk (from all sources)* follow the sequential approach established by the NPPF, directing development away from the areas at highest risk of flooding (from any source) Development should incorporate Sustainable Drainage Systems (SuDS) to avoid increasing - and where possible reduce - the risk of flooding, on the site and elsewhere and to limit adverse effects on water quality. Proposals should follow the hierarchy for surface water disposal established by Part H of the Building Regulations discharging first into the ground, then a surface water body, followed by a surface water drainage system or finally a combined sewer.
151. Due to the size of the application site and parts of the site (proposed POS) being within flood zones 2 & 3 where the risk of flooding is relatively high, the hybrid application was accompanied by a Flood Risk Assessment (FRA). The FRA considered existing flood extents and how these would change as a result of construction of the SWDR and associated works (planning permission 192928). The FRA established that QBar (mean annual maximum flow rate) would be 4.4l/s/ha. No significant risk of flooding was identified and SuDS could adequately mitigate the increased runoff resulting from formation of impermeable surfaces.
152. Condition 29 of the hybrid planning permission required a SuDS strategy for the whole site (approved under DoC application 242459) and **condition 30** requires approval of SuDS, based on the approved strategy, **condition 33** measures for water quality treatment and **condition 34** details of exceedance routes to be incorporated in each reserved matters application.
153. In addition **condition 31** requires surface water drainage to be provided in accordance with approved details before occupation of any building and **condition 32** requires details of connections to the drainage system to be approved before commencement of the phase and implemented before any discharge of surface water to the public system. The ALP Drainage Statement and submitted drawings would also cover the requirements of conditions 31 (surface water drainage works) & 32 (connections to the public system).

13.1 Sustainable Drainage Systems (SuDS), water quality & exceedance routes

154. The application is accompanied by a Drainage Statement which is consistent with the previous reports.
155. Parcel R11 is entirely within Flood Zone 1 where the probability of flooding is low (less than 0.1% annual probability/1 in 1,000) and all forms of development - including more vulnerable residential uses - are appropriate. The parcel has a site area of 16.7ha of which 6.19ha is proposed as impermeable. Three catchments are proposed, to be drained using a combination of conventional pipe drainage, rain gardens, tree pits, permeable paving, swales and attenuation basins.
156. The drainage proposals for R11 incorporate four basins within Public Open Space (POS): one to the south of the parcel in natural/semi-natural greenspace (NGS9v), and three to the north, of which one will be in park & garden (PAG3) and two in the natural/semi-natural greenspace (NGS8). A fifth basin to the far west of the parcel (within natural/semi-natural greenspace (NGS6i) is being delivered as part of the SWDR. These drainage features will have sides slopes ranging from 1:3 to 1:5 allowing them to be safely integrated within POS (see section 6 of this report).
157. Discharge will be controlled at 8.1l/s for R11a (1.86ha), 8.6l/s for R11b (2.02ha) and 10l/s for R11c (2.31ha). The LLFA is satisfied that minor flooding in catchments R11b & R11c could be managed within the road network.
158. Subject to confirmation of whether the basins will be lined with puddle clay or geotextile (recommended condition 14) refers) the proposals fulfil the requirements of **conditions 30 & 34** (these conditions also secure delivery and allow for approval of any revisions subsequent of reserved matters. Permeable paving, tree pits, rain gardens and attenuation basins will assist with water quality, fulfilling the requirements of **condition 33**.

13.2 Drainage maintenance

159. The drainage statement indicates that the developer will be responsible for surface water matters during construction. Upon completion the traditional sewers will be handed over to ICOSA Water, upon agreeing a section 104, while basins within public open space, as well as rain gardens and drainage associated with adopted roads will be adopted by the council. Condition 35 requires approval of a SuDS Management and Maintenance Plan before occupation of the phase, the S106 secures transfer of SuDS within POS to the council together with commuted sums for future maintenance and commuted sums for drainage features within the highway will be agreed as part of the highway adoption process.

