

Application Number	Expiry Date	Parish	Ward
253142	8 September 2026	Wokingham Without	Wokingham Without

Applicant	Miller Homes
Site Address	Parcels R7 and R13, Land at Phase 2b of the South Wokingham Strategic Development Location (SDL) Wokingham
Proposal	Reserved Matters pursuant to Outline Planning Consent 191068 comprising the erection of 215 dwellings and associated infrastructure with details of appearance, landscaping, layout and scale to be considered.
Type	reserved matters
Officer	Emy Circuit
Delegated Decision	In accordance with part 8.6 of the council's constitution, this application for approval of reserved matters pursuant to condition 3 of an extant hybrid planning permission can be determined under delegated powers.

BACKGROUND & SUMMARY

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

The first phase of the SDL (roughly a quarter of the allocated development), at Montague Park was approved in 2012 and is complete, as is the SWDR from London Road to Waterloo Road (William Heelas Way), together with the section from Waterloo Road to the junction of Heathlands Road/Easthampstead Road (now named White Horse Ride).

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

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

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

Reserved matters for two parcels within phase 2b – R10 & R11 – have already been approved and development has commenced.

The current application is for approval of reserved matters pursuant to condition 3 of the hybrid consent for phase 2b and comprises 215 dwellings in parcels R7 & R13 (also referred to in this report, using the S106 terminology for the area covered by an application pursuant to reserved matters, as a “Development Zone”. Consistent with the hybrid consent and the approved conditions the proposals the proposals also incorporate a park & garden, play area and natural/semi-natural greenspace, plus elements of the movement network. The proposals must be assessed against relevant planning policy and guidance (including consideration of the weight to be given to policies in the emerging Local Plan), together with the principles and obligations established by the hybrid planning permission and conditions thereof. Furthermore, there condition requirements to provide details of various matters at the reserved matters stage, which are considered in the appraisal.

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

In accordance with part 8.6 of the council’s constitution, this application for approval of reserved matters pursuant can be determined under delegated powers.

RELEVANT PLANNING HISTORY SUMMARY	
The South Wokingham Distributor Road (SWDR)	
O/2010/1712 varied by VAR/2015/0342 & 161963 plus RM/2013/0240 amended by NMT/2014/0378	Outline planning permission (approved 18 December 2012) & reserved matters (approved 12 June 2013) for the first phase of the SDL including the South Wokingham Distributor Road (SWDR) from the A329 London Road south to the Reading-Waterloo railway line, now William Heelas Way.
172934, 190991 & associated stopping up of Waterloo Road	Full planning permission for the SWDR between William Heelas Way and Waterloo Road, including a new bridge over the railway line and closure of the Waterloo Road level crossing (the Eastern Gateway), approved 19 February 2018 & opened February 2022.
192928 & 203535	Full planning permission for the SWDR from Waterloo Road to Finchampstead Road, together with a connection to Heathlands Road and works on Finchampstead Road (the Western Gateway The section between the Eastern Gateway and Heathlands Road, now White Horse Ride, opened in May 2026. The remainder is expected to open during 2027.
Phase 2b	
190900 & 242825	Full planning permission for St Anne’s SANG (an extension to Buckhurst Meadows SANG at Montague Park) as part of phase 2 of the SDL approved on 24 May 2021. A related S106 was completed on 19 July 2024 and a Certificate of Lawfulness confirming that development had lawfully commenced was issued 24 January 2025. Phased development of the SANG has commenced and it is expected to be open to the public before the end of 2026.

191068	A hybrid application for up to 1,495 dwellings (Phase 2b of the SDL) and associated infrastructure, including full planning permission for SANG, approved 19 July 2024. Conditions requiring approval before/concurrent with the first reserved matters or before commencement of the development as a whole have been submitted and approved: conditions 3 (phasing, 250496), 4 (masterplan, design code & LDS, 241971), 8 (public art strategy, 242460), 10 (site wide levels strategy, 241972), 18 (SANG Delivery Strategy, 251240), 29 (SuDS Strategy, 242459), 34 (exceedance routeing, 241973), 40 (Overarching Lighting Strategy, 251484)45 (pedestrian and cycle strategy, 241974),48 (public transport strategy, 242461) & 64 (undergrounding, 250871).
220614	Prior approval for demolition of a barn at Britton's Farm approved 22 March 2022 (delegated).
200892 to be varied by S73 250870	Full planning permission for the R10/R14 link road (an alternative route to Waterloo Road from south of the roundabout at the junction of Waterloo Road with William Heelas Way) approved 5 February 2025 (delegated). A subsequent S73 application to include additional junctions for consistency with the reserved matters for parcel R10 was approved on 20 November 2025. Currently under construction.
250399	Reserved matters for 215 and open space within Parcel R10, Phase 2b approved 23 June 2025. Development commenced on 18 August 2025 and first completions too place in April 2026.
250678	Reserved matters for 343 dwellings and open space within Parcel R7 & R13, Phase 2b approved 23 September 2025. Development commenced 12 January 2026.

DEVELOPMENT INFORMATION							
Proposed dwellings							215
Dwelling type/Tenure	Social rented	Affordable rented	Total rented	Shared ownership	Total affordable	Market	Total dwellings
One-bedroom flat	16	8	24	0	24	7	31
Two-bedroom flat	0	0	0	0	0	14	14
Total flats	16	8	24	0	24	21	45 (21% of all dwellings)
Two-bedroom house	21	0	21	12	33	20	53
All two-bedroom properties	21	0	21	12	33	34	67
Three-bedroom house	7	0	7	6	13	73	86
Four-bedroom house	1	0	1	4	5	26	31

Five-bedroom house	0	0	0	0	0	6	6
Total houses	29	0	29	22	51	119	170
Total dwellings	45 (60% of affordable)	8 (11% of affordable)	53 (71% of affordable)	22 (29% of affordable)	75 (35% of all dwellings)	140 (65% of all dwellings)	215
Proposed car parking spaces	allocated						363
	Unallocated & visitor						67
	Total						430
CONSTRAINTS	Strategic Development Location (SDL CP17/CP21) Major development location (CP9/CC01) Thames Basin Heath Special Protection Area Linear Mitigation Zones: 5km Linear Mitigation Zone (CP8/SAL05) Great Crested Newt Amber Impact Risk Zone Tree Preservation Orders Tree Preservation Order 1341/2010 Easthampstead Road is a Green Route Enhancement Area south of the railway (CC03) Flood Zones 1, 2 & 3 (zones 2 & 3 along the river corridor to the north of the Development Zone) Setting of listed buildings (Wood's Farm & Britton's Farm) Potentially contaminated land consultation zone Emm Brook Surface Water Nitrate Vulnerable Zone						

CONSULTATION RESPONSES	
BBONT	No comments received.
Berkshire Archaeology	No objection: based on the submitted Archaeological Desk-Based Assessment (DBA), no further archaeological investigations are required for R7 or R13. The DBA does not mention a second phase of archaeology which has taken place along the eastern boundary, within the SWDR footprint near to Brittons Farm. However, it is understandable as this work has been completed but not yet reported on.
Bracknell Forest Council	No objection in principle (including the issues raised by Crowthorne Parish Council). However, there is an objection from Highway Authority on grounds of: i) lack of data on trip generation/distribution/how the development will affect Bracknell's Transport network. Whilst acknowledging that the application is for approval of reserved matters BFC consider their objection at the hybrid stage was not adequately considered. <i>(Officer Note: as set out in the summary and section 1 of the appraisal, planning permission has been granted and only appearance, landscaping, layout and scale remain to be considered under this application pursuant to reserved matters. The traffic impact, including Bracknell's objections and necessary mitigation, were considered at the hybrid stage. Furthermore, Bracknell's objections at the hybrid stage related to the detail of the proposed works at the Peacock Lane junction, rather than trip generation. NB the letter referred to in Bracknell's comments on the current application (reference 21/00210/OBS) in fact related to application 190914/phase 2a. A</i>

similar objection was submitted in relation to 109106, reference 21/00209/OBS.)

- ii) The proposal does not link well for cyclists to the Heathlands Link to the east. *(Officer Note: This is considered in section 10.2)*
- iii) The proposals do not include access to the SDL Extension, proposed in the emerging local plan update. *(Officer Note: the proposals are consistent with the adopted Development Plan and the extant planning permission. Access arrangements for any future SDL Extension will properly be considered (and secured) through the Development Plan adoption process and applications relating to land within the SDL Extension. While the emerging proposals for the SDL Extension do indicate a future access to the SDL Extension from White Horse Ride, it would not require land within parcels R7 & R13 and their development would not prejudice its delivery. Bracknell did raise the same issue in relation to the reserved matters for R11 (Application 250678) and it was addressed in the report on that application.)*

Gigaclear

Advise of assets in the vicinity, along Easthampstead Road.

LSBUD

Advise that Gigaclear, Scottish & Southern Electricity Networks and SGN have assets in the vicinity (all have responded separately)

Royal Berkshire Fire & Rescue

No objection. The proposals appear to meet the basic principles of means of escape in case of fire, to be assessed through Building Regulations. *(Officer Note: access for fire tenders has been considered as part of Highways assessment of the layout.)*

South East Water

No comments received.

Southern Gas Networks

Advise of assets in the vicinity, along Easthampstead Road.

Scottish & Southern Electricity Networks

Advise of assets in the vicinity, along Easthampstead Road and within nearby properties.

Thames Valley Police Designing Out Crime Officer

Provides advice on number of aspects of the proposals that could be improved which are considered in section 3.3 of the appraisal:

Apartment parking courts should be gated.

