



DELEGATED OFFICER REPORT

Application Number:	250399
Applicant	Miller Homes
Site Address	Parcel R10, Land at Phase 2b of the South Wokingham
Proposal	Application for the approval of reserved matters pursuant to condition 1 of outline planning permission ref. 191068 for the erection of 215 dwellings with layout, scale, appearance, and landscaping to be considered.
Type	Reserved Matters
Officer	Sophie Morris
Delegated Decision	Major development, but not a form of development identified by Chapter 8.1 of the council's constitution as requiring committee determination. Furthermore, the principle has already been established by the extant planning permission 191068

SUMMARY

Overview

This Reserved Matters application seeks approval for 215 dwellings on Parcel R10, pursuant to condition 1 of the hybrid planning permission (ref. 191068). Parcel R10 forms part of Phase 2b of the South Wokingham Strategic Development Location (SDL) and is located east of the South Wokingham Distributor Road (SWDR), adjacent to Phase 2a and the Reading-Waterloo railway line. It addresses matters relating to layout, scale, appearance, and landscaping.

Design and Layout

Following detailed negotiation with officers the proposals are consistent with the approved Design Code and site-wide masterplan, incorporating four of the five character areas (CA) as defined in the Design Code, these being: Main Street (CA1), Waterloo Core (CA2a), Waterloo Edge (CA2b), Neighbourhood Residential (CA3) and Rural Edge (CA4). The layout employs a perimeter block structure to create clear distinctions between public and private spaces and ensures good levels of natural surveillance. Dual-aspect plots, appropriate boundary treatments, and varied architectural styles are used throughout. The layout has been refined to address feedback from officers and the Designing Out Crime Officer, including the introduction of gated access and revised boundary materials.

Scale, Density, and Appearance

Building heights range from single storey (garages) to 4 storeys (apartment blocks), aligning with parameters approved at the outline stage. Density varies appropriately across the site in response to its character areas, supporting a gradual transition from higher-density urban areas to lower-density rural edges. The development features both contemporary and traditional architecture, depending on the area, with variations in materials, roof forms, and building lines. Key buildings are strategically located to define spaces and improve legibility and placemaking. Structural tree planting is provided throughout to improve the environment, support climate change mitigation and improve the overall visual appeal of the development.

Amenity and Housing Mix

The application provides a suitable housing mix, including 35% affordable housing, secured through the Section 106 agreement and phasing strategy. It incorporates accessible and adaptable dwellings meeting M4(2) standards and ensures all homes comply with or exceed National Space Standards. Gardens generally meet the required 11-metre depth or offer adequate overall space where depth is slightly reduced. Flats include private balconies of an appropriate size. The housing mix also supports early delivery of flats in line with Section 106 transport modelling requirements.

Landscaping and Environment

The landscaping proposals retain and enhance key natural features such as hedgerows and mature trees and include wetland planting around attenuation basins to create a naturalistic setting. A 20-metre buffer is maintained along Waterloo Road to preserve the setting of nearby listed buildings. The overall landscape strategy builds on the site-wide framework, and all ecology and arboricultural matters have been reviewed and addressed or are being managed via planning conditions. A licence for Great Crested Newt mitigation has been secured.

Transport, Parking, and Sustainability

Access will be provided from the new R10/R14 link road. The layout supports pedestrian and cycle connections and integrates with the wider transport network, including bus infrastructure. Car and cycle parking levels meet local standards, and further details regarding secure cycle storage will be addressed by condition. The Energy Statement confirms that the use of air source heat pumps will achieve a 62% carbon emissions reduction compared to 2021 Building Regulations targets. Water efficiency measures will ensure consumption is kept below 105 litres per person per day.

Noise, Air Quality, and Drainage

The development incorporates glazing specifications to mitigate noise impacts in accordance with ProPG and BS8233 guidance. External amenity areas are appropriately designed without visually intrusive barriers. Air quality impacts during construction will be controlled via a Construction Environmental Management Plan. The drainage strategy employs sustainable measures such as permeable paving, rain gardens, and attenuation basins. Surface water drainage and exceedance flow routes have been reviewed and considered acceptable by the Lead Local Flood Authority.

Conclusion

The proposals are considered to accord with the approved outline planning permission, the Design Code, and relevant planning policies and would deliver a well-designed, high-quality, and sustainable residential neighbourhood within the South Wokingham SDL, making a meaningful contribution to local housing delivery.

PLANNING CONSTRAINTS/STATUS

Water Utility Consultation Zones
Archaeological Sites
Scale and Location of Development Proposals – Countryside
Strategic Development Location
Tree Preservation Orders
Landscape Character Assessment Area
Sites of Special Scientific Interest Impact Risk Zones
Thames Basin Heaths SPA Mitigation Zones (5km)

Great Crested Newt Consultation Zone Flood Zone 1 Emm Brook Surface Water Nitrate Vulnerable Zone

RELEVANT PLANNING HISTORY		
Application Number	Proposal	
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 2023) for the first phase of the SDL including the 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, approved 19 February 2018 & opened February 2022	
191068	A hybrid application for up to 1,434 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 either approved or are under consideration (241971-4, 242459-61, 250399, 250496 & 250871)	
190914	Phase 2a: an outline application up to 215 dwellings on the land adjacent to Bigwood/to the east of the SDL	
240892	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). Pre-commencement conditions have been submitted (250424, 250495 & 250580) and have now been approved.	
250870	Application to vary conditions 2, 3, 9, 11 and 14 of planning consent 240892 for a new road to provide an alternative route to Waterloo Road from south of the roundabout at the junction of Waterloo Road with William Heelas Way to a point further east on Waterloo Road, together with a turning head between the two new junctions. Pending Consideration	

CONSULTATION RESPONSES	
Berkshire Archaeologist	Archaeological works for R10 are still ongoing, and a second phase of works is due to commence shortly, for which a WSI

	should be submitted before the works commence
Berks, Bucks and Oxon Wildlife Trust	No comments received
Crime Prevention Design Advisor	Some concerns raised relating to lack of definition between the public and private realm and boundary treatment materials
Network Rail	No comments received
Royal Berkshire Fire and Rescue	Standing advice provided
Historic England	No advice offered, seek the views of local conservation officer
South Western Railway	No comments received
National Grid	No comments received
SSE Power Distribution	No comments received
Southern Gas Networks	No comments received
Thames Water	No comments received
South East Water	No comments received
SDL Cleaner & Greener	No comments received
WBC Ecology	No comments received
WBC Ecology (Newts)	No objection subject to conditions
WBC Economic Prosperity and Place	Comments relating to provision of M4 (3) homes and dwelling types for Affordable Rented homes
WBC Environmental Health	No objection
WBC Flood Risk Officer (Lead Local Flood Authority)	No objection
WBC Green Infrastructure	No objection
WBC Highways	No objection
WBC Landscape and Trees	No objection subject to details to be submitted pursuant to the hybrid application
WBC Sustainability	No objection
WBC Built Heritage Officer	No objection
WBC CIL	CIL liable development

REPRESENTATIONS

Wokingham Without Parish Council (WWPC):

An initial consultation response was received from WWPC on 15th April which was a duplicate of a response they had submitted in relation to the hybrid application in 2020. Following contact with them to seek clarification over their comments, a revised response was received on 25th April, the content of which is summarised as follows:-

- Layout: Concern over reduced green gap between Wokingham and Bracknell, contrary to Policy CP11; green space important for health, wellbeing, and air quality.
- Building Heights: 3 and 4 storey buildings out of character with surrounding development.
- Tree Protection: Existing mature trees and nearby ancient woodland must be protected with fencing extending to canopy edges.
- Landscaping: Support for a countryside feel; request for green corridors, native/drought-tolerant planting, and wildlife-friendly design.
- Views: Key views to Ludgrove School and Lucas Hospital should be retained to preserve local character.

A further consultation response was received on 04/06/25 which added two further points to the original comments submitted by the parish. These related to the request for the creation of a Stakeholders Group for regular collaborative communication and a further comment relating to the need for financial investment in relation to the surrounding road network in order to encourage people to leave their cars at home.

Officer comment: Comments relating to the Phase 2b development as a whole are not relevant to this reserved matters application with the principle of development/infrastructure requirements having been established and assessed at the hybrid application stage. Building heights within R10 accord with the heights parameters agreed at the hybrid application stage, and subsequent Design Code. Tree protection measures will be secured through the requirements of relevant conditions. Comments relating to views to Ludgrove School and Lucas hospital are not relevant to the reserved matters for R10. Requirements of part xxvii of the hybrid condition 36 (CEMP) includes the provision of a Communications Plan to keep local residents, town/parish councils and ward members informed.

Wokingham Town Council:

Raised the following concerns:

- Concern over the high housing density on this parcel, with very limited green space and community areas.
- Lack of children's play areas is noted as a significant shortcoming.
- The absence of allocated parking for flats is deemed unacceptable.
- Support expressed for the 35% affordable housing provision.
- Request for an overall masterplan to better understand how the individual parcels fit together; its absence hampers informed decision-making.
- Emphasis on the need for community facilities to be delivered alongside the housing, not afterwards.