14. Environmental Health

14.1 Noise

160. Core Strategy Policy CP1 *Sustainable Development* seeks to avoid development in areas where noise may impact on the amenity of future occupants and MDDL Policy CC06 *Noise* reinforces this, requiring proposals to demonstrate how noise impacts on sensitive receptors (both existing and proposed) have been addressed. Where a significant effect could arise, a sequential approach should be taken first reviewing the layout of the site, then the internal layout of buildings and finally physical mitigation measures such as barriers and mechanical ventilation.

161. The Environmental Statement that accompanied the hybrid application included an assessment of the potential impact of both construction and operational noise on sensitive receptors within close to the site.
162. The assessment demonstrated that **construction noise** could be adequately managed through implementation of a Construction Environmental Management Plan (CEMP), secured by condition 36 of the hybrid consent.
163. In terms of **operational noise**, the assessment demonstrated that the development would not result in a significant change in road traffic noise **outside the SDL**. An increase was predicted along William Heelas Way and Whitlock Avenue (within the **first phase of the SDL at Montague Park**), based on a comparison with the existing situation. However, the application for Montague Park was assessed on the basis that the remainder of the SDL - including the extension of William Heelas Way to Finchampstead Road - would come forward and, therefore, the full impact (including any necessary mitigation) was taken into consideration at that stage.
164. The assessment also considered the amenity of occupants of the proposed development, demonstrating that acceptable daytime and night-time noise levels would be achieved in most of the proposed dwellings without mitigation and for the remainder, appropriate noise levels could be achieved with mitigation. Accordingly, **condition 40** requires applications pursuant to be accompanied by a noise mitigation plan at the reserved matters stage and implementation of any necessary mitigation measures.
165. The submitted Noise Assessment for R11 relies on a 3D noise model - based on the results of a 2025 site noise survey and predicted traffic flow data – to calculate internal and external noise levels. Current and future noise levels are dictated by road traffic noise from Waterloo Road and the approved R10/R14 link road, with no significant noise generated by the railway or aircraft.
166. For Blocks 1 & 2 and the row of houses facing Waterloo Road, either side of the site access, windows facing Waterloo Road will need to be kept closed to achieve acceptable noise levels at night and, accordingly, higher performing ventilators have been specified for these. Condition 9) refers. Elsewhere, acceptable noise levels will be achieved with standard specification glazing and ventilation.
167. It is predicted that noise levels within external amenity areas will comply with the guidance in BS8233:2014, providing the houses either side of the access from Waterloo Road are enclosed by 1.8m high closed board timber garden fences. The *Proposed Enclosures Layout* drawing shows that the private gardens would be enclosed by a combination of 1.8 metre high walls and 1.8 metre high closed board fencing (with larch-lap between the plots) and this will be confirmed by the landscaping details pursuant to condition 15 k) of the hybrid planning permission.
168. The Noise Mitigation Plan pursuant to **condition 40** can be approved and development should be in accordance with these approved details.

14.2 Air quality

169. Core Strategy policy CP1 Sustainable *Development* requires development to minimise the emission of pollutants and avoid areas where pollution may impact upon the amenity of future occupiers. The Environmental Statement that accompanied the hybrid planning application demonstrated that, subject to implementation of a Construction Environmental Management Plan (CEMP) during construction (condition 36 of the hybrid consent refers) an adverse impact could be avoided.

14.3 Contamination

170. Core Strategy policy CP1 *Sustainable Development* requires development requires development to minimise the emission of pollutants, limit any adverse effects on water quality (including ground water, see paragraph 158) and avoid areas where pollution may impact upon the amenity of future occupants. A desk study and preliminary risk assessment at the hybrid stage demonstrated that the risk of contamination is low and condition 44 of the hybrid planning permission secures an intrusive site investigation.
171. The current application is accompanied by a Ground Conditions Technical Note and Ground Investigation Report, which provides a summary of the desk study and ground investigation, along with a later site walkover inspection for the wider South Wokingham SDL. The site is characterised as requiring no significant remediation in terms of risk to any identified receptor and no remediation is needed beyond vegetation clearance and material removal and disposal. The Note & Investigation fulfil the requirements of **condition 44 a) & b)** of the hybrid consent (site characterisation and remediation scheme. Parts c & d) of the condition require implementation of the remediation scheme as set out in the Technical Note, reporting of any unexpected contamination and submission and approval of a verification report once remediation is complete.