The layout would result in limited overlooking of the parking for plots 3092, 3041, 3011, 3014, 4010 and 4027 from the associated dwellings and vulnerable boundaries in these locations and at plots 4086, 4077, 4078, 4100, 4093, 4003, 4010 and 4037. *(Officer Note: plot numbering was revised after these comments were made. The first set of plots mentioned remain unchanged. The second set are now 4079, 4070, 4071, 4093, 4093, 4086, 4003, 4010, 3115. The issue is considered Section 3.3).*

Recommendations on the internal layout of the flats *(Officer Note: while it is disappointing that this advice has not been followed, the internal layout of buildings is beyond the usual scope of planning and this would not warrant withholding reserved matters approval.)*

Lighting of the parking courts and private rear drives is not clear *(Officer Note: condition 4) refers.)*

	Construction site security (<i>Officer Note: condition 36 of hybrid planning permission 191068 requires a CEMP including (criterion XX) a site security strategy</i>)
Thames Water	As there are no changes to the proposed Foul/Surface water drainage strategy, no comment.
WBC Built Heritage	No comments received.
WBC Cleaner & Greener	No objection. Provide advice and seek more detail on the design and specification of play equipment & SuDS. (<i>Officer Note: following discussion it was agreed that these detailed matters would be addressed in liaison with the Green Infrastructure Officer who would provide a coordinated response at the application stage and through adoption, the process for which is established by the S106 agreement.</i>)
WBC Ecology (including Great Crested Newt licencing)	No objection subject to i) the design of the attenuation basin being revised to include an 'over dug' (i.e. below the invert level of the outfall) area which will be permanently wet. This can be dealt with through the discharge of the landscaping (condition 15 of the hybrid planning permission) SuDS (condition 31). (<i>Officer Note: informative 8 refers.</i>) ii) a condition to secure a minor addition to the Ecological Mitigation Strategy. (<i>Officer Note: condition 5) & informative 11 refer.</i>)
WBC Economic Development	No objection to the revised Employment Skills Plan. (<i>Officer Note: section 16 refers.</i>)
WBC Environmental Health Officer	No comments received. (<i>Officer Note: Environmental Health issues are nonetheless considered in section 14. Conditions 36 & 37 of the hybrid planning permission 191068 secure a CEMP and control hours of working.</i>) <i>Subject to further detail of acoustic glazing and ventilation - Condition 8) refers - the requirements of condition 40 (noise mitigation) have been met and condition 9) will control the impact of ASHPs secured under condition 65 of the hybrid consent.)</i>
WBC Flood Risk Officer (Lead Local Flood Authority, LLFA)	No objection subject to an additional condition to secure further details of SuDS. (<i>Officer Note: condition 11) refers.</i>)
WBC Green Infrastructure	No objection subject to detailed landscaping to be submitted pursuant to condition 15 of the hybrid consent. (<i>Officer Note: See section 6. Informative 11 refers</i>).
WBC Highways	No objection. Initial objections have been addressed through revisions and conditions of the hybrid consent will secure delivery (<i>Officer Note: See sections 10, 11 & 12).</i>
WBC Housing	The revised mix is acceptable given the legacy S106 requirements. (<i>Officer Note: see sections 2.3 & 2.4.)</i>
WBC Landscape	No objection subject to detailed landscaping to be submitted pursuant to condition 15 of the hybrid consent. (<i>Officer Note: . See section 3.1. Informative 8 refers.</i>)
WBC Public Right of Way (PRoW)	No comments received.
WBC Sustainability	No comments received.

REPRESENTATIONS

Wokingham Without Parish Council: initial consultation: No objection subject to the planning officer taking into consideration the concerns of existing residents and the impact the development will have on their homes. (*Officer Note: representations are considered below and the impact on neighbouring properties in section 9.2*) Also express concern that delivery of new community facilities will not be early enough, to support the residents as they move into their homes (*Officer Note: the trigger for delivery of community facilities was established by the hybrid planning permission. Delivery will be triggered by service of written notice by WBC, which can take place after the 300th occupation in phase 2b*).

Revised plans consultation: hope the application is in line with the local plan, NPPF and south Wokingham SPD. Note a lack of attention to detail: the planning statement incorrectly claims that the parking statement has been updated. (*Officer Note: neither the planning statement nor the transport statement have been updated since the initial submission in December 2025. However, the applicant's covering letter, dated 19 May 2025, and the schedule setting out how they have responded to the issues raised through consultation refer to amendments to the parking calculator spreadsheet and layout, which were included in the submission.*)

Crowthorne Parish Council, revised plans consultation: object on the basis of the cumulative impact on the local road infrastructure, which is already struggling. Also, a holding objection pending confirmation from Bracknell Borough Council, that there is no conflict with their plans in terms of greenspace and infrastructure. (*Officer Note: this application is for approval reserved matters pursuant to conditions of the extant outline planning permission for 1,434 dwellings in phase 2b of the SDL. The traffic, infrastructure and greenspace impacts were considered at the outline stage. Bracknell Borough Council has also been consulted on the proposals. See the summary and section 1 of the appraisal.*)

Assume that the amendments will be scrutinised by Bracknell Forest BC.

Wokingham Town Council: no comments received.

Local Members: no comments received.

Representations: one representation has been received from a resident of Waterloo Crescent who requests landscaping to reduce road noise, light pollution from headlights and screen the SWDR visually. They also ask how the new road will relieve traffic when additional new homes are also proposed. (*Officer Note: the impact of development in the SDL on neighbouring properties and in terms of traffic generation was considered when the applications for the SWDR and phase 2b were assessed – see planning history for details. The current application is for approval of reserved matters for parcels R7 & R17. The impact on Waterloo Crescent is considered in paragraph 1.108.*)

PLANNING POLICY

National Planning Policy Framework (August 2026)

National Design Guide

National Planning Practice Guidance

Core Strategy (CS)

- CP1 - Sustainable Development
- CP2 - Inclusive Communities
- CP3 - General Principles for Development
- CP4 - Infrastructure Requirements
- CP5 - Housing Mix, Density and Affordability

- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP8 - Thames Basin Heaths Special Protection Area
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network.
- CP11 - Proposals outside development limits (including countryside)
- CP17 - Housing Delivery
- CP21 - South Wokingham Strategic Development Location

MDD Local Plan (MDD Managing Development Delivery Local Plan)

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

Local Plan Update

The Local Plan Update (LPU) will supersede the current Core Strategy and Managing Development Delivery Local Plan. It was published for Regulation 19 consultation in October 2024 and submitted to the Secretary of State for independent examination in February 2025. The examination hearing sessions have now concluded and the Inspectors issued a Post Hearings Letter on 4 August 2026 in which the Inspectors have advised that the Plan is likely to be capable of being found sound and legally compliant, subject to the preparation, consultation and consideration of Main Modifications.

The policies of the LPU are therefore relevant considerations in determining planning applications and carry moderate weight, depending on the extent of objection and consistency with the NPPF. Given that the application relates to reserved matters for an extant planning permission rather than matters of principle, the policies of the LPU have not been referred to further in this report.

Other

South Wokingham Strategic Development Location Supplementary Planning Document

Infrastructure Delivery and Contributions Supplementary Planning Document

Borough Design Guide Supplementary Planning Document

CIL Guidance + historic 123 List

Affordable Housing Supplementary Planning Document

Sustainable Design and Construction Supplementary Planning Document

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

1. The principle of development

1. The principle of development has been established by the Development Plan (policy CP21 *South Wokingham Strategic Development Location* in particular) and extant planning permission for Phase 2b of the South Wokingham SDL, 191068. The application was a hybrid, seeking outline consent (with all matters except for the principal means of access to the highway reserved) for a mixed-use development of up to 1,434 dwellings and supporting infrastructure, plus a full application for Suitable Alternative Natural Greenspace (SANG). The appraisal concluded that the proposals were consistent with development plan policy and supplementary planning guidance and could be supported.
2. The hybrid consent established parameters for development which have since been amplified by several site wide strategies (secured by condition). These cover phasing; a site wide masterplan, design code & landscape design statement; a public art strategy; levels; SANG Delivery; Sustainable Drainage Systems (SuDS); the pedestrian and cycle network; and public transport. This application for approval of details pursuant to reserved matters will be assessed the against these approved parameters and site wide strategies.
3. The current application comprises reserved matters for parcels R7 & R13 and green infrastructure within these parcels. The approved phasing (condition 3 of the hybrid) establishes that parcel R7 will deliver 38 dwellings during year 6 and parcel R13 will deliver 177 dwellings phased over years 4 & 5, 215 in total. The number of dwellings - 215 dwellings, 39 in R7 and 166 in R13 – is consistent with this, although delivery is earlier than anticipated. Given the current housing land supply (the deliverable supply as of 31 March 2026 was 2.5 years), there is no objection to these parcels coming forward earlier than anticipated.
4. Conditions of the hybrid consent also identified aspects of the development that must be incorporated in the detailed proposals at reserved matters stage. For Parcels R7 & R13 these are: conformity with Secure by Design (section 3.3); waste storage (section 15.3); an updated Arboricultural Impact Assessment (AIA) (section 3.5); bird & bat boxes (section 8); lighting (sections 5 & 8); compliance with internal space standards (section 9.5); SuDS details (section 13.1); water quality (section 13.1); an exceedance flow routing plan (section 13.1); a noise mitigation plan (section 14.1); connections to the Public Right of Way (PRoW) network (section 10.3); access, visibility splays and tracking (section 10.2); car and motorcycle parking (section 12); cycle parking (section 11); electric Vehicle Charging (section 12.4); an Energy Statement (section 15.1) and a Site Waste Management Plan (section 14.4).

2. Housing density, mix and tenure

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

2.1 Making efficient use of land

6. In accordance with the NPPF, development should make efficient use of land while creating high quality sustainable places. The density of development should be design led (Borough Design Guide principle R10) and incorporate a mix of densities (Core Strategy policy CP5).
7. The hybrid planning permission established the overall density of development and three broad character typologies, with the density of development being one on the factors that will differentiate them. The approved Design Code (condition 4 of the hybrid consent) provides more

detailed guidance on character areas and how density will vary across them. Conformity with the approach established by these documents is confirmed by the density overlay plan in the applicant's Design Compliance Statement, which shows three broad density zones, corresponding with the three character areas found within parcel R7 & R13. These are considered in more detail in section 3.

2.2 Dwelling mix

8. Core Strategy Policy CP5 *Housing mix, density and affordability* and MDDL Policy TB05 *Housing Mix*, require a mix and balance of dwelling types and sizes. In addition – in line with the requirement of CP2 *Inclusive Communities* to meet the needs of those with special needs - a proportion of housing should meet Lifetime Homes standard. The Council's Housing Strategy, Affordable Housing SPD (2013) and Local Housing Needs Assessment (LHNA) (the most recent is 2023) provide guidance on target mixes.
9. The hybrid application gave a high-level indication of the proposed tenure and size mix across the development, demonstrating policy compliance could be achieved. The S106 secured the overall tenure and size mix for affordable dwellings and the approved phasing document (condition 3) provides a more detailed breakdown on the mix for each parcel, with slight variation in the proportions between parcels, which will assist with establishing variety (this fulfilled the S106 obligation for a Framework Affordable Housing Scheme). Schedule 11 of the S106 requires each application pursuant to reserved matters to be accompanied by an Affordable Housing Scheme and accordingly, this application is accompanied by an Affordable Housing Statement, setting out the proposed dwelling mix for R7 & R13, which should be in line with the details approved pursuant to condition 3.