Officer comment: The proposed housing density for Parcel R10 is consistent with the anticipated densities established for this phase of the wider development and reflects the intended distribution of taller buildings. Parcel R10 forms part of the wider SDL, for which supporting infrastructure, including play areas serving the wider community, was considered and secured at the hybrid application stage. Proposed parking provisions have been assessed and considered to accord with WBC parking standards. A designated play area will be delivered within the adjacent Parcel R14, to the east of R10, with appropriate pedestrian connections between the two parcels. A site-wide masterplan was approved under application reference 241971 in accordance with Condition 4 of the hybrid permission. The Section 106 agreement and the approved phasing strategy (application ref: 250496, pursuant to Condition 3 of the hybrid permission) establish the delivery triggers and timescales for associated infrastructure.

Crowthorne Parish Council:

Recommends refusal on the following grounds:

- Unsustainable cumulative traffic impact from 558 new dwellings on Old Wokingham Road
- Traffic and Infrastructure
- Policy Contraventions
- Environmental and Climate Change
- Green Belt and Biodiversity

Officer comment: All of the concerns detailed by Crowthorne Parish Council relate to matters which were considered and addressed at the hybrid application stage and are not relevant to the considerations of the reserved matters for parcel R10.

Bracknell Forest Council:

- Requests that an occupation limit condition is applied on the development until such time as the roundabout at Peacock Lane / Waterloo Road / Old Wokingham Road and cycle and pedestrian works along Waterloo Road and Peacock Lane are complete.

Officer comment: The timing/delivery of the off-site infrastructure works secured through the S106 are set out within the approved phasing strategy document submitted under discharge of conditions application 250496.

Local Members: No comments 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
- CP17 - Housing Delivery

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

Other

Borough Design Guide Supplementary Planning Document
Affordable Housing Supplementary Planning Document
Sustainable Design and Construction Supplementary Planning Document
South Wokingham Strategic Development Location Supplementary Planning Document
South Wokingham Phase 2b Design Code (ref: P22-0345_G002J Dated February 2025)

PLANNING ISSUES

1. Application site and surroundings

- 1.1 The application site relates to a parcel of land located on the eastern side of the South Wokingham Strategic Development Location (SDL) which was designated under the 2010 Wokingham Core Strategy. The application site is known as Parcel 'R10' within Phase 2b of the wider South Wokingham SDL which benefits from outline planning permission for up to 1,434 dwellings. The 'parent' application was hybrid in nature in that outline planning permission was obtained for all elements other than access, and full planning permission was obtained for the associated SANG. Parcel R10 is the easternmost parcel which falls within Phase 2b, and beyond its boundary to the east lies the 'Phase 2a' (or Parcel R14) site which extends to the eastern boundary of the SDL. The phase 2a site secured outline planning permission for up to 215 dwellings under a separate, standalone planning application (ref:190914)
- 1.2 The application site and the wider area to the west and to the north of the Reading-Waterloo railway line combine to form the South Wokingham SDL. The first phase of development within the SDL comprises 636 dwellings and associated infrastructure on land between the A329 London Road and the railway line at Montague Park (formerly Buckhurst Farm) is complete.
- 1.3 Phase 2b is located to the south of the railway line and the application site Parcel R10 is currently an open field with hedgerows and trees running along much of its eastern boundary which provides a natural boundary separation from the adjacent Phase 2a parcel. To the north of the site lies the Reading-Waterloo railway line and beyond the western boundary of the site is a section of the South Wokingham Distributor Road (SWDR); a continuous new route running through the SDL which will eventually connect the A329 London Road in the north to the A321 Finchampstead Road in the south. The first and second sections of the SWDR from the A329 London Road are complete and the north side of the SDL now links to the southern part of the SDL via a new bridge over the Reading-Waterloo railway line via a new road commonly referred to as the "Eastern Gateway". The former railway bridge and northern section of Waterloo Road were stopped up once the new bridge and Eastern Gateway link were opened. An attenuation basin connected to the Eastern Gateway section of the SWDR is located on the west side of the site, and whilst it is included in the red line boundary of the site, the land on which the basin is located is owned by WBC.
- 1.4 The Eastern Gateway will eventually connect William Heelas Way to Waterloo Road via a new link road which will run through parcels R10 and R14. The link road obtained planning permission in February 2025 (ref 240892). Once this link road is in place, part of the southern section of Waterloo Road adjacent to the western boundary of parcel R10 will be subject to the prohibition of driving (and partial stopping up), and the R10/R14 link road will instead take traffic which would otherwise have used Waterloo Road, which is not of a suitable design to accommodate traffic associated with the major new development in the SDL. The proposals will also provide an improved sustainable link from Wokingham to Bracknell.
- 1.5 The image below shows the overarching framework plan for Phases 2a, 2b and Phase 3 within the SDL, with Parcel R10 shown shaded in orange.



2. The principle of development

- 2.1. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay unless material considerations indicate otherwise.
- 2.2. The principle of development has been established through the granting of the hybrid Planning Permission in July 2024 under application 191068. Whilst matters relating to layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning permission nonetheless established the broad parameters within which those details need to be worked up in detail for the purposes of the Reserved Matters application submission. These elements are considered further in the relevant sections of the report below.

3. The proposals

- 3.1 Following the establishment of the principle of development through the above mentioned hybrid application, this application seeks reserved matters approval for 215 dwellings pursuant to condition 1 of the outline, with layout, scale, appearance, and landscaping being considered. The proposals have been the subject of pre-application discussions with the applicant and informed by a Design Code, which has resulted in amendments to the scheme, in particular in relation to the design of the apartment blocks. Further consideration is given to these in the following sections of the report.

Character of the Area

- 3.2 The NPPF establishes *“the creation of high quality, beautiful and sustainable buildings and places”* as a fundamental aim of the planning process. Good design is essential to this. Development should function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and landscaping; be sympathetic to local character and history (while not preventing appropriate change such as increased densities); establish or maintain a strong sense of place; optimise the potential of the site to accommodate an appropriate amount and mix of development (including public space) and support local facilities

and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 3.3 There is also a National Design Guide: Planning practice guidance for beautiful, enduring and successful places (October 2019).
- 3.4 Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* establish an overarching requirement for high quality design that maintains or enhances the high quality of the environment. Development should be appropriate in scale of activity, mass, layout, built form, height, materials and character to the area; 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.
- 3.5 The NPPF (paragraphs 133-134) promotes the use of Design Codes as a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design. The South Wokingham SPD design principle 3a establishes three character typologies which should be applied to reinforce the settlement structure and help create distinctiveness within the SDL. These comprise urban residential, general residential and rural interface. The distinctiveness of each character area would result from a combination of its layout, built form, density, block configuration, approach to the design & landscaping of the public realm, provision of car parking and boundary treatments.
- 3.6 Condition 4 of the hybrid planning permission required the submission and approval of a site wide Site-Wide Masterplan, Design Code and Landscape Design Statement prior to the submission of the first reserved matters application. Such documents

were submitted under a discharge of conditions application 241971 and were approved in February 2025. A design compliance document has been submitted with this reserved matters application which sets out how the proposals accord with these approved overarching framework strategies which build on the SPD character typology principles.

- 3.7 The approved design code sets out design characteristics within five character areas. These comprise the following:

Character Area 1 – Main Street

Character Area 2a – Waterloo Core

Character Area 2b – Waterloo Edge

Character Area 3 – Neighbourhood Residential

Character Area 4 – Rural Edge

Character Area 5 – Neighbourhood Centre (subject to a separate design brief)



- 3.9 Parcel R10 contains four of the five design code character areas, and these are considered further within the following report sections.

Layout

- 3.9 Core Strategy Policies CP1 (*Sustainable Development*) and CP3 (*General Principles for Development*) require high-quality design that responds appropriately to its context. This expectation is reinforced by MDD Local Plan Policies CC03 (*Green Infrastructure, Trees and Landscaping*) and TB21 (*Landscape Character*). New development should be well-integrated with its surroundings, delivering a connected network of streets and open spaces. Residential areas should adopt a robust, traditional perimeter block layout that defines public and private realms clearly. Building frontages should face onto public areas, promoting natural surveillance and encouraging street-level activity, in line with Section 4 of the Borough Design Guide and SPD Design Principle 2a.
- 3.10 The proposed layout of Parcel R10 is broadly consistent with the approved site-wide masterplan. The parcel includes a mix of dwelling houses and seven apartment blocks. The houses are arranged largely in perimeter blocks, while the apartment buildings are positioned along the site's edges, in accordance with the hybrid application's height parameters (discussed further in the scale/density section below). The parcel is bisected by the western section of the R10/R14 link road, which

will come off the fourth arm of the Eastern Gateway roundabout and connect to Waterloo Road at the southern end of Phase 2a (Parcel R14). Eventually, the intervening section of Waterloo Road will be closed to vehicular traffic and repurposed as a pedestrian/cycle route.