14.4 Site waste management plan

172. In accordance with the requirements of **condition 66** of the hybrid planning permission, this application was accompanied by a Site Waste Management Plan. The submitted plan is acceptable and should be implemented, in line with the condition requirements.

15. Sustainable design and construction

173. The overarching aim of Core Strategy policy CP1 *Sustainable Development* is sustainable development and the council's Climate Change Interim Policy Position Statement (CCIPPS) (December 2022) confirms that climate change is a material consideration. This is amplified by MDDL policy CC05 *Renewable energy and decentralised energy networks* which requires development to contribute towards the goal of zero-carbon development by minimising energy consumption and incorporating on-site renewable energy features and CC04 *Sustainable Design and Construction*, which establishes minimum sustainability standards for new development.
174. The hybrid application was accompanied by an Energy and Sustainability Statement which outlined how these policy requirements would be met and **condition 65** requires each application for reserved matters to be accompanied by an Energy Statement demonstrating how new residential development will achieve at least a 10% reduction in carbon emissions (compared to the baseline of Building Regulations Approved Document L1) and meet water consumption targets of 105 litres or less per person per day.

15.1 Energy use and carbon reduction

175. The hybrid consent proposed to follow the Energy Hierarchy, using a "fabric first" sequential approach to reducing carbon emissions, reducing energy demand first through the fabric of the building and passive design, then through use of energy efficient building services and finally through use of on-site, low carbon renewable energy.
176. The Energy Statement that accompanies this application confirms that the proposals will follow this approach, prioritising passive measures to reduce energy demand through specification of a thermally efficient building fabric, followed by provision of on-site renewable and low carbon energy generation. The thermal performance of all elements of the buildings would be within allowable limits, in some cases approaching best practice, ensuring a reduction in operational

emissions from space heating compared with the Notional Building. It also includes a feasibility study for low and zero carbon technologies to provide heat and/or power, which concludes that waste water heat recovery (WWHR) and photovoltaic panels (PVPs) will be provided to reduce the operational emissions associated with the homes.

177. The combination of fabric performance improvements and adoption of WWHR and PVPs will achieve cumulative dwellings emission rates for the parcel 10.1% lower than the baseline, fulfilling the requirements of **condition 65 i**).

15.2 Water consumption

178. Core Strategy policy CP1 *Sustainable Development* requires development to reduce water consumption and, since the borough is a classified area of serious water stress, MDDL policy CC04 *Sustainable Design and Construction* established a minimum consumption target for residential development. Appendix A of the Energy Strategy Statement sets out a strategy to limit domestic water consumption. The proposed specification would achieve a consumption rate of 104.87 L per person per day including a 5 L allowance for external use, which is compliant with WBC policy. The proposals are, therefore, compliant with the requirements of **condition 65 ii**).

15.3 Recycling and refuse storage

179. Consistent with Core Strategy policy CP1 *Sustainable Development*, MDDL policy CC04 *Sustainable Design and Construction*, the Sustainable Design and construction SPD and Borough Design Guide design principal R20, **condition 7** of the hybrid consent requires each reserved matters application to include internal and external provision for refuse and recycling storage. Informative 16 directs the applicant to the relevant council guidance.
180. The proposed dwellings meet the DCLG *Technical housing standards – nationally described space standard* (March 2015) (see paragraph 100) which include internal storage requirements.
181. The application is accompanied by a refuse strategy (Drawing No P1904.R11.06 G). For houses this identifies where refuse and recycling bins may be stored within the curtilage and kerbside collection points (within acceptable carry distances for residents and waste collection operatives). Similarly, for flats it identifies a suitably sized refuse store, either within the building envelope or an outbuilding within the curtilage. Revised plans needed to address outstanding points. The proposals fulfil the requirements of **condition 7**.
182. Tracking for refuse vehicles has been considered in paragraph 117 and is acceptable.

