

DELEGATED OFFICER REPORT

Application Number:	250870
Site Address:	Land at Phase 2a & 2b of South Wokingham SDL
Expiry Date:	17/10/2025
Site Visit Date:	Oct 2024
Proposal: Application under Section 73 of the Town and Country Planning Act 1990 to vary conditions 2, 3, 9, 11, 12 and 14 of planning permission 240892 for a new road providing an alternative route to Waterloo Road. The variations seek to: (i) update the approved plans (condition 2) to reflect the layout approved under the Parcel 10 Reserved Matters consent; and (ii) amend the wording of conditions 3 (levels), 9 (Construction Environmental Management Plan), 11 (archaeology), 12 (drainage) and 14 (highway construction details) to reflect updated reports and details already approved through prior submissions.	

PLANNING POLICY	
National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	CP1 – Sustainable Development CP2 – Inclusive Communities CP3 – General Principles for Development CP4 – Infrastructure Requirements CP6 – Managing Travel Demand CP7 – Biodiversity CP9 – Scale and Location of Development Proposals CP10 Improvements to the Strategic Transport Network CP11 – Proposals Outside Development Limits CP17 – Housing Delivery CP21 South Wokingham Strategic Development Location
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC06 – Noise CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage TB12 – Employment Skills Plan TB21 – Landscape Character TB23 – Biodiversity and Development TB24 – Designated Heritage Assets TB25 – Archaeology
Wokingham Borough	SS1 – Sustainable development principles SS2 – Spatial strategy and settlement hierarchy SS5 – Development in the countryside

Local Plan Update (LPU)	SS10 – Meeting our housing needs SS12 – South Wokingham Strategic Development Location SS15 – Securing infrastructure SS16 – Safeguarded routes SS17 – Transport improvements C1 – Active and sustainable transport and accessibility C2 – Mitigation of transport impacts and highway safety and design C3 – Active travel FD1 – Development and flood risk (from all sources) FD2 – Sustainable drainage NE1 – Biodiversity and geodiversity NE2 – Biodiversity net gain NE3 – Thames Basin Heaths Special Protection Area NE4 – Trees, woodland, hedges and hedgerows NE5 – Landscape and design DH1 – Place making and quality design DH2 – Safeguarding amenity DH5 – The historic environment DH6 – Archaeology HC1 – Promoting healthy communities HC2 – Community infrastructure HC5 – Environmental protection HC6 – Air pollution and air quality HC7 – Light pollution HC8 – Noise pollution HC9 – Contaminated land and water HC10 – Odor, fumes and dust
Other	Borough Design Guide Supplementary Planning Document Sustainable Design and Construction Supplementary Planning Document South Wokingham SDL SPD Infrastructure Delivery and Contributions Supplementary Planning Document

RELEVANT PLANNING HISTORY		
Application No.	Description	Decision & Date
190914 (Phase 2a/ Parcel R14)	Outline planning permission for up to 215 dwellings and associated infrastructure (details of access determined) approved on 19 July 2024 following the resolution of the Planning Committee on 18 May 2021.	Approved 19.07.2024
191068 (Phase 2b)	Hybrid planning permission for up to 1,495 dwellings and associated infrastructure (outline with details of access determined) including SANG (full planning permission)	Approved 19.07.2024

240909 (R10/R14 link)	Screening opinion for construction of the R10-R14 link road	Not EIA development 06.06.2024
240892	Full planning application 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.	Approved 05.02.2025
250424	Application for submission of details pursuant to the mandatory Biodiversity Gain Plan for planning permission 240892 dated 05.02.2025.	Approved 21.05.2025
250495	Application for submission of details to comply with the following conditions of planning consent 240892 dated 05/02/2025. Condition 3 relates to levels, condition 9 to a Construction Environmental Management Plan (CEMP) and condition 14 to highways construction details.	Approved 20.05.2025
250580	Application for submission of details to comply with the following condition of planning consent 240892 dated 05.02.2025. Condition 11 relates to archaeology.	Approved 20.05.2025
250399	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.	Approved 23.06.2025
250678	Reserved Matters pursuant to Outline Planning Consent 191068 comprising the erection of 343 dwellings and associated infrastructure (green, blue and highway). Details of appearance, landscaping, layout and scale to be considered.	Approved 23.09.2025