- 3.11 The approved R10/R14 link road planning permission includes two vehicle access points to Parcel R10, one each for the northern and southern parts of the site along with a turning head located off Waterloo Road (which will form an access to serve 16 dwellings located on the south side of the site). In addition, the R10 reserved matters proposal includes three further minor access points along the link road, each serving a small number of dwellings. While acceptable in principle, these additional accesses necessitate minor design amendments to the link road. A Section 73 application (ref: 250870) has been submitted to vary Condition 2 (approved drawings) and other related conditions to reflect these design changes.
- 3.12 Hybrid Condition 45 requires details submitted under reserved matters applications to be consistent with the approved Pedestrian and Cycle Strategy (approved 14/02/25 under ref: 241974). The proposed R10 layout appropriately reflects the approved street hierarchy, which includes a secondary street running north–south from the link road, feeding into shared surface streets and private drives. The design of these streets aligns with the Design Code, reflecting the varying nature of the street hierarchy as regards road widths, shared surfaces, footpaths, street trees, and rain gardens.
- 3.13 Dwellings are arranged to front onto streets and the site's perimeters, ensuring natural surveillance of the public realm. All corner plots feature dual-aspect or active frontages, which is considered acceptable. The layout also aligns with Design Code guidance on building setbacks, parking arrangements (on-plot or to the rear/front of dwellings), and boundary treatments (e.g., hedging or railings). Separation distances throughout the site meet the standards set by the WBC Design Guide, ensuring acceptable relationships between buildings.
- 3.14 In line with the Pedestrian and Cycle Strategy, the layout also includes multiple pedestrian and cycle connections linking Parcel R10 to the wider development. These include an accessible gradient sloped footpath and steps leading to William Heelas Way and connection points to the adjacent Phase 2a site to the east of the site, where a new play area will be located. Wherever possible, the main routes also are provided with structural planting to assist with shade and improve their attractiveness.
- 3.15 Hybrid Condition 6 requires that reserved matters submissions demonstrate compliance with *Secured by Design* principles and the British Parking Association's *Safer Parking Scheme*. A Design Compliance Statement has been submitted, outlining how the R10 layout incorporates these principles. It references the *Secured by Design Homes 2024* guide and demonstrates alignment with its key features.
- 3.16 The Designing Out Crime Officer's (DOCO) consultation response raised some concerns, particularly regarding excessive permeability and insufficient definition between public and private spaces around the northern apartment blocks. The DOCO

also advised that boundary treatments to the south of the apartment car park should be constructed from brick rather than timber fencing.

- 3.17 This part of the site has evolved through pre-application discussions. Initial proposals for a single parking area at the north end of the site raised concerns by officers in relation to visual impacts within the public realm and lack of resident surveillance over their vehicles. The current layout has been revised to split the parking across the north and south sides of apartment blocks 2 and 3. While these are not formal parking courtyards as suggested by the DOCO, they will benefit from high levels of natural surveillance. All flats are dual aspect, ensuring car parking areas are overlooked by habitable room windows. In response to the DOCO's feedback, secure gates have been introduced in areas identified as overly permeable and any footpaths serving rear gardens will also be provided with a gate. Details of these gates will be provided under the requirements of landscaping condition 15. The boundary treatments plan has also been updated, replacing timber fencing with brick walls in all areas highlighted by the DOCO and WBC officers. Other comments relating to general building security made by the DOCO have been recommended for inclusion as an informative on the decision.
- 3.18 The Design Compliance Statement also references the British Parking Association's *New Build Car Park* guidance. Although primarily intended for larger commercial sites, several key principles such as strong boundary treatment, enhanced natural surveillance, and avoiding landscaping that obstructs views or creates concealment opportunities, have been incorporated into the R10 layout.
- 3.19 Overall, the proposed layout for Parcel R10 is considered to successfully build upon the framework established by the approved Site Wide Masterplan. It demonstrates adherence to the Design Code, particularly with respect to street hierarchy and spatial organisation, resulting in a coherent and well-considered development layout. Whilst the DOCO did not consider that their initial comments had been addressed following a review of amended plans, the boundary treatment plan had not, at that time been updated to include the additional walls. The amendments made to this, together with the inclusion of additional gates to provide a better distinction between public and private areas are (in conjunction with the proposed arrangement of the layout referred to above) considered to acceptably reflect general principles of Secured by Design.

Scale and density

- 3.20 The development's density should be guided by design principles (in line with Borough Design Guide Principle R10), incorporating a varied mix of densities (as outlined in Core Strategy Policy CP5: *Housing Mix, Density, and Affordability*) and maximising the site's potential to accommodate complementary uses (in accordance with Core Strategy Policy CP3: *General Principles for Development*).
- 3.21 The application includes a Storey Heights Layout Plan, which illustrates proposed building heights ranging from single-storey structures (such as garages) up to 2.5 storeys for residential dwellings. Apartment blocks are proposed at heights between 2.5 and 4 storeys. These proposals align with both the height parameters established in the hybrid application and the character area principles set out in the Design Code, which details acceptable building heights for each designated character area.
- 3.22 Closely linked to the proposed building heights is the planned site density. The Design Code incorporates a Density Strategy Plan, which identifies higher density

development (35–45 dwellings per hectare) in character areas that accommodate taller buildings, namely the Main Street and Waterloo Edge. Medium densities (30–40 dph) are proposed for the Waterloo Core and Neighbourhood Residential areas, while lower densities (25–35 dph) are planned for the Rural Edge. These variations illustrate a design response informed by the surrounding context in that the taller buildings/higher density areas are positioned in appropriate locations in the northern section of the site, while lower densities provide a gradual transition to the surrounding countryside. The reduced density in the Rural Edge, in particular, respects the rural setting to the south of the site.

Design and appearance

- 3.23 As mentioned above, parcel R10 contains four out of five character areas as set out within the approved Design Code. The design and appearance of the dwellings within Parcel R10 are therefore informed by the Design Code principles for each of these. The Main Street, Waterloo Edge, and Waterloo Core character areas all adopt a contemporary architectural approach, whilst the Neighbourhood Residential and Rural Edge character areas convey a more traditional appearance. The differences between the character areas are expressed through variations including building height/form, elevational treatment, material palette as well as through boundary treatments (to be detailed within the hard and soft landscaping details submitted under hybrid condition 15), the building setbacks from the street (which depends on the street typology) and parking arrangements.
- 3.24 The Main Street character area follows the alignment of the SWDR through the development, the east end of which lies adjacent to the west side of R10. Accordingly, this western edge of the parcel contains a mix of contemporary style dwellings and two apartment blocks. The Design Code identifies a number of locations across the whole Phase 2b site where ‘key buildings’ will be located, in order to aid legibility, wayfinding and contribute to place making. Parcel R10 contains 3 such locations on the west side of the site, situated around the attenuation basins. The proposed buildings in these locations are designed and positioned so that they appear to collectively form a ‘crescent’ around the attenuation basins. This comprises two rows of terraced dwellings and an apartment block, each reflecting consistent elevational detailing to collectively frame the open space they front onto.
- 3.25 The northern edge of the site contains apartment blocks which fall within both the Main Street character area (Block 1) but also the ‘Waterloo Edge’ character area (Blocks 2 to 4). The Waterloo Edge character area is similar to the Main Street character in relation to its contemporary approach to elevational treatment (with the exclusion of the use of render, and the inclusion of occasional use of hanging tiles).
- 3.26 In line with the heights parameter plan, the heights of the buildings at this end of the site range from 3 ½ to 4 storeys. The acceptability of the principle of siting taller buildings along this edge of the development was established at the hybrid application stage. For Parcel R10, this end of the site is situated at a lower level than the adjacent Eastern Gateway section of the SWDR, given that it includes a bridge over the railway line. In this context, it is not considered that the buildings will appear overly dominant or intrusive within the existing streetscene. The buildings also assist

in the provision of noise mitigation for the site in respect of noise levels associated with the adjacent railway line.

- 3.27 The design of the apartment blocks proposed in this part of the site have been amended within the reserved matters application process in response to comments made in relation to their building form and elevational detailing. It is considered that the revised design of these blocks have satisfactorily addressed the comments made in relation to the provision of strong gables, appropriate vertical/horizontal proportions and elevational detailing, fenestration and materials palette.
- 3.28 The remainder of the site comprises dwellings located within the 'Waterloo Core', Neighbourhood Residential or Rural Edge character areas. The dwelling designs proposed across the site are considered to be in general conformity with the Design Code principles for each character area and do not differentiate between private and affordable housing. Some minor deviations to the Design Code principles exist in the Waterloo Core character area, such as hipped roofs being present (DC states simple front to back pitch or gable projections), and the window designs do not incorporate a low or mid-level division bar. However, it is not considered that these discrepancies are to such an extent that they would compromise the overall character and distinctiveness of the character area and are therefore considered acceptable.
- 3.29 Samples of the proposed materials (such as the variety of bricks/tiles/render to be used across the development) are required to be submitted for approval under condition 9 of the hybrid permission. A submission pursuant to condition 9 has been made under application 250723 and will be determined following the issuing of this reserved matters application decision.