16. Employment Skills Plan

183. MDDL Policy TB12 *Employment Skills Plan* indicates that proposals for major development should be accompanied by an Employment and Skills Plan to show how the proposal accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
184. In accordance with the hybrid S106 obligations, the application is accompanied by an Employment Skills Strategy (site wide detailing a proposed strategy for recruitment and training over subsequent reserved matters applications), along with an Employment Skills Plan (specific to R10 which defines the outputs required in respect of apprenticeship starts jobs created and community skills support positions). Both plans have been reviewed by officers in the WBC Economic Development team who consider the plans to be acceptable and will continue to be involved in ensuring the employment targets within the plan are met.

17. Infrastructure impact mitigation & viability

- 185. NPPF paragraphs 7 & 34 explain the need for supporting infrastructure (including affordable housing) to be delivered alongside new development. Core Strategy policies
- 186. Affordable housing is considered in section 2.3 of this appraisal.
- 187. Other infrastructure mitigation requirements – not covered by the Community Infrastructure Levy (CIL) - were secured by the hybrid planning permission, through a combination of conditions and a S106 agreement.

18. Conclusion

- 188. The principle of development has been established by Development Plan policy and the extant hybrid planning permission for phase 2b of the south Wokingham SDL. These details pursuant to reserved matters are also consistent with planning policy and guidance, the parameters established by the hybrid planning permission and the site wide strategies approved pursuant to conditions of the hybrid consent. The proposals constitute high quality, sustainable development that will contribute towards meeting housing land supply requirements. Accordingly, this application for approval of details pursuant to reserved matters can be supported.

Appendix 1 Conditions & Informatives

Approved drawings

- 1) This permission is in respect of the submitted application plans and drawings listed on the attached schedule.

The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

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

Affordable Housing tenure mix

- 2) Before first occupation of any of the dwellings hereby approved details of the affordable housing tenure mix, together with necessary supporting information shall be submitted to and approved in writing by the Local Planning Authority and development shall be in accordance with the approved details.

Reason: to ensure that the development fulfils the requirements of Core Strategy policies CP2 and CP5 in terms of providing a mix and balance of dwelling types, tenures and sizes to meet local needs while remaining viable.

Visitor parking

- 3) Notwithstanding the approved drawings a revised layout omitting the visitor parking bay immediately to the north of Block 5 (plots 2080-2088) shall be submitted to and approved by the Local Planning Authority before commencement of development and work shall be carried out in accordance with the approved drawings.

Reason: in the interests of highway safety in accordance with Core Strategy policy CP6.

Building Design

- 4) Notwithstanding the approved drawings, before commencement of development on plots 2214 and 2239 above ground level, revised plans shall be submitted including a bay or similar feature to add more interest to the elevation, commensurate with the siting of the building in row of houses fronting onto Public Open Space.

Reason: to ensure a high-quality and the security of the public realm, in accordance with Core Strategy policies CP1, CP3, CP21 and the South Wokingham SDL SPD.

Balcony balustrading

- 5) Balcony balustrading for each of the apartment blocks shall be installed in accordance with a specification and details that have first been submitted to and approved by the Local Planning Authority.

Reason: to ensure an appropriate balance between lighting, privacy and the appearance of the building in accordance with Core Strategy policies CP1 & CP3; and Borough Design Guide Principle R16.

Gates to control access to parking courts

- 6) Notwithstanding the approved drawings electronic gates shall be installed before first occupation of the flats-over-garages (FoGs), plots 2154, 2250, 2278 & 2343 in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority and the gates shall be retained thereafter.

Reason: to ensure the development is secure, in accordance with Core Strategy policies CP1 & CP3, plus the principles of Secure by Design.

Lighting

- 7) Before commencement of each of the apartment blocks (1-8 inclusive) above ground-level, details of lighting within the parking courts, with regard to the safety of users and the security of adjoining properties, shall be submitted to and approved in writing by the Local Planning Authority and lighting shall be installed in accordance with the approved details before first occupation of each building.

Reason: in the interests of the safety and security of the development in accordance with Core Strategy policy CP1 and the guidance in Secure by Design.

