

Planning Condition 39 Discharge Note

The following information is submitted to address the following planning condition:

39. The development permitted by this planning permission shall be carried out in accordance with the approved Walking, Cycling and Equine Strategy (JNP Group Reference: C85672-TR-004 revision C dated 21/09/2018). The development shall be implemented in accordance with the agreed strategy, the details of which shall be included in the detailed design of the relevant Reserved Matters Applications to be submitted pursuant to condition 2, unless otherwise agreed in writing with the Local Planning Authority.

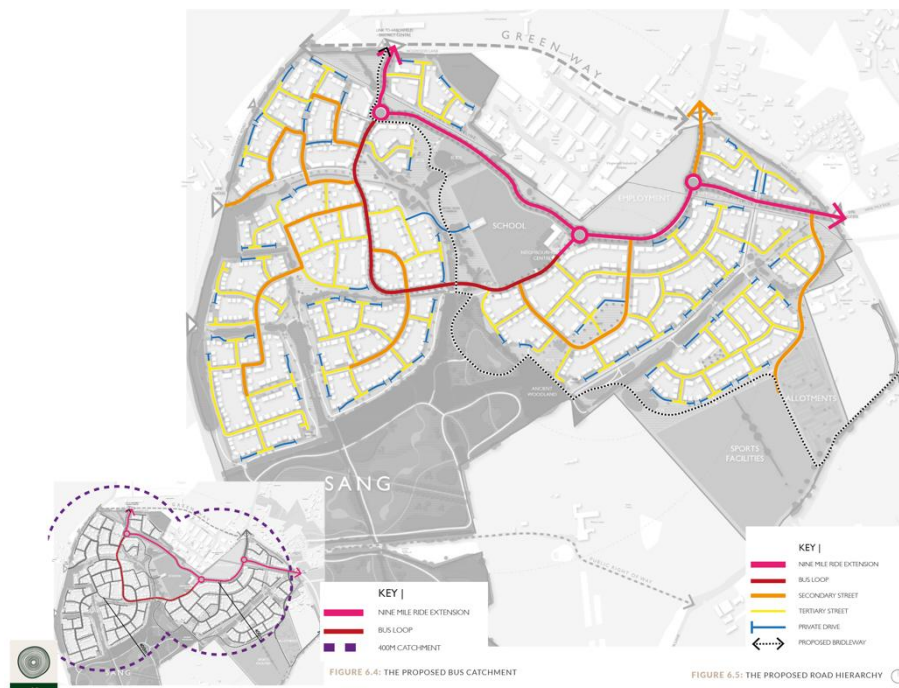
Reason: To ensure satisfactory development in the interests of sustainable travel in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

The proposed layout of Parcel 6 has been designed to fully accord with approved Walking, Cycling and Equine Strategy (JNP Group Reference: C85672-TR-004 revision C dated 21/09/2018). The overlay plan below shows all key site links are provided with only minor localised deviation to ensure connections align with adjoining residential parcels already constructed.



The Nine Mile Ride Extension South does not pass within the red line boundary of this parcel, nor does the new bridleway.

A single Secondary Road connects Parcel P6 with the Bus Loop. This was identified in the approved masterplan framework document as also being the location for a dedicated offsite cycle path (See two plans below). This configuration has been achieved with the inclusion of a 3m shared foot/cycleway running adjacent to the secondary street.



With the exception of the secondary street, all other roads are tertiary streets and private drives. These conform to the Walking, Cycling and Equine strategy by providing either 2m footways to both sides of carriageway or designed as a shared surface. Both scenarios are suitable for use by cyclists of all abilities

Paragraph 2.6.5 states that *‘Dedicated footways will be provided at the end of suitable cul-de-sacs providing a direct route of access to other parcels and towards separate footpaths traversing green space areas’*. This approach has been delivered within the proposals for Parcel 6 with pedestrian connections provided at the end of all turning heads to allow onward walking routes for pedestrians (see example below).