2.3 Affordable housing

10. The approved phasing establishes the size and target mix for each parcel. In the event, parcels R7 & R14 (the Development Zone) have come forward together and therefore it is reasonable to assess them together, particularly as the small size of R7 makes it difficult to provide a full size and tenure mix. The approved phasing indicates 76 (35%) affordable housing in this Development Zone, of which 70% would be rented accommodation (4-12% affordable rented and the remainder social rented) and 30% shared ownership.
11. While the size and tenure mix initially proposed was consistent with the S106 obligations, there were concerns about how the two related: the proposed affordable rented dwellings would all have been houses (giving rise to concerns about affordability), whereas the (relatively more affordable) social rented dwellings were all proposed to be one-bedroom flats (24 flats in Block one, resulting a lack of variety). However, the design of Block 1 provided an opportunity for an alternative approach.
12. Generally mixed tenure blocks of flats are discouraged because of the management issues associated with them but, unusually, the eight ground-floor flats in Block 1 would each have their own entrance, allowing the tenure to be split. It is now proposed that the eight ground-floor flats would be affordable rented and the 16 flats on the first and second floor social rented.
13. The revised proposal would result in a total of 75 (35%) affordable dwellings: 53 (71%) rented, of which 45 (60%) would be social rented and 8 (11%) would be affordable rented, plus 22 (29%) shared ownership. This remains a good fit with the parameters in the S106 and approved phasing document but addresses the concern about the affordability of affordable rented dwellings. The variation in the size mix, compared to the approved phasing, is very minor and has the potential to be redressed in later phases.

Dwelling Size	Social rented (minimum 58%)	Affordable rented (4-12%)	All rented (minimum 70%)	Shared ownership (maximum 30%)	All affordable		
					Approved phasing	Proposed	Affordable target mix (S106)
1-bedroom flat	16	8	24	0	24 (32%)	24 (32%)	≥20%
2-bedroom flat	0	0	0	12	3 (4%)	0	≤10%
2-bed house	21	0	21	6	30 (39%)	33 (44%)	≥40%
3-bedroom	7	0	7	4	14 (18%)	13 (17%)	≥20%
4-bedroom	1	0	1	0	5 (7%)	5 (7%)	≤10%
Parcel R7 & R13 totals	45 (60% of affordable in Zone)	8 (11% of affordable in Zone)	53 (71% of affordable in Zone)	22 (29% of affordable in Zone)		75 (35% of all dwellings in Zone)	

2.4 Specialist housing

14. In lieu of Lifetime Homes standard (which has been superseded) the S106 requires 5% of affordable housing and 5% of Market Housing to be to M4(2) (accessible and adaptable dwellings) standard. The approved phasing document establishes that each reserved matters will deliver this proportion.
15. For the 215 dwellings proposed this equates to 12 dwellings; four of the 75 affordable and the seven 140 market dwellings, which is what is proposed. The properties that are to be built to this standard are all two-bedroom houses and are identified on the Proposed Tenure Layout drawing: the affordable will be plots 3100, 3101 & 4032, which are social rented and plot 4078, which is shared ownership; the market properties plots 3022, 3023, 3052, 3066, 3110, 3116 & 3117.

2.5 Market Housing Mix

16. The approved phasing document sets out an indicative market housing mix for each parcel and the overall mix (justification was provided for variation from the LHNA target mix for market dwellings). Of the 140 market dwellings proposed 7 (5% of market dwellings in the Development Zone) would be one-bedroom flats, 14 (10%) two-bedroom flats, 20 (14%) two-bedroom houses, 73 (52% three-bedroom houses and 26 (19%) four-bedroom houses. The market housing mix is broadly in line with the approved phasing, although there are more two and four-bedroom properties than anticipated, with a corresponding reduction in the number of three-bedroom dwellings. However, the mix is broadly in line with the approved.

Dwelling size	Approved phasing		reserved matters proposal	
1-bedroom flat	7		7	
2-bedroom flat	17	32	14 (-3)	34 (+2)
2-bed house	15		20 (+5)	
3-bedroom	77		73 (-4)	
4-bedroom house	23		26 (+ 3)	
Total	139		140 (+1)	

3. Landscape & Character

17. Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* amplify the NPPF and National Design Guide: *Planning practice guidance for beautiful, enduring and successful places* (October 2019), establishing an overarching requirement for high-quality design that maintains or enhances the high quality of the environment. The importance of Green Infrastructure in delivering high quality, healthy environments is recognised by the NPPF including policies DP3: *Key principles for well-designed places* and HC1: *Planning for healthy communities*.

3.1 Landscape

18. For the SDL, ensuring high quality development requires consideration of how the development responds to its landscape context and the approved parameters and masterplan result from the requirements of Core Strategy Policy CP21 *South Wokingham Strategic Development Location*, MDDLDP policy TB21 *Landscape Character*, Borough Design Guide General Principle G1 and South Wokingham SPD Design Principle 1a, which require development to be integrated in the landscape and establishment of a continuous network of open space running through the SDL, focused along the course of the Emm Brook and its tributaries.
19. The hybrid consent established the juxtaposition of open space and built-up areas and principles for their development, which were refined through the masterplan and Landscape Design Statement pursuant to condition 4. The focus of this application pursuant to reserved matters is, therefore, on the detailed design of the residential areas and open space within parcel R7 & R13.

Public Open Space (POS)

20. Broadly, the established layout for parcel R7 & R13 is that there will be a corridor of open space along the northern edge of the parcels, separating the residential areas from the SWDR, and along the western side of R13, along the boundary with Woods Farm. The open space to the north of R13 is one of the three parks and gardens that make up the central parkland and the remaining corridors will be natural/semi-natural greenspace. The landscaping proposals for the Heathlands link include a verge along the south-eastern edge of parcel R13 and slithers of open space within the parcel will supplement this landscape area.
21. The landscaping of the open spaces and the differing character of the development that fronts them, which is discussed further in section 3.2, will contribute towards each having a distinct identity, contributing to variety and interest to the development, consistent with the relevant policies and guidance.
22. Condition 15.ii) of the hybrid consent requires details of landscape phasing, which should be consistent with the S106.

Integration of landscaping within residential areas

23. Consistent with the NPPF and the aims of Core Strategy policies CP1 and CP3, MDDLDP policy CC03 *Green Infrastructure, Trees and Landscaping*, supported by Borough Design Guide Design Principle R14, requires new development to incorporate high quality, ideally, native planting and landscaping. The NPPF recognises the important contribution trees make to the character and quality of urban environments and mitigating climate change, mentioning specifically in policy N3: *Trees in new development* that new streets should be treelined. Accordingly, the Landscape Design Statement and other documents pursuant to condition 4, established how landscaping, including street trees, and SuDS features can be successfully integrated into the development and the proposals for R7 & R13 take that approach forward.

3.2 Residential areas

24. Core Strategy policies CP1 & CP3 establish that development should be appropriate in scale of activity, mass, layout, built form, height, materials and character to the area; protect amenity; and provide an attractive, functional, accessible, safe, secure and adaptable environment. Buildings and spaces should contribute to a sense of place in themselves and in the way they integrate with their surroundings including the use of appropriate landscaping. The Borough Design Guide provides more detailed guidance on principles for good design (section 4 in particular), while Core Strategy Appendix 7 and the South Wokingham SPD give site specific advice on how high-quality development will be achieved within the SDL. Residential areas should be organised around a

robust, traditional pattern of perimeter Blocks, with clear distinction between public and private areas and building frontages overlooking public areas, providing natural surveillance and generating activity (Section 4 of the Borough Design Guide and SPD Design principle 2a).

25. Consistent with these policies and guidance, the hybrid consent established principles and parameters for development within phase 2b. These have since been amplified by the site wide strategies mentioned in paragraph 2. Of relevance to this section of the report are the site wide masterplan, Design Code & Landscape Design Statement pursuant to condition 4. The Design Code amplified the three character area typologies established by the South Wokingham SDLP SPD, establishing principles for five **character area typologies**, three of which occur within parcel R7 & R13: main street, neighbourhood residential and a relatively small area of rural edge character area. The Design Code and Landscape Design Statement also establish street typologies and the approach to incorporating landscaping and SuDS.
26. The layout and **street hierarchy** (see section 10.2) are consistent with the approved masterplan, street hierarchy and pedestrian and cycle strategy, achieving an interconnected movement network that integrates with its surroundings and generally achieves perimeter Blocks. This is considered further in section 3.3.
27. The Design Code establishes a hierarchy of primary, secondary and tertiary **key buildings**, to aid the legibility of the development and identifies broad locations for them. Primary key buildings are to be located in the neighbourhood centre, secondary ones to terminate key sight lines in prominent locations along the SWDR and in front of open space and tertiary key buildings should aid localise place making.
28. Locations are identified for two secondary and two tertiary key buildings in R7 & R13: secondary key buildings at the corner of SWDR & Heathlands link/White Horse Ride (Block 1), and where R7 from R13 connect (Block 2); and tertiary key buildings at entrance to R7 from Easthampstead Road (Block 3) and at southern corner of R13, at the junction of Easthampstead Road, Heathlands Road and the Heathlands link/White Horse Ride (plot 3019).
29. Blocks 1 & 3 are in the locations identified in the Design Code. Block 2 is located slightly to the south-east in comparison to the location identified in in the Design Code, so would be less visible from the SWDR but would still be located at the intersection of the two parcels and front the open space, forming a useful landmark within the parcels. All three apartment buildings would be three-storey buildings, with a contemporary character, consistent with their location within the Main Street character area. By virtue of their scale and appearance – which will be distinctly different from the surrounding houses - they will fulfil the function of landmark buildings.
30. The house on plot 3019 would be far-more low-key. It has been designed as a double fronted property but otherwise, there is little to distinguish it from its neighbours. However, there scale would be in keeping with the ribbon of existing, predominantly two-storey houses on the west side of Easthampstead Road and the siting of the house combined with the traffic light junction and open space on the opposite corner would differentiate the junction from others on the network.

Main Street character area

31. The Main Steet, Waterloo Edge and Waterloo Core character areas have been developed from the SPD Urban Residential character area, which runs along the SWDR corridor, and has been modified to respond to the context as it has emerged through masterplanning. This includes development in some of the parcels along the SWDR, including R7 & R13, being set back behind the central parkland and other open space, rather than fronting directly onto the SWDR.