Site Constraints/Status	
Site area	2.29 hectares
Previous land use	Agriculture
Constraints	Strategic Development Location Countryside Allocated SANG Thames Basin Heath Special Protection Area Linear 5km Linear Mitigation Zones Site of Special Scientific Interest Impact Risk Zone Tree Preservation Order 1340/2010 Flood Zone 1 Potentially contaminated land consultation zone

	SSE overhead electricity cable consultation zone Archaeological site Archaeological site consultation zone Emm Brook Surface Water Nitrate Vulnerable Zone Setting of Listed Buildings (Lock Farm II* and Lock Barn II) Ancient Woodland (junction of Waterloo Road and Wokingham Without Byway 30)
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CONSULTATION RESPONSES

Internal

WBC Drainage and Flood Risk – No objection
 SDL Environmental Health – No objection
 SDL Green Infrastructure – No comments received
 SDL Landscape and Trees – No objection
 SDL Growth and Delivery (Planning Policy) – No comments received
 SDL Ecology – No comments received
 SDL Highways – No objection
 SDL Public Rights Of Way Officer – Concern over possible use of Byway 30 by vehicles once existing road is stopped up. *Officer comment: The principle of development and its wider impacts were assessed and found to be acceptable as part of the original Phase 2b planning application . This application is not seeking any material changes that would be considered to alter those conclusions.*

External

SDL Archaeologist – No objection. Proposed changes will not affect the already established archaeology requirements
 Bracknell Forest Council - Provision for cyclists to slip-on to the carriageway eastbound is required. The S278 works to the east are proposing build-outs with single-way working. The position of these is still to be determined and having the western one within the extent of the link-road application works may actually be more appropriate. Abley Letchford Partnership is engineer on both projects and should have a conversation internally before the schemes are finalised.
Officer comment: The provision for cyclists to slip eastbound on to the carriageway has been addressed through the detailed design undertaken in conjunction with the S.38. It is also noted that the provision of off-site pedestrian and cycle works on Waterloo Rd (to the east of the application site) are required to be provided through condition 52 (h) of the hybrid permission, and are to be implemented in accordance with the phasing established through the requirements of condition 3. The phasing approved under condition 3 shows these works to be delivered in year 4, when the R10/R14 link will already be open, so the conditions details associated with the hybrid permission will provide the approval mechanism for such works.
 SDL SSE Power Distribution – No comments received
 SDL South East Water – No comments received

REPRESENTATIONS

Wokingham Without Parish Council	No comments to make
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Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

1. Background:

- 1.1 Full planning permission was granted in February 2025 (ref: 240892) for the construction of the R10/R14 link road, which is a key piece of infrastructure required to support development approved under planning permissions 190914 and 191068. The permission was subject to several conditions, some of which have since been discharged, as outlined in the planning history table above. Following the grant of planning permission, reserved matters applications pursuant to hybrid permission 191068 were submitted for Parcels R10 and R11. The approved alignment of the link road bisects Parcel R10, which relies on it for vehicular access to both the northern and southern parts of the site. Access to Parcel R11 is also dependent on an access off the southern side of the R10/R14 link road.
- 1.2 The original link road permission included two vehicular access points into Parcel R10, one serving the northern section and one serving the southern. Due to the alignment of the link road bisecting the R10 parcel, it was always anticipated that additional accesses would likely be needed as the detailed design progressed. The detailed layout for Parcel R10 (approved on 23 June under ref: 250399) identified the need for three additional access points off the link road: two to the northern section and one to the southern. Of these, one northern access comprises a formally designed junction in an area previously comprising part of the highway grass verge, while the other two are proposed as dropped kerbs, directly located off the link road, crossing the ped/cycle path. A further dropped kerb is required on the south side of the link road, to serve a service parking bay associated with the electricity sub-station.
- 1.3 This Section 73 application therefore seeks to vary the approved link road plans to incorporate the additional access points required to deliver the approved Parcel R10 layout. Further consideration is given below to the specific conditions requiring amendment/removal as a result of these changes.