Materials

- 8) Notwithstanding the approved drawings, prior to the commencement of development above ground level details of the gable fronted porches and dormer windows (which shall be consistent with the materials palette established by the approved design code and shall not include white weatherboarding) shall be submitted to and approved in writing by the Local Planning Authority and works shall be carried out in accordance with the approved details.

Reason: to ensure a high-quality development, appropriate to the location, with distinct character areas to provide interest and legibility in accordance with Core Strategy policies CP1, CP3, CP21 and the South Wokingham SDL SPD.

Acoustic glazing systems and ventilation

- 9)
- a) Before commencement of development above ground level details of:
 - i) which plots are to have acoustic glazing and ventilation installed; and
 - ii) the specification and acoustic performance of the glazing systems (including frames) and ventilators proposedshall be submitted to and approved in writing by the Local Planning Authority.
 - b) None of the dwellings identified in i) above shall be occupied until a validation certificate demonstrating that internal noise levels will be in line with the *Condition 40 Noise Assessment*, June 2025 has been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure that noise does not impact on the amenity of future occupants in accordance with Core Strategy Policy CP1 Sustainable Development, CP3; Managing Development Delivery Local Plan Policy CC06 Noise; and the South Wokingham SDL SPD.

Emergency access

- 10) In the event that the 100th occupation takes place before both of the permanent accesses to parcel R11 (from Waterloo Road and from the yet to be constructed Heathlands Link Road) are open to the public, temporary emergency access shall be provided and available for use before the 100th

occupation, either in accordance with the details hereby approved or alternative details that have first been submitted to and approved in writing by the LPA before the 100th dwelling is occupied. The temporary emergency access shall be removed and landscaped in accordance with the approved landscaping details within three months of both permanent accesses being open or, in the case of soft landscaping the first planting season thereafter.

Reason: in the interests of safety in accordance with Core Strategy policy CP6.

Great Crested Newts

- 11) No development hereby permitted shall take place except in accordance with the terms and conditions of the Council's Organisational Licence (WMLOR137, or a 'Further Licence') and with the proposals detailed on plan "Parcel R11 Land at Phase 2b of the South Wokingham Strategic Development Location (SDL): Impact plan for great crested newt District Licensing (Version 1)", dated 21st May 2025.

Reason: in order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WMLOR137, or a 'Further Licence'), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

- 12) No development hereby permitted shall take place except in accordance with Part 1 of the Great Crested Newt Mitigation Principles, as set out in the District Licence (WML-OR137, or a 'Further Licence') and in addition in compliance with the following:
- Works to existing ponds onsite may only be undertaken during autumn/winter, unless otherwise in accordance with the Great Crested Newt Mitigation Principles.
 - Works which will affect likely newt hibernacula may only be undertaken during the active period for amphibians.
 - Capture methods must be used at suitable habitat features prior to the commencement of the development (i.e., hand/destructive/night searches), which may include the use of temporary amphibian fencing, to prevent newts moving onto a development site from adjacent suitable habitat, installed for the period of the development (and removed upon completion of the development).
 - Amphibian fencing and pitfall trapping must be undertaken at suitable habitats and features, prior to commencement of the development.

Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WMLOR137, or a 'Further Licence'), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

Informatives

Reason for approval

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

Relevant policies

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

National Planning Policy Framework
National Design Guide
National Planning Practice Guidance

Core Strategy (CS)

- CP1 - Sustainable Development
- CP2 - Inclusive Communities
- CP3 - General Principles for Development
- CP4 - Infrastructure Requirements
- CP5 - Housing Mix, Density and Affordability
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP8 - Thames Basin Heaths Special Protection Area
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network.
- CP11 - Proposals outside development limits (including countryside)
- CP17 - Housing Delivery
- CP21 - South Wokingham Strategic Development Location

MDD Local Plan (MDD Managing Development Delivery Local Plan)