32. Development along the northern edge of both parcels, and most of the eastern edge of R13, facing onto the Heathlands Link Road/White Horse Ride, falls within the Main Street character area. This character area is characterised by predominantly link-detached, 2.5 storey houses with some apartments.
33. The *Building Heights Parameters Plan (Phase 2b)* (Drawing No P18-0963_82P_2-04) allows for buildings of up to three-storeys with a maximum height of 12.5 metres along the northern edge of parcels R7 & R13, reducing to 2.5-storey with a maximum height of 11.5 metres along White Horse Ride.
34. Three Blocks of flats are proposed in this character area. Appropriately, these larger scale buildings in locations identified by the Design Code for **key buildings** (see paragraphs 27-30).
35. Block 1 would be located at the junction of the SWDR and Heathlands link which the Design Code identifies as the location for a secondary key building. The proposed building would be three-storey (12.25 metres maximum ridge height, rising to 12.5 metres at the pinnacle of the gable, so below the maximum of 12.5 metres established by the approved *Building Heights Parameters Plan*) with a U-shaped footprint and the longest elevation addressing the SWDR. The scale of the building and the distinctive, parapet gables would allow it to fulfil its function as a key building at the junction, while the variation of the ridge & eaves height, combined with the introduction of dormer windows to some of the second-floor accommodation would help reduce the mass of the building. Ground-floor flats would each have their own front door and there would be four separate entrances to the flats on the upper floors, giving an impression smaller, linked buildings rather than a large Block of flats which also assists with controlling the mass.
36. Block 2 would be a three-storey building with an L-shaped footprint, located at the junction between parcels R7 & R13. The design approach is similar to Block 1, with parapet gables in the western frontage providing interest and breaking the mass. Its maximum height of 12.5 metres is consistent with the approved building heights parameters. The pinnacle of the decorative gables rises to 13 metres but, since this is a two-dimensional feature and does not contain volume, it remains in the spirit of the parameters.
37. Block 3 would be located at the Easthampstead Road entrance to parcel R7, which the Design Code identifies as the location for a tertiary key building. It is proposed to be a three-storey, red-brick building (maximum height 12.4 metres, rising to 12.7 metres at the pinnacle of the gable, so like Block 2, the volume of the roof would be within the maximum height parameter). The gables combined with lower eaves and dormers on the secondary frontage help break the mass of the building, which is linked by a flat-over-garage (FoG) to a pair of semi-detached houses, to provide a varied form and strong frontage.
38. Consistent with the Design Code, all three of the Blocks of flats would all be constructed from red brick, with detailed panels adding interest and breaking the expanse of the elevations, (artificial) slate roofs, flat roof dormers and porch canopies, grey window frames and black doors. The window design and proportions (including at least one full-height window in each street elevation) would also be consistent with the Design Code parameters for this character area.
39. The remaining development along the northern edge of both parcels (fronting the central parkland or the semi-natural greenspace on the northern edge of R7) and the eastern edge of parcel R13 (except for the southern end of the frontage, which is in the rural edge character area) is proposed to be predominantly semi-detached, two-and-a-half-storey houses, linked by car ports.
40. The design of the houses - with ridges consistently running across the width of the buildings, flank gables and flat roofs to dormers and porch canopies – combined with a rhythm and building line

would provide the strong frontages associated with this character area. In two locations (plots 3001 & 3067) three-storey houses would be employed to punctuate corners.

41. The houses would be constructed from red brick with white render on the first-floor level on some plots. Roofs would be (artificial) slate with ridge heights of up to a maximum of 10.6 metres (within the maximum height parameters). The designs incorporate at least one deep window in each frontage with dark grey frames, and low or mid-level division bars. Eaves would be dark grey and doors black. This is consistent with the Design Code parameters for this character area. Condition 9 of the hybrid consent will confirm materials.
42. Consistent with the Design Code the houses & flats are set back behind small front gardens, enclosed with railings and hedges. Parking for the houses would be located to the side, generally under a car port, and the flats would have enclosed rear parking courts, again consistent with the Design Code parameters.

Neighbourhood Residential character area

43. The Neighbourhood Residential character area evolved from the SPD General Residential character area. It occupies the centre of parcel R13 and the southern part of parcel R7 – where the approved *Building Heights Parameters Plan (Phase 2b)* (Drawing No P18-0963_82P_2-04) allows for building heights of up to 2.5-storeys with a maximum height of 11.5 metres - and is a more varied character area, comprising predominantly semi-detached houses with a few short terraces and a row of detached houses on the western edge of parcel R13.
44. Three pairs of two-and-a-half-storey, semi-detached houses with 10.1 metre ridges, running across the width of the house are proposed at head of T-junctions, where they will function as local landmarks, assisting with the legibility of the development. Elsewhere, the houses are proposed to be two-storey, with ridge heights ranging from 7.6 - 8.2 metres and most would have hipped roofs. The exception is the houses on the western edge of parcel R13 which would generally have ridges running across the width of the building. These properties would also have garages, thus sharing many of the characteristics of the rural edge character area, although – unlike the rural edge - there would be quite a consistent building line. Given that these houses would be located on the edge of the parcel, facing onto an area of open space, with Woods Farm beyond, there is a rationale for the hybrid approach which will help differentiate them from the remainder of the development in the parcel (with legibility benefits as this route may be more attractive to walkers and cyclists than Easthampstead Road).
45. In line with the Design Code, the buildings would be constructed from brick or render above a brick plinth, with white casement windows, brick headers and brick or stone sills and pastel-coloured front doors. Front gardens would be enclosed by hedges. Parking for most of the houses would be to the side, a few clusters of houses where parking would be provided on the frontage, perpendicular to the street.

Rural Edge character area

46. The Rural Edge character area is situated to the south of parcel R13, extending along the Heathlands link frontage from the junction of Easthampstead Road, almost to the parcel access. It is intended to provide a 'soft' edge complementing the open space on the opposite side of the road. Consistent with the design code, it is characterised by two-storey, detached and semi-detached houses (there would be no flats).
47. The layout would be slightly more informal and loose knit than the other character areas, with a less regular building line and marginally more spacious front gardens. The enclosures plan shows hedges for the corner plots and the intervening properties being open plan. The Design Code

indicates informal hedges and planting, details of which will be secured through the landscaping details (condition 15 of the hybrid consent).

48. In line with the building height parameters, ridge heights would be below 10 metres, with some variation in height and a mix of hipped and gabled roofs. Buildings would be more traditional in character, constructed from brick, sometimes combined with tile hanging; tile roofs; white arts-and-crafts style windows with arched headers and brick sills; and pale grey or cream, cottage-style doors. Parking would be to the side of the houses and about half the houses would have a garage.

3.3 *Secure by design*

49. Core Strategy policy CP1 *Sustainable Development* includes a requirement for development to be safe and secure. This is amplified by Section 4 of the Borough Design Guide and SPD Design Principle 2a, which establish that residential areas should be organised around a robust, traditional pattern of perimeter Blocks, with clear distinction between public and private areas and building frontages overlooking public areas, providing natural surveillance and generating activity. These principles are cemented by the masterplan and Design Code approved pursuant to condition 4 of the hybrid consent. Furthermore, **condition 6** requires reserved matters to demonstrate how the layout of the site and design of buildings conforms to the principles of Secure by Design.
50. The layout within the parcel consists of an interconnected network of streets and perimeter blocks with only a short cul-de sacs (as discussed in sections 10.1 & 10.2) and generally provides good definition of public and private space. Buildings on corner plots have been designed with secondary frontages to provide some level of surveillance to both aspects and semi-private front gardens are generally proposed to be enclosed (details will be confirmed through condition 15 k) of the hybrid planning permission). However, where parking courts are proposed, they create a break in the perimeter block where the definition of public and private is less robust, potentially permitting public access to the rear boundaries of adjacent properties.
51. In line with good practice and the Design Code, the parking for Block 1 has been split to form two separate parking courts, serving 12 flats each. The spaces would be largely enclosed by the building itself and 1.8-metre-high screen walls, separating them from neighbouring gardens. However, as currently proposed, the separation between the two areas would comprise a hedge with a gap adjacent to the building. This would not provide a sufficiently secure boundary and would make the parking areas vulnerable to being used as a cut-through, reducing the security of the layout. This is not acceptable and a secure separation between the two parking courts is necessary. Condition 6) and informative 8 refer. While no gates are proposed, the openings onto the street would be limited to the accesses and subject to the additional wall already mentioned and detail of entrance features (gate piers of similar) to convey that the space beyond is private (informative 8 refers) and surveillance from the flats (there are habitable rooms and balconies overlooking the parking areas) the parking courts would be sufficiently secure.
52. For Block 2 the street boundary of the parking court would be defined by a carport structure and a 1.2-metre-high wall with piers, conveying that the space beyond is private. A 1.8-metre-high screen wall is proposed to provide a robust boundary with neighbouring properties. While the courtyard would not be physically contained, the layout would convey that it is private space and combined with the level of natural surveillance from the flats and upper floors of neighbouring properties, security would be adequate.
53. In the case of Block 3, access to the parking court would be through an undercroft and electronic gates have been added, together with a 1.8 metre screen wall to address this concern. Condition 7) refers.

54. The Thames Valley Police Designing Out Crime Officer makes a number of valid criticisms of the layout, identifying locations where parking would not be well surveilled by the dwelling it is intended to serve or boundaries would be exposed to the public realm, which reduces the surveillance of the street and makes the properties more susceptible to unauthorised access. It is accepted that these are weaknesses of the layout. However, the development does achieve satisfactory overlooking of the public realm generally and, given other layout constraints, these shortcomings are not so severe as to warrant withholding approval of reserved matters.
55. The layout as a whole adopts a robust perimeter block approach and although there are some areas where the boundaries are exposed, robust boundary treatments, defensive planting, surveillance and lighting will provide mitigation (condition 15 of 191068 and proposed informative 8)**Error! Reference source not found.** On balance, when taking into consideration other material planning considerations, the requirements of **condition 6** of the hybrid consent have been met.

3.4 Public art

56. Core Strategy Appendix 7 (paragraph A7.52) and the SPD (Design Principles 3f and 1e(iv)) establish that public art should be an integral component of the built environment and landscape framework. The hybrid consent identified opportunities for public art to be integrated in the development and a strategy for delivery of public art has since been approved (condition 8 of the hybrid consent, DoC 242460). The approved strategy includes one standalone piece within the central parkland and the approved phasing (condition 3) establishes that it will be in PAG2 (parcel R8), so no further details are required as part of these reserved matters.