2. Principle of Development:

- 2.1 The principle of development for the link road has been established through the granting of the original planning permissions (both the wider hybrid application and the standalone application specifically for the link road). This Section 73 application seeks to amend the list of approved plans to incorporate the additional access points which are required in order to facilitate the implementation of the R10 reserved matters layout, which represents a minor design change. The proposed amendments do not alter the fundamental nature or acceptability of the development, and the assessment is therefore confined to the implications of the additional access arrangements and any necessary updates to the associated planning conditions. It should be noted, however, that the additional access

points were assessed as part of the R10 reserved matters application assessment and were found to be acceptable. Their consideration in respect of this S.73 application is therefore largely procedural, in order to ensure that the R10/R14 link road plans are accurately aligned with the approved parcel R10 reserved matters.

3. Appraisal of Proposed Changes

- 3.1 As the principle of development remains unchanged, and the proposed access points do not alter the strategic function or alignment of the link road, the assessment associated with this application therefore focusses on the implications of the additional access arrangements, with particular regard to highway safety, visibility, and any associated landscaping and ecological consequences.
- 3.2 The proposed amendments to the approved link road scheme comprise the addition of one formal vehicular access and three dropped kerbs to facilitate access to two small clusters of dwellings and a service parking bay for an electricity substation within Parcel R10. These changes respond directly to the approved layout for Parcel R10 (ref: 250399) and are considered minor in nature.

Design and Layout

- 3.3 The revised access arrangements are consistent with the approved Parcel R10 layout and integrate with the overall design of the link road. The dropped kerbs reflect the scale and nature of the dwellings they will serve and are considered proportionate to their function. The formal junction design is appropriate for its location and anticipated usage.

Highways and Access

- 3.4 All highway matters relating to the link road were fully assessed as part of the previously referenced original applications. This included considerations around traffic impacts (which were assessed within the broader Phase 2b applications), street typology, pedestrian and cycle movements, junction design, and vehicular movement. The proposed changes to the link road are not considered to materially alter the conclusions of the original assessment, particularly as the traffic impacts associated with parcel R10 were already addressed in the Transport Assessment (TA) for the wider Phase 2b planning applications.
- 3.5 The locations and general principle of the additional access points were considered and reviewed by WBC Highways as part of the R10 reserved matters application. These were considered to be appropriately spaced and appropriately designed to reflect the limited number of dwellings they will serve. Updated visibility splay plans have been submitted as part of the application and have been assessed and found to be acceptable.
- 3.6 The additional access points are therefore not considered to compromise the safe operation of the link road or its ability to serve the wider development. The link road continues to meet its intended function as a secondary highway

route within the SDL, and the proposed changes remain to be consistent with both the principle established by the extant planning permissions and the guidance in the South Wokingham SDL SPD (Design Principle 5a) and *Living Streets A Highways Guide for Developers in Wokingham* (2019).