- CC01 - Presumption in Favour of Sustainable Development
- CC02 - Development Limits
- CC03 - Green Infrastructure, Trees and Landscaping
- CC04 - Sustainable Design and Construction
- CC05 - Renewable Energy and Decentralised Energy Networks
- CC06 - Noise
- CC07 - Parking
- CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
- CC09 - Development and Flood Risk
- CC10 - Sustainable Drainage
- TB05 - Housing Mix
- TB07 - Internal Space Standards
- TB08 - Open Space, Sport and Recreational Facilities Standards
- TB12 - Employment Skills Plan
- TB21 - Landscape Character
- TB23 - Biodiversity and Development
- TB24 - Designated Heritage Assets
- TB25 - Archaeology
- SAL05 - Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

Other

South Wokingham Strategic Development Location Supplementary Planning Document

Infrastructure Delivery and Contributions Supplementary Planning Document

Borough Design Guide Supplementary Planning Document

CIL Guidance + 123 List

Affordable Housing Supplementary Planning Document

The site wide Masterplan, Design Code and Landscape Design Statement approved pursuant to condition 4 of hybrid planning permission 191068

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 representations. This planning application has been the subject of positive and proactive

discussions with the applicant in terms of: a Planning Performance Agreement (PPA) covering pre-application discussions and determination of reserved matters; submission of additional information and revised plans to address issues raised by consultees; and extending the period for determination to allow issues to be addressed. 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.

Conditions of the hybrid planning permission requiring details to accompany reserved matters submissions

4. In accordance with the requirements of hybrid planning permission 191068, this application pursuant to reserved matters is accompanied by details to fulfil the requirements of the following conditions: 6 (Secure by Design), 7 (waste storage), 12 (AIA), 20 (bird and bat boxes), 24 ii) (detailed lighting scheme), 27 (internal space standards), 30 (SuDS), 33 (water quality treatment), 34 ii) (exceedance flow routing), 40 (noise mitigation plan), 44 a) & b) (contamination), 47 (connections to the Public Right of Way network), 53 (access, visibility splays and tracking), 55 (parking), 58 (cycle storage), 62 (electric vehicle charging), 65 (energy statement), and 66 (site waste management plan). Approved details are referenced under Condition 1) of this reserved matters approval, unless amendments are secured by other conditions.

S106 obligations

5. In accordance with the obligations of the hybrid planning permission this application pursuant to reserved matters is accompanied by:
 - a) An Affordable Housing Scheme as required by Schedule 1, Part 1;
 - b) A specification for Public Open Space within the Development Parcel as required by Schedule 5, Part 1; and
 - c) an Affordable Housing Scheme, Employment Skills Strategy and Employment Skills Plan as required by Schedule 11.

CIL

6. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development, failure to do this will result in penalty surcharges being added. For more information see - [Community Infrastructure Levy advice - Wokingham Borough Council](#). Please submit all CIL forms and enquiries to developer.contributions@wokingham.gov.uk.

Pre-commencement conditions

7. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

Materials

8. Notwithstanding the approved details for house type G, the materials details pursuant to condition 9 of planning permission 191068 shall include black front doors, consistent with their situation in the Main Street character area and the approved Design Code pursuant to condition 4 of 191068 (DoC reference 241971).
9. Notwithstanding the approved drawings, white weatherboarding does not form part of the materials palette established by the approved Design Code pursuant to condition 4 of 191068 (DoC reference 241971) and would not be appropriate to this location. Alternative material(s) should be proposed when details of pursuant to condition 9 of planning permission 191068 are submitted.

Hard Landscaping and enclosure

10. The hard landscaping details pursuant to condition 15 of hybrid planning permission 191068 shall include details of
 - a) How parking bays will be marked out, using materials rather than paint; and
 - b) how visitor and unallocated parking spaces will be clearly identified, whilst avoiding clutter. It is suggested that visitor spaces within the public realm/adopted highway do not need to be identified. In parking courts allocated spaces should be identified with the property No and unallocated spaces marked with a 'V'.
11. Notwithstanding the guidance in Living Streets A Highways guide for developers in Wokingham, the use of brindle block paving is discouraged in South Wokingham because the colour is not generally harmonious with the red brick that is distinctive of Wokingham.
12. Notwithstanding the submitted drawings, the boundary treatment details pursuant to condition 15 k) of the hybrid planning permission, 191068, will be expected to include:
 - a) careful consideration of the boundaries of parking courts, including entrance features that clearly convey that the space is private, rather than being part of the public realm;
 - b) detailing to break up the expanse of brickwork and add interest to the public realm, where walls are required to provide a secure boundary; and
 - c) Enclosure of private amenity space at the front of plot 2122 to define what is public and what is private and ensure the privacy of occupants;
 - d) enclosure of sufficient space around blocks 6, 7 & 8 to ensure the privacy of occupants and provide the building with a coherent setting; and