3.5 Tree protection

57. Consistent with the NPPF and Core Strategy policies CP1 and CP3, MDDL policy CC03 *Green Infrastructure, Trees and Landscaping*, supported by Borough Design Guide Design Principle R14, requires new development to retain and protect existing trees, hedges and other landscape features.
58. The hybrid application was accompanied by an Arboricultural Assessment, in accordance with BS5837:2012, which demonstrated that - outside the SWDR corridor - the majority of important trees could be retained areas of public open space. The proposal would not result in an unacceptable loss of trees and, where the proposals would result in their removal, satisfactory mitigation could be provided.
59. As required by **Condition 12** of the hybrid consent, the reserved matters are accompanied by an Arboricultural Impact Assessment (AIA). This sets out the extent of tree & hedgerow removal within the development zone (which is limited), the scope of works to retained vegetation and methods for carrying out development, including protection of retained trees and for formation of hard surfaces within the Root Protection Areas. There are very few existing trees within the site and around its boundaries and these can be adequately retained and protected.
60. The submitted document fulfils the requirements of **condition 12** and will inform the design of the phase and the landscaping and tree protection details to comply with conditions 14 & 15 (these secure an Arboricultural Method Statement and scheme of works (AMS), together with a Landscape and Ecological Management Plan (LEMP) for each phase).

4. Heritage

4.1 Setting of listed buildings

61. Consistent with the Planning (Listed Buildings and Conservation Areas) Act 1990, Core Strategy Policy CP3 *General Principles for Development* and MDDL policy TB24 *Designated Heritage Assets* establish that development should not have a detrimental impact on listed buildings or their setting.
62. At the hybrid stage, it was established that there are no listed buildings within the application site boundary. However, the proposals would affect the setting of several groups of buildings. Of these, three are in the vicinity of Parcels R7 & R13. Wood's Farm and the farm complexes Britton's Farm and Pearce's Farm.
63. The functional relationship between the buildings and the surrounding agricultural land was identified as being of some significance and the change in the character of the surrounding area from rural to residential would alter that. The impact on each group of buildings was considered and – based on the parameter plans and Drawing No P19-0052_29J *Green Infrastructure Provision with breakdown of provisions*) - found to be acceptable subject to conditions securing the proposed open space and landscape buffers (hybrid conditions 3 & 15). Condition 3 includes a specific requirement for early delivery of landscaping to mitigate the impact on listed buildings, to allow it to start to establish as the adjacent housing comes forward, and details have been approved (250496). Condition 15 requires approval of landscaping details before commencement of each phase.
64. From the detailed consideration below, with the mitigation already secured by conditions of the hybrid planning permission, the reserved matters for R7 & R13 would not result in an unacceptable impact upon the setting of nearby listed buildings.
65. **Wood's Farm**
Wood's Farm (Grade II) is located to the south of a group of more modern agricultural and commercial buildings, on a triangular site, east of Easthampstead Road. The houses on the western side of the road separate it from the land that historically formed its landholding.
66. The southern boundary of parcel R7 lies some 80 metres north of the listed building, separated from it by the buildings within the Woods Farm complex and a field. The rear of Block 3 and the flanks of two-storey houses would face the boundary. The enclosures plan shows that the parking court at the rear of Block 1 would be enclosed by a 1.8 metre screen wall and the gardens by 1.8 metre close board fences, to provide privacy and security. A 1.2 metre post and rail fence is proposed at the ends of the cul-de-sac, allowing views in and out of the development. The distance and intervening buildings provide sufficient separation to prevent an unacceptable impact.
67. The listed building is just over 50 metres from the western boundary of parcel R13. A corridor of natural/semi-natural green space (NGS6ii) is proposed along the western boundary with a shared surface road running contiguous to it. A row of detached, two-storey houses faces the boundary, with Block 2 at the northern end (screened by other buildings in the Wood's Farm complex). The proposed buildings would be around 25 metres from the boundary, giving an overall separation of around 75 metres. The scale and siting of the proposed dwellings, combined with the intervening landscaping would prevent an unacceptably adverse impact on the setting of the listed building.
- Britton's Farm**
68. **Britton's Farmhouse** (Grade II) and **Barn** (Grade II) lie to the east of the Heathlands link/White Horse Ride within Park and Garden PAG1 (approved as part of the reserved matters for parcel R11),

which will provide its immediate setting. The houses in parcel R13, facing the Heathlands link would be three-storey with second floor accommodation contained in the roof-space, and Block 1 would be three storey. The houses would be about 40 metres from the park, around 65 metres from the curtilage of Britton's Farmhouse and 80 metres from the house itself. Given the park surrounding the curtilage of the listed buildings and the intervening road, the development proposed in parcel R13 would not significantly affect the setting of these listed buildings.

Pearce's Farm

69. **Pearce's Farm House**, granary and **barn** (all Grade II) lie to the south-east of parcel R13. The hybrid assessment concluded that – due to the distance between these buildings and the application site, the topography and the intervening fields, trees and hedgerows – there would be limited inter-visibility and, therefore, a limited impact on their setting.
70. The development in parcel R13 would be approaching 200 metres from the listed buildings and separated from them by the Heathlands link and Public Open Space within parcel R11 (allotments A3, natural-semi-natural greenspaces NGS6i and NGS8 and amenity open space AOS4) and fields, confirming the assessment that there would be a limited impact on the setting of these listed buildings. Furthermore, the fields that surround them are identified for allocation as part of an extension to the South Wokingham SDL in the emerging local plan and an application relating to them is under consideration (outline application 242279).

4.2 Archaeology

71. The NPPF, Core Strategy Policy CP3 *General Principles for Development* and MDDL Policy TB25 *Archaeology* establish that development should not have a detrimental impact upon heritage assets. Development in areas of high archaeological potential must provide an assessment of the impact of the development upon archaeological remains and to secure preservation in situ or - where this is not practical - excavation, recording and archiving of remains.
72. There are known areas of archaeological potential within phase 2 and accordingly the hybrid application was accompanied by an archaeological baseline assessment, including the findings of a programme of trial trenching that had already taken place. The results confirmed surviving archaeology in the areas that were investigated and there were other parts of the site it was not possible to access at that time. However, given the overall potential demonstrated, the council's archaeological advisor considered preservation in situ unlikely to be necessary. The applicant's archaeological mitigation strategy (at the hybrid stage) outlined methodologies for further evaluation (post-consent) and for preservation or recording of archaeology and condition 24 of the hybrid planning permission requires approval of a Written Scheme of Investigation (WSI) before commencement of each phase. These reserved matters were accompanied by a Heritage Statement including a satisfactory Archaeological Desk Based Assessment (DBA) and the council's archaeological advisor is satisfied that no further archaeological investigations are required for R7 or R13.

5. Lighting

73. Together Core Strategy policies CP1 *Sustainable Development*, CP3 *General Principles for Development*, CP6 *Managing Travel Demand*, CP7 *Biodiversity* and MDDL policy TB23 *Biodiversity and Development* require a high quality of design that provides a safe, functional environment without detriment to amenity or to important species and habitats. In an urban area, appropriate lighting is necessary to achieve personal and highway safety but there can be a tension with protecting nature conservation. Accordingly, **condition 24** of the hybrid consent required approval of an Overarching External Lighting strategy with the first reserved matters, balancing safety with

ecological and amenity considerations, and a detailed lighting scheme to accompany each reserved matters.

74. In the event, the Lighting Strategy was approved under a separate discharge of conditions (DoC) application, 251484, approved on 12 June 2026. The submitted lighting details would be appropriate for the public realm but, as currently proposed, would fail to retain dark corridors and ecological permeability for light sensitive species. This is considered further in section 8.

6. Public Open Space

75. Core Strategy policy CP3 g) *General Principles for Development* and MDDL policy *TB08 Open Space, sport and recreational facilities standards for residential development* establish the amount and type of Public Open Space (POS) to be provided within new development. The importance of access to open space for health and wellbeing is recognised by the NPPF, including policies CC3: *Adaptation to climate change*, DP3: *Key principles for well-designed places* and HC1: *Planning for healthy communities* and also in the council's commitment to becoming a Marmot borough.

76. At the hybrid stage, *The Open Space Parameters Plan (Phase 2b)* (Drawing No P18-0963_82P_2-03) identified broad locations for Public Open Space within phase 2b and Drawing No P19-0052_29J *Green Infrastructure Provision with breakdown of provisions* provided a more detailed breakdown of distribution of Public Open Space across the whole of phase 2, in line with the council's standards. This (together with the applications for phases 2a and 3) demonstrated a policy compliant amount of space of each type, appropriately distributed across the SDL.

77. In line with the hybrid consent, the Public Open Space within Parcels R7 & R13 comprises a Park & Garden (PAG1) containing a Local Equipped Area for Play (LEAP) (P3) to the north of the parcel. There are two corridors of natural/semi-natural greenspace along the western edge of R13 (NGS6ii) and the northern edge of R7 (NGS5).

POS category	Area (hectares)		
	Outline approval	reserved matters proposal ¹	difference
Play area P3 central parkland LEAP	0.12	0.12	0
Parks & Gardens PAG1	1.08	1.08	0
NGS5	0.28	0.48	+0.20
NGS6ii	0.37	0.46	+0.09
Total natural & semi-natural greenspace	0.65	0.94	+0.29

78. As is to be expected there is some slight variation compared to the outline proposals: the open spaces in this Development Zone are the same or larger than anticipated.

79. Schedule 5, Part 1 of the S106 requires submission of a detailed specification for any Public Open Space within each Development Zone before or concurrent with submission of reserved matters. This is provided by the submitted hard and soft landscaping details and further detail will be provided when landscaping details pursuant to condition 15 of the hybrid consent are submitted. Informative 8 refers.

80. Landscaping details, including the layout of the play area are included in the application and condition 15 of the hybrid consent requires approval of a detailed scheme of landscaping (including phasing of delivery) before commencement of development. The S106, phasing details and SANG Delivery

Open space	Trigger
Play area P3 central parkland LEAP	100th occupation in R13
Parks & Gardens PAG1	
NGS6ii	
NGS5	Final dwelling in R7

¹ Source: drawing No P24-2114_EN_52B R7 - R13 *Open Space Typology Plan*

Strategy (condition 3, DoC 250496 & condition 18, DoC 251240) establish the timing of delivery of delivery of POS in relation to adjacent housing. Subject to land required for construction of the SWDR being vacated, the triggers are as in the table above.