Environmental and Amenity Considerations

- 3.7 Due to the minor nature of the changes, the amendments are not considered to introduce any new considerations around environmental impacts which were not considered in full under the original planning application assessment.
- 3.8 Whilst one of the newly created access points would result in changing an area of grass verge to tarmac to facilitate the access, WBC Trees and Landscaping officer is satisfied that this would not be detrimental to the landscaping proposals for the link road which were approved under the original permission. Detailed landscaping plans are required to be submitted for approval under condition 6 of the original permission, and to date, have not been submitted. As such, condition 6 will be recommended to be carried forward to the new permission which would be issued in conjunction with this S.73 application. Details to be submitted under the new condition would therefore need to ensure the updated layout of the link road is reflected on the submitted detailed landscaping plans.
- 3.9 In relation to the Biodiversity Net Gain requirements of the scheme, the original planning application was submitted following the introduction of the mandatory Biodiversity Net Gain (BNG) requirement under the Environment Act 2021.
- 3.10 In line with the legislation, the statutory BNG condition applies automatically to qualifying permissions and does not need to be manually imposed by the Local Planning Authority. Subsequent to the original permission for the link road being approved, a Biodiversity Gain Plan was submitted and approved (ref: 250424), confirming compliance with the statutory requirement. The current Section 73 application proposes only minor amendments to the approved scheme, and following discussion with WBC's ecologist, are considered to be de minimis, and as such would not materially affect the biodiversity value of the site or the delivery of the approved BNG measures.
- 3.11 In accordance with Schedule 7A of the Town and Country Planning Act 1990, as amended by the Environment Act 2021, where planning permission is granted under Section 73 and a Biodiversity Gain Plan was previously approved for the original permission, that earlier plan may be regarded as approved for the purposes of discharging the statutory biodiversity gain condition attached to the Section 73 permission. This applies where the amended conditions do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and, where irreplaceable habitat is involved, do not alter the effect of the development on that habitat or any associated compensation arrangements. In this case, the proposed amendments are minor in nature and do not materially impact the biodiversity value or delivery of the approved measures. The earlier

Biodiversity Gain Plan is therefore considered to remain valid for the purposes of this Section 73 application, should permission be granted.

4. Conditions to be Varied

- 4.1 The proposed amendments to the approved link road scheme necessitate updates to the approved plans as listed under Condition 2 of the original planning permission ref: 240892. This condition currently includes drawings which do not include the additional access points required to deliver the Parcel R10 layout (ref: 250399).
- 4.2 The variation sought under this Section 73 application is limited to updating relevant plan references to reflect the revised access arrangements arising from the approval of Parcel R10, which, as previously mentioned includes one additional formal vehicular access serving a small number of dwellings in the northern section of Parcel R10; two dropped kerbs each of which will also serve a small number of dwellings and one dropped kerb providing access to a designated parking space for the R10 electricity substation.
- 4.3 The below table sets out which drawings originally listed on the decision notice have been amended as a result of the minor changes to the link road design. Some of the conditions details attached to the original permission have subsequently been approved prior to this S.73 being submitted, and as a result it is not necessary to carry over all of the original conditions in their original wording form. Therefore, for clarity, the table below sets out the original conditions, with a commentary advising which drawings are changed as a result of the additional access points, as well as identifying the original conditions which need to be brought across to the new permission, and those where the wording can be changed to compliance conditions as a result of acceptable details having been submitted and approved (with updated versions of those approved details having been submitted with this application.)

Conditions on original approval 240892	Amendment (s) required under 250870
Condition 2 (list of approved drawings)	
A389-LR-100 P5 Site Location Plan	No need for amendment
A389-LR-102 P9 Red Line Plan	No need for amendment
A389-LR-101 P14 General Arrangement	A389-LRDD-101 C06 General Arrangement
A389-LR-102 P9 Red Line Plan	No need for amendment
A389-LR-106 P6 Visibility Splays	A389-LRDD-106 C05 Visibility Splays
A389-LR-110 P10 Bus Swept Paths	A389-LRDD-110 C02 Bus Swept Paths
A389-LR-111 P10 Refuse Vehicle Swept Paths	A389-LRDD-111 C02 Refuse Vehicle Swept Paths
A389-LR-112 P8 Fire Tender Swept Paths	A389-LRDD-112 C02 Fire Tender Swept Paths
A389-LR-121 P9 Lighting Lux Layout	A389-LRDD-121 C02 Lighting Lux Layout
A389-LR-151-P5 Longitudinal Sections Sheet 1	A389-LRDD-151 C02 Longitudinal Sections Sheet 1