4. Housing mix and tenure

Housing mix

- 4.1 Core Strategy Policy CP5 *Housing mix, density and affordability* and MDDL Policy TB05 *Housing Mix*, seek a mix and balance of dwelling types and sizes, having regard to both the underlying character of the area and the current and projected needs of households. In accordance with Core Strategy Policy CP2 *Inclusive Communities*, new development should meet the needs of the aging population and people with special needs, among others, and MDDL policy TB05 *Housing Mix* requires a proportion of housing (determined on a site-by-site basis) to be built to Lifetime Homes standards (now Building Regulations M4(2) standard, Accessible and Adaptable Dwellings).
- 4.2 The hybrid permission S106 required a Framework Affordable Housing Scheme (FAHS) to be submitted as part of condition 3 which required the submission and approval of a phasing strategy which defines the development to be delivered in each phase including (amongst other requirements):
- i) the number, size, type and tenure mix of affordable dwellings, demonstrating overall delivery of 35% affordable homes, appropriately distributed across the development;
 - ii) the number and size of housing to be built to M4(2) standard (accessible and adaptable dwellings) or equivalent which should amount to at least 5% of the affordable housing, consisting of one and two-bedroom flats in clusters of 8 – 10 units and at least 5% of the market housing;

- iii) the size and type of market dwellings in general accordance with the Wokingham Borough Local Housing Needs Assessment 2019 Report of Findings (January 2020) or any policy and guidance that supersedes it;

- 4.3 The phasing strategy (including the Affordable Housing Framework Strategy) was approved under conditions discharge application 250496 on 20/06/2025. Due to the large scale nature of the Phase 2b development and the long delivery timescales involved which will span a number of years, securing the above details at an early stage is imperative in order to ensure that the delivery of the dwelling mix will adhere to the overall required affordable housing provision (tenure and mix) as secured in the agreed S106. It will also ensure the provision of an overall appropriate mix of private dwellings in order to meet identified local housing need as the densities and dwellings types within each parcel will vary, dependent on their location across the site the i.e. those parcels adjacent to the railway line are likely to contain higher numbers of flats in taller buildings, and those parcels on the periphery of the site will be lower density to respect the transition from an urban area to the countryside.
- 4.4 The hybrid S106 also required an Affordable Housing Scheme to be submitted for approval with each reserved matters application. This requirement has been met for the R10 submission, and the details provided align with the proposed affordable dwelling mix as submitted within this reserved matters application as well as those included in the FAHS contained within the above-mentioned approved phasing strategy. This is as set out below:

Dwelling Type	Affordable (Total)	Social Rent	Affordable Rent	Shared Ownership	Private	Total Dwellings	S106 Affordable Housing Requirement by dwelling type (%)	R10 affordable housing as proposed
1 bed flat	17	17			20	37	No fewer than 20%	22%
2 bed flat	14	14			20	34	No more than 10%	18%
2 bed house	18	2	8	8	21	39	No fewer than 40%	24%
3 bed house	25	10		15	71	96	No fewer than 20%	33%
4 bed house	2	1	1		7	9	No more than 10%	3%
	76	44	9	23	139	215		100%
		58%	12%	30%				

- 4.5 The above table also compares the R10 proposed housing mix against the S106 requirements in respect of the overall affordable housing split in terms of dwelling types. Whilst it can be seen that the % provisions of the affordable 2 bed flats are higher in this parcel and the 2 bed house provisions are lower, the S106 requirement relates to the overall site wide provision, and is not parcel specific. As such, the approved Framework Affordable Housing Strategy sets out how the overall S106 requirement will be met across the whole of Phase 2b. Reserved matters submissions for each parcel will therefore need to demonstrate adherence to this (unless an alternative mix is subsequently agreed) in order to ensure that the S106 percentage requirements will be met across the Phase 2b site as a whole.
- 4.6 The hybrid S106 also sets out the percentage split requirements in relation to the overall affordable housing tenures. The overall requirement is for a 35% affordable housing provision which shall be made up as follows:

- minimum of 58% Social Rented Housing;
- minimum of 4% and maximum of 12% Affordable Rented Housing;
- 70% Social Rented Housing and Affordable Rented Housing; and
- Maximum of 30% Shared Ownership Housing

- 4.7 Again, the above S106 requirement applies site wide, and therefore each individual parcel which comes forward may not conform exactly with the above requirement. However, the phased provision is set out within the approved FAHS which confirms that each reserved matters parcel will individually meet the above requirement in respect of the affordable rent provision. This is the case for R10, which also accords with the S106 mix in respect of the affordable housing tenures overall.
- 4.8 The approved phasing strategy also sets out how the development will meet part (ii) of the phasing strategy requirement in relation to the provision of at least 5% of the affordable dwellings and 5% of the private dwellings being built to M4 (2) Building Regulation standard (accessible and adaptable homes). Such dwellings are noted on the submitted layout plans for parcel R10 and will comprise a total of 4 flats (5%) in respect of the affordable dwellings: 1x1bed flat (Block 1); 3x2bed flats (2 in Block 2 and 1 in Block 7). It is also noted that the submitted affordable housing scheme advises that all the affordable units meet M4 (2) standards internally, the above specifically mentioned units will meet the requirement fully (internal and external requirements).
- 4.9 A consultation response from WBC's Housing Team requested the provision of some of the affordable dwellings to be built to M4 (3) standards, and for the affordable rented dwellings to be provided as flats. However, as mentioned above, the affordable housing provision for R10 accords with the requirements as set out within the hybrid S106 agreement and the FAHS within the approved phasing strategy. Therefore, any such changes would need to be negotiated and formally agreed as part of a separate Deed of Variation and does not require further consideration under this application.
- 4.10 A total of 7 private (5%) M4 (2) dwellings will be provided as follows: 1x1bed flat (Block 4); 1x2bed flat (Block 6); 5x2bed houses (plots 1138; 1161; 1182; 1183;1191). The proposals therefore satisfactorily demonstrate that the S106 requirement to provide M4(2) dwellings as set out in the phasing strategy condition will be met, in accordance with Policy TB05.
- 4.11 The private dwelling mix indicated in the table above also aligns with the details approved within the Phasing Strategy, which required the size and type of market housing to be in general accordance with the latest Local Housing Needs Assessment (LHNA). Whilst the overall proposed market dwelling mix presented in the phasing strategy does not wholly align with the latest LHNA (2023), in respect of the higher provision of flats and 2bed houses, and a lower provision of larger (4/5bed) family dwellings, a justification for this was provided and assessed as part of the phasing strategy submission.
- 4.12 Part of the justification for the higher number of flats within the development links back to the S106 (Schedule 4 (Highways), Part 6 (Transport Modelling Assumptions) which requires that to ensure consistency with the transport modelling assumptions and achieve acceptable air quality, no less than 20% of dwellings occupied on or before 31 March 2026 shall be flats (and overall on completion of the development no less

than 14% of dwellings occupied shall be flats). As indicated in the above table, parcel R10 will contain 71 flats which represents 33% of the total number of dwellings in this parcel. This is in line with the dwelling mix approved under the phasing strategy which sets out the build out timescales for the whole site, including ensuring that the above S106 obligation in relation to the early provision of flats will be met.

- 4.13 The overall proposed dwelling mix (both affordable and private) is considered to respond to current market conditions, in terms of affordability and need is therefore considered acceptable, and in line with the approved FAHS, the Phasing Strategy, and S106 obligations. It is also noted this site provides significant amounts of infrastructure investment over and above other sites.

5. Residential amenity

- 5.1 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; internal space standards; external amenity space; noise and odours.

Separation distances between dwellings

- 5.2 The Borough Design Guide SPD establishes that buildings should be designed to provide reasonable levels of privacy in habitable rooms (design principle R15) and appropriate levels of daylight and sunlight to new and existing properties (design principle R18).

- 5.3 Paragraph 4.7 provides guidance on the separation distances generally necessary to achieve appropriate levels of privacy, avoid unacceptable loss of light or overshadowing and overbearing impacts. It recommends minimum separation distances of 10 metres front-to-front, 12 metres back-to-flank and 22 metres back-to-back, whilst acknowledging that greater separation may be desirable between higher buildings: up to 15 metres front-to-front or back-to-flank and 30 metres back-to-back for apartment buildings with three or more storeys. The layout of the site complies with these distances, both within the site itself, but also due to its location, in relation to its relationship with neighbouring properties.

Daylight and Sunlight

- 5.4 The Borough Design Guide (Design Principle R18) establishes that development should achieve appropriate levels of daylight and sunlight to both new and existing properties and refers to BRE Guidance. However, this must be balanced with other considerations and the NPPF makes clear that authorities should take a flexible approach in applying guidance on daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

- 5.5 All dwelling houses within the site would be dual aspect, and where some flats have north facing windows i.e. within the apartment blocks to the north of the site, these also benefit from southerly facing aspects, served with a balcony. As mentioned above, the BDG separation distances would also be achieved and it is therefore considered that the layout of the site is such that the development will achieve appropriate levels of daylight and sunlight for future occupants.

Impact on neighbouring properties

- 5.6 Given the intervening distances between the site and the nearest neighbouring properties, the proposed layout is such that it would significantly exceed required separation distances between proposed and existing buildings.

The amenity of properties within the development

- 5.7 All of the dwellings are designed to meet or exceed the minimum size standards set out in the National Space Standards. The Borough Design Guide design principle R16 establishes that dwellings should have access to some form of amenity space, preferably in the form of a private or communal garden and the pandemic has highlighted the importance of this. While occupants of upper-floor flats rarely have access to a garden, they should be provided with useable private outdoor space in the form of a balcony, roof terrace or winter garden. Balconies should be a minimum of three metres squared to ensure they are usable.
- 5.8 The Borough Design Guide advises that a minimum garden depth of 11m should be provided within new developments. A garden depths plan has been submitted with the application which demonstrates that all of the residential gardens provided throughout the development will either meet or exceed the 11m garden depth, with the exception of 6 properties. However, in all cases, the overall size and layout of the gardens have been carefully considered. Where there is a shortfall in depth, this is offset by increased width and overall garden area. As such, it is not considered that the amenity of future residents would be compromised. Furthermore, the 22metre back-to-back distance requirement is not infringed, due to the orientation of the dwellings and the presence of ground-floor rear projections.
- 5.9 All of the flats within the apartment blocks will have a balcony with a minimum area of 3m² (in line with the design code) and for the 2bed apartments, the balconies will be slightly larger (4m²). The balconies are considered to be of a sufficient size to accommodate a table and chairs to sit out on. Details of the balcony enclosure materials i.e. obscured glass or railings will be required to be submitted for approval under condition 8 of this decision, in order to ensure acceptable privacy levels as well as an acceptable visual appearance. As such the provision of external private amenity space for these dwellings are considered acceptable.
- 5.10 Residents of the flats will have convenient access to external amenity spaces serving the apartment blocks, while all residents within the parcel will benefit from access to extensive areas of public open space both within R10 and, over time, to a wide range of amenity and play areas across the wider development, including the SANG.