7. Thames Basin Heaths Special Protection Area (SPA)

81. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. To protect these species, Southeast Plan Policy NRM6 *Thames Basin Heaths Special Protection Area*, Core Strategy policies CP8 *Thames Basin Heaths Special Protection Area* & CP21, MDDL policy SAL05 *Delivery of avoidance measures for Thames Basin Heaths Special Protection Area* and SPD Design Principle 1c(vi) require development within the zone of influence of the SPA to deliver avoidance and mitigation measures in the form of Suitable Alternative Natural Greenspace (SANG) (at 8 hectares/1,000 population) and Strategic Access Monitoring and Management (SAMM). The South Wokingham SDL falls within the 5km zone of influence and, accordingly, the SDL applications included provision for SANG and SAMM (for phase 2b this is secured by the S106 agreement for 191068).
82. Together, the planning permissions for development within the SDL will secure a sufficient quality and quantity of SANG to mitigate the impact of the entire development. A 12.48 hectare SANG has already been delivered at Buckhurst Meadows which mitigates the impact of the first phase of the SDL at Montague Park. Full planning permission for SANG to mitigate the remainder of the SDL development has been secured through three separate planning permissions: a 7.83 hectare extension to the Buckhurst Meadows SANG (St Anne's SANG, 190900), a 24.71 hectare SANG within phase 2b (Holme Park, 191068) and an 8.11 hectare SANG within phase 3 (Chapel Green SANG, 192325, which will be contiguous with Holme Park, providing a single large SANG along the southern edge of the SDL).
83. Of the Holme Park SANG only 21.41 hectares can contribute to the quantitative SANG requirements for phase 2b. The applicant does not control the remaining area (referred to in the S106 as Gray's Farm SANG) although it forms part of their proposals and must be delivered in order to meet the qualitative requirements for SANG. Consequently, while sufficient SANG has been secured overall, there is a 6.12-hectare shortfall within the boundary of phase 2b which must be mitigated by SANG elsewhere in the SDL. Accordingly, condition 18 of planning permission 191068 requires approval and implementation of a SANG Delivery Strategy. The approved strategy (DoC 251240) establishes a phased approach to SANG delivery:
 - A bridging arrangement is in place to allow the first 20 occupancies to rely on capacity at the council's strategic SANG at Rooks Nest Wood for a limited period until the St Anne's SANG is open to the public;
 - The first 88 dwellings (in R10 & R11 combined) will rely on capacity at St Anne's SANG once it is open to the public;
 - The approved landscaping details for St Anne's SANG (DoC 250690) allow for phased delivery, whereby the SANG will open to the public once the footpath network is complete (expected during late summer/autumn 2026) with phased completion of planting during the winter 2026-27 planting season (while the SANG is operational); and
 - The remaining dwellings, including R7 & R13 in R7 & R13 will rely on phased delivery of Home Park SANG.
84. The overall phasing strategy (DoC 250496) will ensure residents can access the available SANG on foot (see paragraph 80).

8. Ecology

85. 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* requires 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.
86. The ES ecology chapter of the ES that accompanied the hybrid application described the habitats and species within the site and its zone of influence, provided a detailed assessment of potential ecological effects development, identified measures to avoid, mitigate or compensate for significant adverse effects on habitats and species and detailed enhancements to the sites ecology to be implemented as part of the development. The landscaping and future management of the site (secured by conditions 15, 16, 17, 20 & 24 of the hybrid consent) will ensure the mitigation and enhancement set out in the ES is delivered, while the CEMP (condition 36) secures ecological mitigation measures required during the construction phase. Two of these conditions require submission of details at the RM stage: **condition 20** requires details of the type and location of bat and bird boxes and **condition 24** requires lighting details (see section 5).
87. The landscaping and Ecological Mitigation Strategy (Revision 2, August 2026) includes details of bat and bird boxes which fulfil the requirements of **Condition 20** (although revisions are required for other reasons: see section 8.1). Together with the proposed landscaping it also incorporates measures to provide ecological permeability.
88. **Condition 24** required the first application pursuant to reserved matters (R10) to be accompanied by an Overarching External Lighting Strategy, balancing the safety of the public realm with ecological and amenity considerations, referencing current guidance on lighting mitigation and establishing how light spill on habitats used by foraging and commuting bats would be avoided. Subsequent reserved matters should include detailed lighting scheme in accordance with the approved Strategy. In the event the Strategy was submitted as a separate DoC application (reference 251484) which was approved on 12 June 2026.
89. Consistent with the approved strategy, the Street Lighting Lux Plan (Drawing No. A389-R7&R13-RM-121 Rev C) specifies a 2700K colour spectrum. The key also identifies three lantern type options, two of which incorporate louvres to control light spill but the drawing does not identify locations where these will be used, so fails to protect ecological dark corridors. This could be addressed by use of the alternative lanterns identified on the key. The requirements of condition 24 ii) have not been entirely fulfilled at this stage. Recommended condition 4) and informative 9 refer.

8.1 Great Crested Newts

90. The site falls within a red impact risk zone for Great Crested Newts, where there are highly suitable habitats and a high likelihood of Great Crested Newt presence. Supporting surveys (June 2026) confirm that there are several ponds within 500 metres of the site, including one with a known population of Great Crested Newts, and suitable habitats for newts, such as hedgerows and areas of rough grassland. However, the report also identifies that construction within the SDL, in particular the SWDR and associated kerbs, provide a barrier to movement, reducing the likelihood of Great Crested Newt presence on site. The Ecological Mitigation Strategy, ECOSA (August 2026)

proposes measures to mitigate the impact, which are acceptable subject to addition of the use of tool box talks. Condition 5) & informative 11 refer.

8.2 Biodiversity Net Gain (BNG)

91. Although the hybrid planning permission predated mandatory Biodiversity Net Gain (BNG) requirements, the application proposed to deliver BNG. Consequently, condition 23 of the hybrid consent requires approval of a BNG assessment, demonstrating an overall net gain, before commencement of development in each phase.

9. Residential amenity

92. In addition to the overarching requirement for good design, NPPF policy L2 and Core Strategy Policy CP3 *General Principles for Development* require development to deliver a high standard of amenity for existing and future users. There are a number of aspects of residential amenity to consider: privacy, overbearing impacts and light (for which separation distances are a useful indicator) (sections 9.1, 9.2, 9.3 & 9.4); internal space standards (section 9.5); external amenity space (section 9.6); and noise (section 14.1).

9.1 Guidance on separation distances between dwellings

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

9.2 The impact on neighbouring properties outside the application site

96. Although the residential element of the application was in outline (with layout, scale and appearance as reserved matters), the land use and building heights parameters plans identified the broad location of residential parcels and maximum building heights (height and the number of storeys) allowing a high-level assessment of the impact on neighbouring properties outside the site.
97. In the case of Parcel R7 & R13, the nearest existing neighbours are properties on **Easthampstead Road** (between the Star Lane crossing and Heathlands Road).
98. There would be over 50 metres between curtilage of **East Lodge** (a three-storey building and the most northerly property on the west side of Easthampstead Road) and the nearest building within the Development Zone, which would be Block 3 (plots 4060-4068), the three-storey flats on the western side of parcel R7.

99. **Woods Farmhouse** is a two-storey dwelling with a complex of agricultural/commercial buildings to the north of it, located on a triangular plot of land on the east side of Easthampstead Road. There would be over 80 metres between the three-storey flats (Block 3, plots 4060-4068) the two-storey houses on the southern edge of parcel R7 (plots 4072, 4090, 4091 & 4098) and Woods Farmhouse, with intervening buildings within the Woods Farm complex preventing intervisibility. The separation between Woods Farmhouse and the two-storey houses on the western edge of parcel R13 (plots 3042 & 3051) would be over 70 metres and front elevations these houses would be at least 20 metres from the boundary, separated from it by a shared surface access and a corridor of open space (natural/semi-natural greenspace NGS6ii), generally c18 metres in width, reducing to around 13 metres where visitor parking bays encroach. This would be ample to prevent overlooking of the neighbouring dwelling or its private amenity space. The other buildings in the Woods Farm complex are in commercial use.
100. Woods Farm is within the boundaries of both the SDL (Core Strategy policy CP21) and the Major development location of Wokingham (MDDL policy CP9 *Scale and Location of Development Proposals*), where development is acceptable in principle. Consequently, it is possible that the land could come forward for development in future and the current proposals should not prejudice that.
101. Block 3 (plots 4060-4068) is proposed to be a three-storey building with habitable windows in the south-east and south-west elevations on all floors. The southern corner of the three-storey building would be only about 1.5 metres from the boundary and – due to this siting combined with the location of windows to habitable rooms and balconies – the potential for daylight/overshadowing/overbearing impacts (on both the dwellings now proposed and any future development proposed on the land to the south) would be a constraint that would need to be taken into consideration, should the land to the south come forward.
102. The remaining development proposed immediately adjacent to the boundary consists of four, two-storey houses to the north of the boundary (plots 4072, 4090, 4091 & 4198). A small, first-floor landing window is proposed in the southern flank of plots 4072, 4090 & 4091. The small size of these windows, combined with the fact that they would not serve a habitable room would limit overlooking or the adjacent land or loss of privacy for occupants of the currently proposed development, if the land to the south were developed. However, insertion of additional windows could restrict the potential of the land to the south more significantly.
103. Condition 26 of the hybrid planning permission, 191068 restricts permitted development rights but this does not extend to additional windows. To avoid prejudicing future development of the land at Woods Farm, condition prevents insertion of additional windows at first-floor level or above in the southern elevation of these houses without permission (flats do not benefit from permitted development rights, so there is no need for similar restrictions for Block 3). Condition 2) refers.
104. **Edgemead** is a two-storey house, located on a triangular plot on the east side of Easthampstead Road. The closest corner of the house (as extended) is roughly three metres from the boundary. The closest dwellings in parcel R13 (plots 3026, 3027, 3049 & 3050) would be two-storey houses, facing westwards and separated from the neighbouring property by a shared surface access and corridor of open space, as described in paragraph 99. The proposed houses would be at least 24 metres from the boundary, sufficient to prevent undue overlooking of the neighbouring house or its private amenity space.
105. **1-8 Holme Green** are a row of two-storey semi-detached and detached houses, situated on the west side of Easthampstead Road and largely separated from the application site by Woods Farm and Edgemead. The minimum separation - between No 1 Holme Green and plot 3028 - would be over 50 metres, across the open space on the western edge of R11 (natural/semi-natural greenspace NGS6ii). Similarly, **the White Horse** Public House, a two-storey building with **White**

House Cottage to the rear, and **Rosedene**, a bungalow on the corner with Heathlands Road, would face the application site across Easthampstead Road and the open space on the western edge of R11. The closest houses within the development would be plots 3019 and 3028, both proposed to be two-storey houses with secondary frontages facing Easthampstead Road. The separation between the existing and proposed dwellings would be upward of 35 metres, providing sufficient separation to prevent an adverse impact upon the amenity of neighbouring properties and future occupants of the proposed houses.