A389-LR-152-P2 Longitudinal Sections Sheet 2	A389-LRDD-152 C02 Longitudinal Sections Sheet 2
A389-LR-401 P8 Engineering Layout	A389-LRDD-401 C02 Engineering
A389-LR-501 P10 Drainage Strategy	A389-LRDD-501 C03 Drainage Strategy
A389-LR-502 P8 Surface Water Catchment Plan	A389-LRDD-502 C02 Surface Water Catchment Plan
A389-LR-511 P2 Drainage Details Sheet 1	A389-LR-511 P2 Drainage Details Sheet 1
A389-LR-512 P1 Drainage Details Sheet 2	A389-LR-512 P1 Drainage Details Sheet 2
A389-LR-701 P11 Materials Plan	A389-LRDD-701 C04 Materials Plan
A389-LR-711 P4 Highway Construction Details	A389-LRDD-711 C01; 712 C01; 713 C02 Highway Construction Details (drawing refs C01 and C02 were approved under the highway construction condition submission 250495; additional drawing 713 C02 is submitted to deal with the dropped kerbs)
A389-LR-1201 P7 Traffic Signs and Road Markings	A389-LRDD-1201 C04 Traffic Signs and Road Markings
CON24461-01 Tree Survey Plan Sheets 1 & 2 of 2	No need for amendment
CONS24461-03E Tree Protection Plan Sheets 1 & 2 of 2	CONS24461-03F Tree Protection Plan Sheets 1 & 2 of 2
P23-1686_EN_008D Landscape Proposals	P23-1686_EN_008E Landscape Proposals
P23-1686_EN_009A Rain Garden Tree Pit Detail	No need for amendment
Condition 3 – Levels	Becomes compliance with approved plan (updated to reflect amended layout)
Condition 4 – Tree protection	Carry over
Condition 5 – Tree Retention	Carry over
Condition 6 – Landscaping, ecology and green infrastructure	Carry over
Condition 7 – LEMP	Carry over
Condition 8 – Lighting	Carry over
Condition 9 – CEMP	Becomes compliance with approved CEMP (updated to include amended layout)
Condition 10 – Hours of work	Carry over
Condition 11 – Archaeology	First part of condition becomes compliance with approved WSI. Second part remains as per original permission
Condition 12 - Drainage	Carry over – wording amended to reflect updated drainage document
Condition 13 – Contaminated Land	Carry over

Condition 14 – Highway Construction details	Becomes compliance with approved drawings
Condition 15 – Closure of Waterloo Road to motorised through traffic	Carry over

Community Infrastructure Levy (CIL):

The proposed development is not liable for the Community Infrastructure Levy (CIL), as confirmed under the original planning permission. Section 73 applications do not trigger a reassessment of CIL liability unless they result in an increase in floorspace or otherwise alter the nature of the development in a way that affects CIL applicability. As the amendments proposed through this application are minor and do not introduce any new CIL-liable elements, no liability notice is required and the statutory assumption of liability process does not apply.

The Public Sector Equality Duty (Equality Act 2010):

In determining this application, the Council has had due regard to its obligations under Section 149 of the Equality Act 2010. The protected characteristics under the Act include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. There is no indication or evidence, including from consultation responses, to suggest that the proposed amendments would result in differential impacts on individuals or groups with protected characteristics. The development is not considered to give rise to any significant adverse effects in this regard.

Conclusion and Recommendation

The proposed amendments sought through this Section 73 application are considered minor in nature and do not materially alter the approved development. The changes have been assessed against relevant planning policies and the original permission, and do not give rise to any new or additional impacts that would warrant further mitigation or consultation. The application is therefore considered acceptable and is therefore recommended for approval subject to the original conditions, with any necessary updates to reflect the revised plans and reworded conditions as discussed in the report above.

RECOMMENDATION	
Conditions agreed:	Yes
Recommendation:	Approve with conditions
Date:	20/11/2025
Earliest date for decision:	11 September 2025

Recommendation agreed by: (Authorised Officer)	
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	Connor Corrigan Service Manager – Planning and Delivery
Date:	20.11.2025