6 Trees and Landscaping

- 6.1 Core Strategy policy CP1 *Sustainable Development* and CP3 *General Principles for Development* establishes a requirement for high quality of design that respects its context and maintains or enhances the quality of the environment. This includes the way development integrates with its surroundings and the use of appropriate landscaping. MDDL Policy TB21 *Landscape Character*, supported by the Borough Design Guide (General Principle G1) and South Wokingham SPD (Design Principle 1a), requires developments to reflect the council's Landscape Character Assessment and respond positively to local landscape context. Proposals should retain or enhance key features such as topography, natural elements (e.g. hedgerows, trees, watercourses), heritage assets, settlement patterns, and route networks. In line with Policy CC03, developments must also protect and strengthen green infrastructure, ensuring connectivity and integration with surrounding open spaces. This is critical to

provide shade, ecology benefits and help support climate change mitigation, shade being particularly important to the main walking and pedestrian routes.

- 6.2 The landscape masterplan brought forward as part of the reserved matters for R10 reflects the overarching landscape principles of the Landscape Masterplan, the Open Space parameter plan and the Green Infrastructure Provision plans established at the hybrid application stage. These plans define the locations and landscape nature of the open spaces within each of the parcels. The proposals must also adhere to the landscape principles of the more detailed and recently approved site wide Landscape Design Statement (approved under the requirement of condition 4 of the hybrid planning permission).
- 6.3 It is considered that the R10 Landscape Masterplan successfully respects the parameters of (and builds in more detail upon) the overarching landscape principles of the hybrid application as indicated within the suite of above-mentioned landscape related documents. As mentioned earlier in the report, the north, east and southern perimeters of the site are lined with trees and hedgerows and a hedgerow incorporating a ditch bisects site from east to west. All of these existing natural features will be retained and enhanced in conjunction with the proposals, other than in locations where new accesses are to be formed, and where the secondary street in the north section of the site crosses the existing ditch. A key new landscaped focal feature of the site will be the attenuation basins serving the development which will be located on the west side of the site set back from the Eastern Gateway roundabout. The larger of the two basins was approved as a temporary attenuation measure in conjunction with the R10/R14 link road permission, however, it will ultimately serve both the road and dwellings located in the southern section of the R10 parcel.
- 6.4 Whilst detailed landscaping plans will be considered under the Landscaping requirements of hybrid condition 15, the details submitted in support of this application indicate how these attenuation features will be landscaped to ensure they appear as naturalistic as possible rather than engineered. The planting around the basins will include wet tolerant native tree and shrub planting, and within the basins themselves, the upper banks are proposed to be sown with tussocky grassland and the lower slopes and base will be sown with wetland grassland.
- 6.5 One of the site constraints influencing the siting of built form within Parcel R10 is the proximity of the listed buildings at Lock's House and Lock's Barn, located to the south of Waterloo Road. The hybrid landscape strategy established a 20-metre landscape buffer along the northern side of Waterloo Road to ensure that the proposed development appropriately respects the setting of these heritage assets. This buffer has been carried through in the reserved matters proposals and is reflected on the Landscape Masterplan. In addition, the presence of ancient woodland to the west has further informed the landscape approach in this area, which is considered to successfully respond to the existing character and supports a sensitive transition to the southern edge of the SDL.
- 6.6 WBC's Trees and Landscape officer reviewed the landscaping proposals for the site and requested further information relating to aspects of the proposed provision, notably in relation to the planting within the attenuation basins, as it was unclear how the proposed planting would be achieved with the presence of the attenuation crates beneath. Other minor comments related to areas within the site which could include

additional tree/hedge planting, as well as some general comments around the proposed boundary treatments. All of the points were addressed through the submission of revised details and a subsequent response from the Trees and Landscaping officer raised no further queries other than noting where changes had been made to the submitted Landscape Masterplan, these would need to be amended accordingly on the Enclosures Plan (which has now been carried out).

- 6.7 Whilst detailed on-plot landscaping plans were submitted alongside the RM application, these are required to be submitted for approval under hybrid condition 15, have been submitted accordingly under application 251442 and will be reviewed in due course. They will need to demonstrate adherence to the Landscape Masterplan which will be approved as part of this application, as well as how they accord with the various blue and green landscape interventions within both the open space and streetscape approved as part of the site wide Landscape Design Statement.
- 6.8 The submitted Arboricultural Impact Assessment (AIA) confirms the loss of one existing tree on the site, located at the north east corner of the site. This is classified with the AIA as a Category B tree and its removal is to accommodate the proposed connection point through from parcel R10 to R14. Given that all identified Category A trees will be retained, and a significant number of new trees will be planted in conjunction with the proposals, the loss of one tree is not considered to be demonstrably harmful.
- 6.9 In accordance with hybrid condition 12, the reserved matters was accompanied by an updated Arboricultural Impact Assessment (AIA) to help inform the layout and design of the parcel. The submitted AIA and Method Statement indicates however, that any changes in levels are yet to be finalised and therefore the Trees and Landscape officer advises that this will need to be further considered though a conditions submission to discharge condition 14 (tree protection) especially where there are engineering works in proximity to the hedgerow through the central part of the site. Condition 12 requires submission of Arboricultural Method Statement and Scheme of Works for the site which has been submitted under a separate conditions application (ref: 250665).
- 6.10 Subject to the review and approval of further details required to be submitted for approval under the hybrid planning permission conditions, there is no objection to the RM proposals from the Trees and Landscaping officer and it is considered that the landscape proposals will help to provide an acceptable setting for the development, whilst respecting the existing heritage and landscape features in the immediate vicinity .

Open Space

- 6.11 Policy TB08 of the MDD sets out the required standards for development in terms of Public Open Space (POS) provision. This was considered as part of the hybrid application and an overarching Green Infrastructure provisions plan was approved as part of the hybrid permission.
- 6.12 Parcel R10 includes areas of open space consistent with those established at the hybrid application stage and includes areas of amenity open space as well as natural/semi natural areas. The Design Compliance Statement submitted alongside this reserved matters application sets out a comparison of the open space category

provisions (as indicated on the Green Infrastructure provisions plan approved at the hybrid application stage) with the provisions which have been brought forward as part of this submission. Whilst there are minor variations (as would be expected) between the individual referenced open space areas within the parcel, the overall provisions across the parcel accord with the hybrid parameters for both of the open space categories. There will be variations relating to the type of the planting within these areas, and such details will be considered under the detailed landscaping requirements of hybrid condition 15, which will also include details relating to proposed benches, bins etc within these spaces.

7 Heritage

The setting of listed buildings

- 7.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Consistent with this, Core Strategy Policy CP3 *General Principles for Development* and MDDLDP policy TB24 *Designated Heritage Assets* establish that development should not have a detrimental impact on important heritage features and works affecting heritage assets or their setting should conserve and, where possible, enhance their important character and special architectural or historic interest.
- 7.2 The closest listed buildings to parcel R10 are Lock's House (Grade II*) and Lock's Barn (Grade II) which are located on the south side of Waterloo Road, beyond the southern boundary of the parcel. The House is set back from the road and there are a number of mature trees in the curtilages of the properties on the south side of the road and a hedgerow on the northern side. As referenced in the above landscaping section of the report, the hybrid application established the proposal to reinforce the existing vegetation on the north side of the road to provide a 20 metre deep landscape buffer. As referred to in the above landscaping section of the report, this has been carried through to the reserved matters proposals and as such it is considered that the separation distance between the site and the buildings, combined with the screening that would be provided by the reinforced landscaping, the immediate setting of Locks' House and Lock's Barn will be protected. WBC's Heritage Officer has reviewed the proposals and concurs with this view. The proposals are therefore considered to be acceptable in relation to potential impacts upon the setting of these heritage assets.

8 Archaeology

- 8.1 Core Strategy Policy CP3 *General Principles for Development* establishes that development should not have a detrimental impact upon heritage assets. This is amplified by MDDLDP Policy TB25 *Archaeology* which, consistent with NPPF paragraph 200, requires developments in areas of high archaeological potential to provide an assessment of the impact of the development upon archaeological remains and to secure preservation in situ or - where this is not practical - excavation, recording and archiving of remains. This is in accordance with Paragraph 205 of the NPPF (2021).
- 8.2 The northeast end of Parcel R10 falls within one of two areas identified as being of high archaeological potential. An archaeological desk-based assessment and geophysical survey were undertaken at the hybrid application stage, which included

a programme of trial trenching. Whilst the trial trenching evaluations indicated a general lack of archaeological potential across the (wider Phase 2b) site, an area at the east side of Parcel R10 has a higher potential for archaeological remains to be present, as it sits between two areas where potential Iron Age and Roman features were identified. In accordance with Condition 25 of the hybrid application a Written Scheme of Investigation (WSI) for Parcel R10 has been submitted to the Council for approval under a discharge of condition application 250912. Berkshire Archaeology have reviewed the document and are satisfied that the submission meets the requirements of part i) of condition 25. The WSI will be approved under the associated discharge of conditions application, and works must be undertaken in accordance with the approved scheme. The condition can not be fully discharged until details pursuant to part iii) of condition 25 have been submitted and approved by the local authority.