106. The cluster of buildings at **Pearce's Farm** and the nearest buildings at **Holme Grange School** lie over 150 metres to the south and will be separated from parcel R13 by the Heathlands link and Public Open Space within parcel R11 (allotments A3, amenity open space AOS4 & Natural/semi-natural greenspace NGS6i and NGS8). Also of note, the intervening land is proposed to be allocated for development in the Local Plan Update (Policy SS12 of the emerging plan) and a related application (reference 242279) is under consideration.
107. **Britton's Farmhouse**, a two-storey dwelling, and a **mobile home** lie to the east of the Heathlands link, outside the application site but encircled by Park and Garden PAG1 (approved as part of the reserved matters for parcel R11). The closest development in parcel R13 would be Block 1 (three-storey flats on plots 4048-4059) and three storey houses, plots 4026-4028 and 4016-4021. The Heathlands link/White Horse Ride and park, plus the land around Britton's Farm would provide an overall separation of about 80 metres open, sufficient to prevent an adverse impact on occupants of the neighbouring properties of future residents.
108. There would be over 90 metres between the most northerly houses in parcel R7 and the houses in **Waterloo Crescent** to the north, with open space within the development (Community orchard C1, Amenity open space AOS2ii) and natural/semi-natural greenspace AGS7ii) and the railway line lying in between. The separation from parcel R13 would be greater, with park PAG1 and residential parcel R8 in between.
109. **In conclusion**, the proposals for parcels R7 and R13 would not have an adverse effect on the residential amenity of the occupants of existing neighbouring properties.

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

110. Within phase 2b of the SDL, parcels R7 and R13 will largely be surrounded by roads and public open space. To the west of parcel R7, Easthampstead Road and an area of open space (NGS4) which leads into the Holme Park SANG, separate the development in R7 from the school site and to the north, the SWDR separates it from the community orchard and other open space (C1, AOS2ii and NGS7ii). On the north side of Parcel R13, the parks, PAG 1 & PAG2 will provide a buffer between the housing in R13 and that on the north side of the SWDR in parcel R8. Similarly, the open space within parcel R11 (PAG3, NGS8, NGS6i, A3 and AOS4) will separate development in R13 from that in R11 and any development that may be approved in future in the SDL extension on land at Pearce's Farm.

9.4 *The amenity of properties within the development*

111. As described in section 3.2, the buildings in the main street character area consist of entirely three storey flats and houses. Elsewhere in this development zone, the majority of houses are two-storey.

Flats

112. All three of the Blocks of flats would be three-storey buildings.

113. **Block 1** would be a three-storey building with a U-shaped footprint and two side wings extending south-west towards the nearest neighbours, plots 4035 & 4026. A second-floor secondary living room window is proposed in the end elevation of each wing.
114. The corner of **Block 1** closest to plot 4026 would be 8.5 metres from the boundary and approaching 12.5 metres from the flank of the neighbouring property. No windows are proposed in the northern flank of plot 4026, so the greatest impact would be overlooking of the private rear garden. There would be a minimum of slightly over 11 metres from the living room window on the second floor of the flats to the garden boundary, increasing further into the garden. While this does fall short of recommended separation distances, the overlooking would be from one secondary window and would not result in such significant harm that reserved matters should be withheld. The back-to-flank separation from plot 4035 and the back-to-back separation from plots 4029-4032 meet or exceed recommended distances for three-storey buildings with habitable rooms on the upper floors.
115. The back-to-flank separation from the rear of **Block 2** to plot 3077 would exceed the recommended 15 metre distance for taller buildings. There would be bedroom and bathroom windows at first & second floor in the in the southern elevation of the rear wing of Block 2. As these are not living rooms, the 26 metres separation from the rear of plot 3052 meets recommendations. The kitchen windows in the southern elevation of the main wing of the building (secondary windows in the open plan living room of flats 7 & 11) would be a metre from the boundary with plot 3051 and only just over 13 metres from the rear of the neighbouring house which would result in unacceptable overlooking of its private amenity space and to a lesser extent the rear of the house itself. While it is not generally desirable to obscure glaze windows in habitable rooms, in this case, it would be necessary to achieve an acceptable relationship with plot 3052 and preferable to omitting the windows which would allow daylight to penetrate what would otherwise be a very deep room. Condition 3) refers.
116. The relationship between **Block 3** and Woods Farm is considered in paragraphs 99-103. The flats in the rear wing of the building would have a back-to-flank relationship with plot 4070 and a back-front relationship with plots 4072-4078, with sufficient separation to prevent unacceptable inter-looking. Similarly, the long, oblique views between the windows in the south-eastern elevation of the flats to and the neighbouring houses would be sufficient to prevent unacceptable overlooking.

Flank windows in houses

117. The three-storey type L367 would have a first-floor, bathroom window plus a second-floor, secondary bedroom window in the flank elevation and several of the two-storey house types would have small, first-floor landing windows in the flank elevation. These windows would permit some inter-looking between adjacent houses and oblique views of private amenity spaces. However, they would either be secondary bedroom windows or (the majority) serve circulation spaces rather than habitable rooms. People would generally be passing through, rather than spending time in these spaces and occupants would have the choice to use net curtains or similar to ensure privacy if required. The amenity and sustainability and amenity benefits of providing natural light in these circulation spaces (including stairs) outweighs the minor reduction in privacy.

Three storey houses

118. Of the three-storey houses, most have a 'two-and-a-half-storey' design with second-floor accommodation contained in the roof space, lit by dormer windows to the front and high-level skylights (with a lower sill height of over 1.7 metres above floor level) at the rear: the 23 **type H482** houses would have an en suite bathroom and secondary bedrooms at second-floor in the rear and the 17 **type L367** would have a bathroom. These skylights would be high enough to prevent casual

overlooking and, therefore, these houses can be treated as two-storey dwellings for purposes of assessing back-to-back and back-to-flank separation distances.

119. Ten of the eleven **type H486** are attached, three-storey, double-fronted houses, deployed on corner plots, where they would have a back-to-flank relationship with the properties to the rear. No second-floor windows are proposed in the rear gable. A high-level skylight, serving as a secondary bedroom window, is proposed in the party wall. In most cases, either the layout achieves the recommended 15 metre back-to-flank separation recommended between taller buildings or views would be over the more public frontage of the neighbouring property, so later insertion of second floor windows would not be an issue. In the case of plot 4097, the back-to-flank distance would be 12 metres and views of the private amenity space of plot 4098 would be oblique, so acceptable.
120. Plot 4033 has a relatively small, tapering rear garden and an oblique back-to-flank relationship with plot 3117 to the south. The minimum distance between the two houses would be round 9 metres and the distance to the neighbouring property's rear amenity space would be similar. While this is less than the 12 metres back-to-flank separation generally recommended for two-storey houses, the oblique relationship would reduce direct overlooking to an acceptable level. However, insertion of additional second-floor windows would increase overlooking considerably and accordingly, condition 2)2)b) restricts insertion of additional second floor windows in the south-east elevation.
121. The remaining type H486 would be a mid-terrace property (plot 4070) with two skylights, serving as secondary bedroom windows in the rear elevation. Views from these windows would be over parking, to the front of plots 4072-4078 and the separation is sufficient to prevent undue overlooking.
122. Two type LR houses are proposed (plots 3001 & 3067). These would be three-storey houses with ensuite and dressing room windows at second-floor level in the rear elevation. These are not rooms that would typically be occupied for long periods, although the dressing room has potential to be used for other purposes, such as a study. Regardless the back-to-flank separation with the neighbouring properties would meet the 15 metres recommended for taller buildings.

Two-storey houses

123. In most instances, the separation distances between proposed two-storey houses (and the three-storey houses mentioned in paragraph 118-122 comply with the guidance in the Borough Design Guide. There are instances which require more careful consideration and these are considered in more detail in the following paragraphs.
124. Back-to-back distances between plots 3073-3075 and 3058-3060 (7 houses) would be below 22 metres by about 0.5 metres. Similarly, the back-to-back distance between plots 4024 & 4023 would be a minimum of 20 metres. While falling short of the recommended 22 metres, it affects only a small proportion of the dwellings and the shortfall would not be so significant as to result in unacceptable overlooking, particularly given that this is an entirely new development rather than new development adjacent to existing.
125. The back-to-flank distance between the rear of plot 4004 and flank of plot 4006 would be 9.7 metres, causing plot 4004 to feel slightly enclosed. The adjoining house, plot 4005 would have a more open outlook over the more public frontage of plot 4006, so a more open aspect without unacceptable overlooking the neighbouring property. The rear of plots 4002 and 4003 would be around 10.7 metres from the boundary with plot 4006, only fractionally below the minimum garden depth, which would not result in undue overlooking.

126. Plots 3100 and 3101 would be set back from the building line, reducing the separation from neighbouring dwellings to the rear. There would be oblique views from the rear of plot 3100 over the far end of the gardens of plots 3095-3097 but the relative siting of the buildings would prevent casual overlooking of the rear of the neighbouring houses or the more intensely used part of the garden, nearer the house. There would be some intervisibility between the rear elevations of plots 3101 and 3107 but these would be oblique views and not result in unacceptable overlooking.
127. The front of plot 4078 would be just over 19 metres from the rear of plot 4071 but the relationship would be oblique reducing the extent of overlooking.
128. Overlooking from the rear of plot 3016 from the rear of plot 3013 would be oblique and limited to the end of the garden and the separation from plot 3017 would be greater, so would not result in an undue lack of privacy.
129. The siting of plots 3027 & 3028 would cause the rear of plot 3028 to feel somewhat enclosed, although this would be mitigated to some extent because the rooms in the northern corner of plot 3028 would be dual aspect and the neighbouring property would lie to the north.
130. Overall the layout would achieve satisfactory relationships between the dwellings within the Development Zone and their neighbours.

9.5 Internal space standards

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

Bedrooms	occupants	Minimum floor area		
		Single storey	Two-storey	Three-storey
one	two	50 m ²	58 m ²	
two	three	61m ²	70m ²	
	four	70m ²	79m ²	
three	four	74m ²	84m ²	90m ²
	five	86m ²	93m ²	99m ²
	six	95m ²	102m ²	108m ²
four	five	90m ²	97m ²	103m ²
	six	99m ²	106m ²	112m ²
	seven	108m ²	115m ²	121m ²
	eight	117m ²	124m ²	130m ²
five	six	103m ²	110m ²	116m ²
	seven	112m ²	119m ²	125m ²
	eight	122m ²	128m ²	134m ²

9.6 Private amenity space

132. The Borough Design Guide (BDG) design principle R16 establishes that dwellings should have access to some form of amenity space, preferably in the form of a private or communal garden and the pandemic highlighted the importance of this.
133. The BDG acknowledges that occupants of upper-floor **flats** rarely have access to a garden. However, they should be provided with useable private outdoor space in the form of a balcony, roof terrace or winter garden. These should have a degree of privacy, benefit from sunlight where possible and have enough space for 2-4 chairs and a small table. The approved Design Code commits to providing flats with some form of amenity space including useable balconies of at least 3m² with space for a table and chairs, preferably situated on public facing elevations, where they can contribute to surveillance of the public realm.