Furthermore robust boundary treatments around parking courts should be supplemented by defensive planting, as part of the soft landscaping details.
13. The Thames Valley Police Designing Out Crime Officer recommends that gates providing access to rear gardens of properties, approved pursuant to condition 15 k) of the hybrid planning permission, 191068, should be secured with a robust key operated lock, operable from both sides.

Landscape Phasing

- 13) Notwithstanding the submitted landscape phasing, the landscape phasing details pursuant to condition 15 ii) of the hybrid planning permission 191068 shall be consistent with the S106 triggers, specifically the trigger for phase 1B/NGS9iii is the 100th occupation in R10 and R11 combined; and trigger for the open space around the allotments (AOS4, NGS6i & NGS8) is 250th occupation or the first dwelling to rely on the Holme Park SANG & the SANG delivery Strategy requires Phase 1 of Holme Park to be delivered by the 50th dwelling in R10 or 40th dwelling in R11.

District Licensing for Great Crested Newts

14. It is recommended that the NatureSpace Best Practice Principles are considered and implemented where possible and appropriate.
15. It is essential to note that any works or activities whatsoever undertaken on site (including ground investigations, site preparatory works or ground clearance) prior to receipt of the written authorisation from the planning authority which permits the development to proceed under the District Licence (WML-OR137, or a 'Further Licence') are not licensed under the great crested newt District Licence. Any such works or activities have no legal protection under the great crested newt District Licence and if offences against great crested newts are thereby committed then criminal investigation and prosecution by the police may follow.
16. It is essential to note that any ground investigations, site preparatory works and ground / vegetation clearance works / activities (where not constituting development under the Town and Country Planning Act 1990) in a red zone site authorised under the District Licence but which fail to respect controls equivalent to those detailed in the planning condition above which refers to the NatureSpace great crested newt mitigation principles would give rise to separate criminal liability under the District Licence, requiring authorised developers to comply with the District Licence and (in certain cases) with the GCN Mitigation Principles (for which Natural England is the enforcing authority); and may also give rise to criminal liability under the Wildlife & Countryside Act 1981 (as amended) and/or the Conservation of Habitats and Species Regulations 2017 (as amended) (for which the Police would be the enforcing authority).

Sustainable Drainage Systems

- 14) The SuDS details pursuant to conditions 15 i) c), 29 & 30 f the hybrid planning permission 191068 shall include confirmation of the details of the lining material (puddle clay or geotextile).

Access and Security

17. The Thames Valley Police Designing Out Crime Officer recommends a security strategy for apartments buildings including:
 - Access Control: access control measures for residents and visitors. Unrestricted access to apartment blocks should not be possible, and residential access should be controlled by a two-way audio visual system with remote access controls. No trade buttons should be present.
 - Postage and Deliveries: postal services should not have unrestricted access to private communal areas, and mail delivery should be provided within a secure lobby at the entrance to the building, or via secure "through the wall" letterboxes, or external letter boxes
 - Compartmentation: buildings should be compartmentalised, so residents only have access to parts of the building that they need to, as offenders have the potential to be both external and internal to the development. Secure lobbies should also be extended to each floor to enable effective compartmentation.

Adoption of path along east side of POS

18. Permeable paving can be adopted, subject to the usual commuted sums and it is recommended that shared surfaces such as the one on the northeastern side of the central Public Open Space

General

19. The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

Highway Management

20. 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.

Utilities

21. 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.

Noise

22. 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.