- 8.3 Subject to the satisfactory reporting of the works set out in the submitted WSI, the proposals are considered acceptable in relation to areas of high archaeological potential, in accordance with Policy TB25 and the NPPF.

9 Ecology

- 9.1 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. These principles are reiterated in Core Strategy A7.46 and SPD Design Principle 1b.
- 9.2 The ecology chapter within the Environmental Statement submitted with the hybrid application described the habitats and species within the (wider Phase 2b) site and its zone of influence, and provided a detailed assessment of potential ecological effects development and identified the need for any measures to avoid, mitigate or compensate for significant adverse effects on habitats and species. It also detailed ecology enhancements to be implemented as part of the development.
- 9.3 Parcel R10 does not contain any designated sites and ecological mitigation and enhancement measures will be secured within parcel R10 based on the strategies proposed at the hybrid stage and for which further details will be approved through various conditions discharge applications. Of particular relevance to parcel R10, this will include details to be submitted under parts k) and m) of condition 15 (Landscape, Ecology, and Green Infrastructure) which requires details relating to ecological permeability and measures required for ecological mitigation. Condition 20 requires the reserved matters for each phase to include details the type and location of bat and bird boxes, in accordance with the strategy established by the Environmental Statement. An Ecological Mitigation Strategy was submitted alongside the reserved matters application. Whilst in the main, the document details ecological mitigation proposed through the site clearance/construction phase, it does also include details relating to the type and proposed locations of bat and bird boxes. Whilst such details may be considered acceptable, the location plan needs to be updated to reflect the amended layout to be approved on this decision. As such, officers are satisfied that

such details can be included within the details to be submitted alongside the ecological requirements of hybrid condition 15.

- 9.4 In accordance with condition 24 of the hybrid permission, an Overarching External Lighting Strategy was submitted alongside this reserved matters application. The condition (part i) required details to demonstrate a balance between the safety of the public realm with ecological and amenity considerations, and establishing how light spill on habitats used by foraging and commuting bats will be avoided. Part ii) of the condition required the submission of a phase specific lighting plan to be submitted which accords with the overarching strategy. Input is required from WBC Ecology in relation to the acceptability of the submitted lighting scheme. However, it is not considered necessary to withhold the determination of this application upon receiving comments on the lighting strategy, and as such, the applicant has submitted a separate discharge of conditions application for the Overarching External Lighting Strategy (ref: 251484) and the parcel specific lighting details will be captured within the requirements of both the CEMP (cond 36) and landscaping (cond 15) requirements.
- 9.5 Precautionary mitigation measures to ensure that protected species are safeguarded during relevant site clearance/construction works are required to be included within the Construction Environmental Management Plan (currently pending consideration under application 250664 submitted pursuant to hybrid condition 36).

Great Crested Newts

- 9.6 Great Crested Newts are a European Protected Species (EPS) and are afforded legal protection in the UK under the Conservation of Habitats and Species Regulations 2017 (as amended), as well as, to a lesser extent, the Wildlife and Countryside Act 1981 (as amended). Where proposed works have the potential to harm this species or its habitat, a licence must be obtained to ensure the activity is lawful. Due to the proximity of a known Great Crested Newt breeding pond within Parcel R10, all works within this area are required to proceed under a licence issued by Natural England.
- 9.6 The applicant has secured the necessary licence, and a supporting report has been provided by NatureSpace, the Great Crested Newt consultee for Wokingham Borough Council. The report confirms that the development within Parcel R10 can proceed under Licence Ref: WML-OR137, subject to a number of specified conditions. Conditions 4,5 and 6 of this reserved matters approval therefore refer.

Biodiversity Net Gain (BNG)

- 9.7 Although the hybrid planning application was submitted before the statutory requirement for a 10% Biodiversity Net Gain (BNG) came into effect under the Environment Act, it was accompanied by a draft BNG Assessment. The assessment was prepared using DEFRA's Biodiversity Metric 2.0 Calculation Tool (Beta) (Natural England, 2019) which provided an assessment of the net change in the biodiversity value of the site as a consequence of the proposals. It took into account factors such as habitat type, size, distinctiveness, condition, ecological connectivity, and strategic importance. Following review, the Council's ecologist concluded that the Phase 2b proposals were capable of delivering biodiversity net gains of 10% or more in relation to habitats, existing hedgerows, and the ecological value of watercourses. The accompanying Section 106 agreement includes obligations to secure a minimum BNG target of 10%.

- 9.8 Hybrid Condition 23 requires a Biodiversity Net Gain assessment to be submitted for approval prior to commencement of development within each phase and the S106 includes clauses to deal with the cumulative BNG assessments for each phase. If upon the submission of the BNG assessment for the last reserved matters, there would be a BNG shortfall against the S106 BNG target, the S106 secured requirements for a contribution to be made. Parcel R10 represents the first reserved matters application to be submitted/determined for the development, and as such, the BNG assessment to be submitted under condition 23 will not have the requirement to provide BNG assessment details from any earlier phase.

10 Access and movement

- 10.1 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. This overarching aim can only be achieved by providing for alternative, sustainable forms of transport and, accordingly these policies (plus CP10 *Improvements to the Strategic Transport Network*) require development to be located to minimise the need to travel and to make provision for a choice of sustainable forms of transport. As well as delivering improvements to existing transport infrastructure (road, rail, public transport and facilities for pedestrians and cyclists, including those with reduced mobility) development should mitigate impacts on the transport network, enhance road safety and avoid highway related environmental problems.

Traffic Impacts

- 10.2 The traffic impacts of the entire Phase 2b development were assessed at the hybrid application stage, in accordance with the Council's modelling protocol. Appropriate mitigation measures were secured through planning conditions and the Section 106 agreement, which also includes specific trigger points for the delivery of the various agreed infrastructure improvements. In accordance with the requirements of hybrid condition 3, phasing strategy plans were submitted alongside the phasing strategy document which set out the planned delivery of both on-site and off-site infrastructure. As referred to earlier in the report, as well as other off-site improvements, the SWDR is a key element of the infrastructure required to support development in the SDL. Whilst works for the delivery of the SWDR have commenced at its western end, Parcel R10 is not reliant upon its full implementation to be able to get underway on site as access to the site will be taken from the R10/R14 link road (to be developer delivered) which will tie in with the existing Eastern Gateway roundabout which is already complete.

Layout

- 10.3 Hybrid Condition 45 requires details submitted under reserved matters applications to be consistent with the approved Pedestrian and Cycle Strategy (approved 14/02/25 under ref: 241974) The approved Design Code includes a matrix and illustrative drawings that define the key components of the different street hierarchy character types within the development. As already referred to in earlier sections of the report, the proposed R10 layout is considered to appropriately reflect the approved street hierarchy, which includes a secondary street running north-south from the R10/R14 link road, which then feeds into shared surface streets and private drives. The design of these streets aligns with the approved Design Code, reflecting the varying nature of the street hierarchy as regards road widths, shared surfaces, surfacing materials, presence of footpaths, street trees, and rain gardens.

- 10.4 All streets are considered to meet WBC standards for carriageway widths and forward visibility. It is proposed that the estate roads and accesses will be adopted by Wokingham Borough Council through a future combined section 38/278 agreement. The highways layout complies with WBC policies and standards and is therefore acceptable.

Access to Public Transport

- 10.5 Core Strategy policies CP6 *Managing Travel Demand*, CP10 *Improvements to the Strategic Transport Network* and SPD Design Principle 5c require development to provide for sustainable forms of transport, including delivery of public transport infrastructure and improvements to the quality and frequency of public transport services. One of the three functions of the SWDR identified in Core Strategy A7.42 D is as a corridor for sustainable travel including by bus.
- 10.6 In line with the above, the SWDR has therefore been designed accordingly to accommodate buses and will include five pairs of bus stops along its route, located at convenient points both for the neighbourhood centre and the residential parcels. In addition, the R10/R14 link road also includes a pair of bus stops along its route, one of which on the south side serving the west bound carriage will be located within the R10 parcel area. Discussions were held with bus operators at the hybrid application stage, whereby opportunities to extend the existing Courtney's 108 bus service (currently a partly subsidised, 40-minute service between Bracknell Town centre and Jennett's Park) were explored.
- 10.7 The applicant submitted a Public Transport Strategy during the hybrid application process which proposed a 30-minute service (for the main part of the day, Monday to Saturday, hourly on a Sunday) connecting Wokingham and Bracknell town centres (including both railway stations) via Jennett's Park and the SDL. The S106 subsequently secured a Public Transport Strategy contribution which will fund the implementation of such improvements (or an alternative should circumstances change in the meantime). Parcel R10 is therefore considered to be well located with convenient access to the public transport network serving the development.

Pedestrian and cycle access

- 10.8 Wokingham's Core Strategy promotes reducing car dependency by improving sustainable travel options, including walking and cycling. Policies CP1, CP6, and CP10 support this by requiring enhancements to pedestrian and cycle networks. Additional guidance from the Borough Design Guide, South Wokingham SPD, and policy CP21 stress the importance of non-car connections to local destinations and the town centre, including improvements along key corridors such as the A321 and A329. MDD Local Plan Policy CC03 *Green Infrastructure*, encourages connectivity through green corridors and aiming to deliver a riverside path along the Emm Brook. Design guidance (SPD Principle 2a(ii)) prioritises safe and direct pedestrian and cycle access within residential areas.
- 10.9 A number of plans were submitted with the hybrid planning application, including a Pedestrian and Cycle Strategy which illustrated a connected movement network across the SDL, linking to Public Rights of Way (PRoW) and supporting both sustainable travel and recreational use. The hybrid S106 also secured a Pedestrian and Cycle Strategy contribution to be used in relation to a number of pedestrian and cycling improvements within the wider area which would be undertaken by the Council.

- 10.10 As referred to earlier in the report, hybrid Condition 45 requires details submitted under reserved matters applications to be consistent with the approved Pedestrian and Cycle Strategy (approved 14/02/25 under ref: 241974). It is considered that the Pedestrian and Cycle Strategy plan submitted with the reserved matters is consistent with the site wide strategy, and the layout includes multiple pedestrian and cycle connections linking Parcel R10 to the wider development. These include an accessible gradient sloped footpath and steps leading to William Heelas Way and connection points to the adjacent Phase 2a site to the east of the site, where a new play area will be located. Street planting to provide shaded and attractive routes is also key to their success.

11 Car and cycle parking

- 11.1 Core Strategy policies CP6 *Managing Travel Demand* and CP14 *Growth and Renaissance of Wokingham Town Centre* establish that development should cumulatively provide appropriate car parking to facilitate a viable and sustainable town centre. Further advice on what is appropriate is provided by MDDL policy CC07 *Parking* and Appendix 2.

Car parking (including electric vehicles)

- 11.2 Core Strategy Policy CP6, amplified by MDDL policy CC07 and Appendix 2, establish a methodology for calculating parking demand for the residential element of the development: demand for unallocated car parking is calculated, depending on the location (the parish of Wokingham is categorised as 'urban'), size and tenure of property and the amount of allocated parking.
- 11.3 In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, the development will incorporate parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated and visitor parking.
- 11.4 Condition 55 of the hybrid permission requires each reserved matters application to include details of car and motorcycle parking in accordance with the principles established by the Design and Access Statement, and the Design Code pursuant to condition **Error! Reference source not found.** (and where relevant the Design Brief pursuant to condition 5). A parking calculation accompanied the submission using WBC's parking calculator, and a parking plan accompanies the application which sets out the parking provision for the site. This comprises a total of 408 spaces broken down between allocated, non-allocated, and visitor spaces. This provision is above that required by WBC's parking standards (401 spaces) has been reviewed by WBC Highways and found to be acceptable. The provision is also considered to accord with the parking strategy as set out in the approved Design Code and also accommodates the requirement relating to the provision of wider parking bays serving the dwellings which will be provided to meet the M4(2) building regulation standards. The application is therefore considered acceptable in parking terms.

Electric vehicle charging

- 11.5 In accordance with hybrid condition 62, the application is accompanied by an Electric Vehicle Charging strategy which sets out the proposed provisions for R10. Since the resolution to approve the hybrid application in 2021, the guidance in *Living Streets: a Highways Guide for Developers in Wokingham* (2019) has been superseded by the mandatory requirements in Building Control Approved Document S. This imposes a

higher requirement in relation to the provision of EVC points, which, in summary requires one active charging point per dwelling. Whilst the requirements of condition 62 have been met through the submission of an EVC Strategy, their provision across the site will ultimately fall under the remit of Building Regulations.

- 11.6 In order to ensure the satisfactory management of parking within the site, hybrid condition 56 requires the submission and approval prior to first occupation of a Parking Management Strategy.

Cycle parking

- 11.7 CP6 *Managing Travel Demand* establishes a requirement to provide facilities for pedestrians and cyclists and Appendix 2 of the MDDLDP establishes cycle parking standards for commercial and residential uses. Cycle storage should be secure, conveniently located and integrated into the development (Borough Design Guide Design principle R20).
- 11.8 The residential cycle parking requirements within a development depends on the size of dwelling it serves. WBC's standards require at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings. The application proposes that cycle parking for houses will be provided on plot, either within garages or garden sheds, whilst cycle parking provision for the apartments will be within designated cycle stores which are either integrated within or attached to the buildings. Additional cycle parking spaces are also provided for visitors to the apartment blocks, suitably located for convenience of access and natural surveillance. Subject to further details of the method for securing bikes within the sheds (recommended condition 7), the proposals in respect of cycle provision are considered acceptable.

12 Flooding and drainage

- 12.1 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 MDDLDP 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).
- 12.2 Development should avoid increasing (and where possible reduce) risks from all forms of flooding (including groundwater) and limit any adverse effects on water quality (including ground water) (Core Strategy policy CP1). MDDLDP Policy CC10 *Sustainable Drainage* requires surface water to be managed in a sustainable manner, incorporating Sustainable Drainage Systems (SuDS) and following the hierarchy for surface water disposal established by Part H of the Building Regulations: discharge should first be into the ground, then a surface water body, followed by a surface water drainage system or finally a combined sewer.
- 12.3 Parcel R10 is within Flood Zone 1 where the probability of flooding is low (less than 0.1% annual probability/1 in 1,000). The parent planning permission 191068 was supported by an Environmental Impact Assessment and Flood Risk Assessment which considered flooding, drainage, water quality and water resources. There are however, a number of flood risk and drainage related conditions attached to the

hybrid planning permission, requiring approval before/concurrent with the first reserved matters or before commencement of the development as a whole.

- 12.4 These included details to be submitted under condition 29 relating to the submission and approval of a site wide SuDs Strategy (being based on the hybrid application Flood Risk Assessment). These details were submitted and approved in February 2025 under discharge of conditions application 242459. Condition 30 requires the reserved matters for each phase to include SuDs details based on the approved condition 29 SuDs strategy; Condition 31 requires the submission and approval of surface water drainage details to be submitted and approved prior to first occupation; Condition 32 requires pre-commencement details for each phase relating to any proposed points of connection into a drainage system or ordinary watercourse; Condition 33 requires reserved matters for each phase to include measures for effective water quality treatment; Part (i) of Condition 34 required the submission and approval of a site-wide Strategy for Exceedance Flow Routing across the site (should any flows exceeding the capacity of the surface water network occur). Part (ii) of condition 34 requires the submission of a detailed exceedance flow routing plan with each reserved matters which is consistent with the strategy approved under part (i). Condition 35 requires the submission of a SuDs Management and Maintenance Plan to be submitted for approval prior to occupation of any phase.
- 12.5 As mentioned above, details submitted under condition 29 were approved in February 2025. A Drainage Statement accompanies this reserved matters application which includes the provision of details relating to the requirements of conditions 30, 33 and part (ii) of condition 34. Whilst details pursuant to condition 32 have been submitted under a discharge of condition application 250665, such details are also included in the Drainage Strategy submission. Site wide exceedance flow routing details submitted pursuant to condition 34 were approved in February 2025 under application 241973.
- 12.6 Surface water run-off will be managed through a Sustainable Drainage System (SuDS), which includes source control measures such as permeable paving where appropriate, rain gardens with integrated tree pits at various locations across the site, and swales. Additional attenuation will be provided within drainage pipelines and two attenuation basins located on the western side of the site, near the Eastern Gateway roundabout, before discharging at the greenfield run-off rate into the existing ditch along the site's western boundary.
- 12.7 Parcel R10 will be served by two drainage catchment areas which is split by the presence of a ditch which runs east to west across the site. Two attenuation basins will serve Parcel R10. The larger of the two (basin R10a) has been designed with capacity to take surface water associated with the R10/R14 link road as well as dwellings located to the south of the existing ditch. The smaller attenuation basin (R10b) will take surface water from dwellings located in the northern section of the site. This basin also contains a number of underground storage crates which will provide additional attenuation capacity. The submitted Drainage Statement was reviewed by WBC Flood Risk and Drainage team as the Lead Local Flood Authority (LLFA), and further clarification was sought in relation to some of the details provided. Revised information/drainage plans were submitted and following further review, the LLFA advise that the revised submitted details are acceptable in relation to the following hybrid conditions:- SuDs details pursuant to condition 29; surface water drainage pursuant to condition 31; connection points pursuant to condition 32 (details

for which have also been submitted under a discharge of conditions application 250665); water quality treatment pursuant to condition 33 and parcel specific exceedance route plan pursuant to part (ii) of condition 34.

- 12.8 It is noted that the Section 106 agreement contains provisions concerning locations where underground attenuation storage tanks are situated beneath areas of public open space that would have ordinarily been transferred to the Council for ongoing maintenance. In such cases, the S106 includes a clause requiring a separate (supplementary) agreement to be entered into with the Council, specifically addressing the long-term management and maintenance of these areas which will be excluded from transfer maintained by the Council. Discussions between the applicant and WBC regarding this supplementary agreement have now commenced.

13 Environmental Health

Noise

- 13.1 Core Strategy Policy CP1 *Sustainable Development* seeks to avoid development in areas where noise may impact on the amenity of future occupants and MDDL Policy CC06 *Noise* reinforces this, requiring proposals to demonstrate how noise impacts on sensitive receptors (both existing and proposed) have been addressed. Where there is no adverse impact noise would not be a material consideration. Where a significant effect could arise, a sequential approach should be taken first reviewing the layout of the site, then the internal layout of buildings and finally physical mitigation measures such as barriers and mechanical ventilation.
- 13.2 The Environmental Statement submitted with the hybrid application included an assessment of the potential impact of construction and operational noise on sensitive receptors within the site, adjoining the site and within 60 metres of the application site boundary. The broad conclusions of the assessment were that construction traffic is unlikely to generate any significant increase in noise levels on the local road network. However, on site operations such as use of vibratory rollers, driven cast piling, rotary bored piling and HGV movements were identified as having the potential to have an adverse impact on sensitive receptors in the vicinity of the site. However, through the requirements of hybrid condition 36 requiring the submission of a Construction and Environmental Management Plan (CEMP), such impacts are capable of mitigation. A CEMP for R10 has been submitted pursuant to condition 36 under application 250664 which is currently under consideration.
- 13.3 In terms of operational noise, the ES noise chapter assessed both existing and operational road traffic noise impacts as well as noise and vibration associated with the railway line. The assessment concluded that acceptable daytime and night-time internal noise levels would be achieved in the majority of dwellings without mitigation (other than double glazing), due to a combination of the distance from the SWDR and railway and shielding by other buildings. Noise levels within the majority of external amenity areas were also predicted to meet the World Health Organisation requirements of 50dB (55dB max) without the need for mitigation.
- 13.4 In order to ensure that the individual parcel layouts achieve the required internal and external ambient noise levels, hybrid condition 40 requires the reserved matters to be accompanied by a noise mitigation plan which demonstrates how appropriate internal and external noise levels will be achieved. The Noise Assessment submitted alongside this reserved matters application demonstrates that in relation to achieving

acceptable internal noise levels in accordance with ProPG – *Planning and Noise* and British Standard (BS8233:2014), mitigation in the form of higher performance glazing will be required to some plots which have facades facing towards the railway line, William Heelas Way and the link road. In respect of external amenity areas, noise levels to the rear garden of two plots were identified as not achieving the required external amenity noise levels. As such, the proposed mitigation included the provision of a 1.8m high garden wall with an additional 0.7m fence above. However, it is considered that the visual impact of the inclusion of an additional 0.7m fence would be to the detriment of both the occupants of these two dwellings, in terms of creating a sense of enclosure but also to the appearance of this boundary within the streetscene, as these garden walls will front on to the link road. The applicant was therefore advised that in this instance, the proposed mitigation should not be provided. The boundary enclosures plan was updated accordingly.

- 13.5 The initial submission for this reserved matters application did not include balcony provisions to elevations which were identified as being affected by external noise influences, and as such, external amenity noise levels would exceed recommended levels. However, officers advised that balconies should nonetheless be provided, as it then gives occupants the choice as to whether they use them or not. The plans were amended accordingly. Condition 10 is recommended however, which requires the development to be carried out in accordance with the Appendix E of the submitted noise assessment in relation to the required glazing specifications in order for the development to provide acceptable internal ambient noise levels.

Air quality

- 13.6 Core Strategy policy CP1 *Sustainable Development* establishes that development should minimise the emission of pollutants into the wider environment and avoid areas where pollution may impact upon the amenity of future occupiers. The hybrid application Environmental Statement included an assessment of the impact on air quality including nitrogen dioxide and PM₁₀ and PM_{2.5}.
- 13.7 The ES identified the potential for dust and fine particles generated during construction and earthworks to cause nuisance if not adequately controlled. However, the requirements of Condition 36 (CEMP) for each parcel will set out the measures to manage and mitigate these impacts during the construction phase.
- 13.8 The ES concluded that concentrations of pollutants in respect of the operational impact of the development on local air quality would remain within acceptable levels, and in some locations, an improvement, as a result of the redistribution of traffic along the SWDR. The ES also noted that there is evidence of a downward trend of levels of vehicle emissions, owing primarily to more stringent vehicle emissions standards, and that the assessment presented a worst case scenario. The reserved matters proposals do not raise any new issues in relation to matters around air quality.

Contamination

- 13.9 Core Strategy policy CP1 *Sustainable Development* requires development to minimise the emission of pollutants, limit any adverse effects on water quality (including ground water) and avoid areas where pollution may impact upon the amenity of future occupants.

- 13.10 A desk study and preliminary risk assessment was carried out at the hybrid application stage which concluded that the overall risk of contamination on the site is low. However, to confirm this for each parcel, hybrid condition 44 requires the submission of an intrusive site investigation to be undertaken. A submission for R10 has been made under application 250912 which concludes that no mitigation measures are required for R10 following further investigations. The report has been reviewed by WBC Environmental Health who raised no objection to the submission. The submitted details will therefore be approved under the discharge of condition application.

14 Sustainable design and construction

Energy use and carbon reduction

- 14.1 Sustainable development is the overarching aim of Core Strategy policy CP1 *Sustainable Development* and the council's Climate Change Interim Policy Position Statement (CCIPPS) (December 2022) confirms that climate change is a material consideration. Where proposals go beyond current requirements to be more aligned with emerging local and national policy requirements it will weigh in their favour.
- 14.2 CP1 *Sustainable Development* amplified by MDDLDP policy CC05 *Renewable energy and decentralised energy networks* requires development to contribute towards the goal of zero-carbon development by minimising energy consumption and incorporating on-site renewable energy features: for residential schemes of ten or more dwellings or non-residential proposals of 1,000m² or more at least a 10% reduction in carbon emissions should be achieved through renewable energy or low carbon technology. The CCIPPS explains that the 10% reduction refers to an improvement over the current Building Regulations at the time of the application.
- 14.3 CC04 *Sustainable Design and Construction* established minimum sustainability standards for new development. The standards cited for new homes have since been superseded and the CCIPPS confirms that new dwellings must now meet the mandatory interim Future Homes Standard (as required by Building Regulations Part L) of a minimum 31% reduction in emissions and are encouraged to work towards the full Future Homes Standard of 75-80% less carbon emissions. Further guidance is provided by the Sustainable Design and Construction Supplementary Planning Document (2010).
- 14.4 Condition 65 of the hybrid planning permission requires reserved matters applications to be accompanied by an Energy Statement which demonstrates how development in the phase will achieve at least a 10% reduction in carbon emissions beyond the minimum requirements of Part L: Building Regulations (at the time of determination of the hybrid planning permission) as well as details of how the water consumption targets of 105 litres or less per person per day for new dwellings will be met and statutory requirements for non-residential development of more than 100m² will be met or exceeded.
- 14.5 An Energy Statement accompanies this application, outlining the proposed strategy for reducing carbon emissions. The reduction is assessed against the baseline of maximum allowable emissions in accordance with Approved Document L1 of the UK Building Regulations 2021. The Statement confirms that priority is given to passive design measures aimed at reducing energy demand through a thermally efficient

building fabric, followed by the incorporation of on-site renewable and low-carbon energy generation.

- 14.6 A feasibility study for low and zero-carbon technologies is included within the Statement, identifying air source heat pumps (ASHPs) and photovoltaic panels (PVPs) as potentially suitable options for the development. The proposal recommends the installation of ASHPs throughout the site and includes detailed information on the thermal performance of the building elements. When combined with the proposed ASHPs, the strategy is projected to achieve a 62% reduction in carbon emissions compared to the Target Emission Rate (TER) baseline.

Water consumption

- 14.7 Core Strategy policy CP1 *Sustainable Development* requires development to reduce water consumption and, since the borough and southeast is a classified area of serious water stress, MDDL policy CC04 *Sustainable Design and Construction* established a minimum consumption target for residential development, now superseded by the optional building regulations target of 110 litres/person/day.
- 14.8 The submitted Energy Statement sets out a strategy which demonstrates how the requirements of part ii) of condition 65 will be met in relation to water consumption targets of 105 litres or less per person per day. This includes the provision of a table setting out the specified water consumption rates of fixtures to be used in the dwellings when compared with typical and best practice values. The Statement concludes that by utilising low water use fixtures and water restrictors, water consumption will be under 105 litres per person, per day. WBC's Sustainability officer confirms that these calculation details have been provided within the application submission which includes a 5L allowance to external use, compliant with WBC policy.
- 14.9 The Energy Statement has been reviewed by WBC's Sustainability Officer who is satisfied that through the incorporation of the measures outlined within the Energy Statement, the requirements of condition 65 will be met. Condition 11 therefore requires the development to be carried out in accordance with the strategy in relation to both carbon emission reduction and water consumption whilst condition 9 requires the installation of water butts to the dwellings (excluding flats) to further assist in water consumption reduction.

15 Employment Skills Plan

- 15.1 MDDL Policy TB12 *Employment Skills Plan* indicates that proposals for major development (both commercial and residential) should be accompanied by an Employment and Skills Plan with a supporting method statement 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.
- 15.2 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. WBC will continue to be involved in ensuring the employment targets within the plan are met.

16 Community Infrastructure Levy (CIL)

- 16.1 When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

17 Conclusion

- 17.1 The proposals presented in this reserved matters application are considered to accord with the principles and parameters established by the hybrid planning permission, as well as subsequent approved site-wide strategies relating to a number of matters which have informed the layout and design of the proposals. It is the first parcel to come forward under reserved matters as part of a wider strategic sustainable development within the South Wokingham SDL that will offer substantial public benefit and will deliver high quality development in accordance with the Council's spatial strategy. There are no other material planning considerations of significant weight, such as impact upon amenity, appearance etc. that would dictate that the application should otherwise be refused. The application is therefore being recommended for approval, subject to the conditions listed.

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

RECOMMENDATION	
Conditions agreed:	Yes
Recommendation:	Approval subject to conditions
Date:	19/06/25
Earliest date for decision:	

Recommendation agreed by: (Authorised Officer)	Connor Corrigan 
Date:	20/06/25