134. Consistent with this, all but one (the FoG, plot 4069) of the proposed flats would all benefit from a terrace or balcony of at least 3m².
135. In the case of the 24 flats in **Block 1**, 12 would have of the balconies or terraces facing the SWDR, three towards the park and three towards the Heathlands link/White Horse Ride, where they would contribute towards surveillance of the public realm but be affected by noise (noise is considered further in section 14.1). The remaining eight would face broadly south-west towards the interior of the Block, where they would benefit from direct sunlight, greater privacy and the building would shield them from road noise to some extent. The distribution of flats around the building would also reduce the extent of overlooking between balconies.
136. **Block 2** would be further away from the major thoroughfares, so noise is less of a consideration. All but two of the of the 11 fats would have west facing terraces or balconies, providing sunlight and surveillance of the street. The remaining two would face northwards across the street to the park beyond, a benefit in terms of surveillance and outlook but more shaded.
137. For **Block 3**, six of the terraces and balconies would face north-west, providing surveillance of the street and an outlook over the northern corridor of open space and some afternoon sun. The remaining three would face south-west so would have a sunnier aspect and more privacy (see paragraphs 101-103).
138. The possibility of adding a balcony to the rear elevation of the **FoG, plot 4076** was explored but was not feasible.
139. There would be adequate space around the apartment buildings to provide a setting for them, some outlook for occupants and privacy for occupants of ground-floor properties (including a small buffer between habitable rooms and car parking/circulation space), although it would be too limited to function as a useable communal amenity space. Incorporation of communal garden areas in addition to the private spaces would be preferable. However, given that all of the flats - other than the FoG, plot - would a patio or balcony and they would be adjacent to an area of POS it is not essential to achieve adequate amenity for residents. Overall, there would be just one dwelling that would not benefit from private amenity space.
140. The Borough Design Guide advises that the design of balustrades should balance the benefits of allowing light into the space against those of providing a visual screen to it. Glazed balcony balustrades are proposed for all three Blocks of flats, which are located in the Main Street character area (this is consistent with the approach taken to R10 and R11 where flats in the main street character area have glazed balustrades and railings are used elsewhere). The applicant has indicated that the glazed panel would be obscured and informative 10 advised that further detail should be provided pursuant to hybrid condition 9 (materials).
141. The BDG also gives guidance on **private gardens** which should provide a usable space, roughly rectangular and at least 11 metres long; receiving direct sunlight for some of the day; capable of accommodating activities such as sitting, play, clothes drying and outside storage space; and provide a secure external access for cycle storage.
142. Most of the 170 houses proposed would have gardens of at least 11 metres in length, ranging up to a maximum of 15.65 metres and the majority would be broadly rectangular. Due to the block shapes, there are some that would be somewhat tapered, reducing the overall area and increasing the extent to which they are overlooked to an extent but not excessively. Of the 12² (less than 1%) that would have gardens of less than 11 metres long, one would be 8.6 metres and the remainder

² NB plot 3070 has a 10.8 metre garden but is not highlighted on the *Proposed Garden Depth Layout* plan

would all be at least nine metres. All would be wider than the house itself, in some cases quite significantly, compensating to some extent for the lack of length. Combined with acceptable levels of privacy (separation distances are considered in section 9.4) the gardens would provide adequate outdoor amenity space and – given that it is only a small proportion that are substandard – the provision of private amenity is considered acceptable.

10. Access and movement

143. Core Strategy Policies CP1 *Sustainable Development* and CP6 *Managing Travel Demand* require consideration of the travel impacts of development, emphasising the importance of reducing the need to travel - particularly by private car - and enabling use of alternative, sustainable forms of transport. The accessibility of the site, traffic generation and the impact on the wider network were considered at the hybrid stage, together with the resulting requirements for off-site works – either facilitating travel by sustainable modes or mitigating transport impacts - and necessary mitigation was secured by a combination of conditions (condition 51 & 52 of the hybrid consent) and S106. Access to the site from the adopted highway was also determined at that stage (condition 50 of the hybrid consent refers).
144. The hybrid consent also established parameters for the movement network which have since been amplified by the Site Wide Masterplan and Design Code (condition 4 & DoC 241971) and Pedestrian and Cycle Strategy (condition 45 & DoC 241974). These documents establish a hierarchy of interconnected streets and paths through the SDL that will integrate with the wider movement network including existing Public Rights of Way (PRoW) and the proposals for R7 & R13 are broadly consistent with them. **Condition 53** of the hybrid consent requires reserved matters to include details of access including visibility splays (for footpaths, cycle paths, private drives and access roads as relevant) and tracking of motor vehicles. This is considered in sections 10.1 & 10.2.

10.1 Vehicular access to parcels R7 & R13

145. Access to parcel R7 will be from the existing adopted highway, Easthampstead Road (just south of the SWDR). There will be no vehicular connection between the SWDR and the section of Easthampstead Road to the south of it, which will serve as an access to existing properties and to parcel R7, once the SWDR is complete. Details of the site accesses, including this junction, were included with the hybrid application, demonstrating that suitable access could be achieved but the design needed refinement. Consistent with this, the SWDR planning permission also included an access in this location, intended to be delivered as part of the SWDR works and used as a turning head until the development of parcel R7. However, the submitted details did not prioritise pedestrians and cyclists travelling on Easthampstead road and accordingly condition 50 ii) requires submission and approval of further details, to be delivered in accordance with the approved phasing. The approved phasing (DoC 250496) shows details to be approved as part of the condition discharge for R7 and the junction to be delivered in year 6. In the event, the parcel is coming forward earlier than anticipated and condition 53 requires access to be provided before development is occupied.
146. Access to R13 is to be from the Heathlands link road (now White Horse Ride), a new road constructed as part of the SWDR project, connecting the SWDR to Easthampstead Road at the junction with Heathlands Road. Details of the parcel access junction were approved as part of the SWDR planning permission (192928) and it was constructed as part of that project. While the full SWDR is not expected to open until 2027, the Heathlands link opened during May 2026, providing access to R13.
147. The proposed street network within the parcels includes continuous tertiary streets between Easthampstead Road and the Heathlands link (with more than one possible route through R13).

Since, there will be more than 100 dwellings in parcel R13, more than one access point is required for reasons of safety and network resilience: unless a continuous route between Easthampstead Road and the Heathlands link is open by the 100th occupation, an alternative interim arrangement will be required. Recommended condition 10) refers, as does Schedule 4 Part 10 of the S106.

10.2 The movement network within parcel R7 & R13

148. The site wide masterplan and the street hierarchy in the Design Code approved pursuant to condition 4, plus the pedestrian and cycle strategy pursuant to condition 45 establish a hierarchy of interconnected streets and paths within Phase 2b, integrating with the network in the wider SDL and surroundings. Condition 3 of 191068 and the S106 secure phased delivery of both on and off-site elements of this network.
149. The approved street hierarchy shows a combination of shared surfaces lanes and private drives, forming two cul-de-sacs along the northern edge of parcel R13. Through pre-application discussions it was agreed that the layout could be improved by extending the western arm to connect to the tertiary street that links the two parcels. This additional connectivity provides more choice of routes and better network resilience. Other than that improvement, the proposed layout is consistent with the approval hierarchy, including six pedestrian and cycle connections from the residential streets to the shared surface on White Horse Ride (formerly referred to as the Heathlands Link) plus links to paths that run through the open space to the north of the parcels and west of R13, which will function as part of the wider movement network as well as fulfilling a recreational use. The layout includes a few short cul-de-sacs but in most cases these provide pedestrian and cycle connectivity, providing more direct routes for people travelling by those modes.
150. **Condition 53** of the hybrid consent requires reserved matters to include access details, including visibility splays (for footpaths, cycle paths, private drives and access roads as relevant) and tracking of motor vehicles.
151. The proposed visibility splays are appropriate to the design speed, which varies depending on the position of the street in the movement hierarchy. Tracking has been provided for a refuse vehicle and fire tender, demonstrating that the network will be able to safely accommodate the largest vehicles that are likely to use it regularly. The layout is acceptable in terms of the movement networks and **condition 53** secures its delivery.

10.3 Public Rights of Way (PRoW)

152. **Condition 47** requires reserved matters to incorporate direct access between residential parcels and adjacent PRoW. However, there are no PRoW within or in the immediate vicinity of this Development Zone.

10.4 Construction Environmental Management Plan (CEMP)

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

11. Cycle Storage

154. In accordance with the requirement of Core Strategy policy CP6 *Managing Travel Demand* to provide facilities for pedestrians and cyclists, Appendix 2 of the MDDLDP establishes cycle parking standards. The amount of residential cycle parking depends on the size of dwelling: at least one space is required for dwellings with up to three habitable rooms and two spaces for dwellings with four or five habitable rooms, rising to three spaces for dwellings with six or more habitable rooms. It is also good practice to provide for visitors to flats.
155. Cycle storage should be considered at an early stage of in design process to ensure that it is secure, conveniently located and integrated into the development (SPD Design Principle 3e(iv) & Borough Design Guide Design principle R20). Larger garages (3 x 7 metres) can accommodate two bicycles as well as a parked car. Where sheds are used, direct access to the garden should be possible (balanced with achieving a secure layout). Cycle storage for flats should either be within the building or in a purpose-built structure, located where it would not encroach on amenity areas.
156. The broad approach to provision of cycle storage was established by the hybrid planning permission, amplified by the Design Code approved pursuant to condition 4. The Design Code proposes one cycle space per one-bedroom dwelling, two for two-bedroom dwellings and three for spaces with three or more bedrooms. This is in line with the Council's standards for one-bedroom properties, exceeds the requirement for two-bedroom properties and meets or exceeds the requirements for three-bedroom and larger houses.
157. In line with the council's guidance, the Design Code establishes that cycle storage for houses is will be in garages where they are of sufficient size or alternatively in garden stores with a minimum dimension of 0.9 x 2 metres (to accommodate one cycle). Where garden stores are proposed, rear or side access will be provided to avoid the need to bring bicycles through the house. Cycle storage for flats will be in a dedicated, secure and covered cycle store, supplemented by Sheffield Stands or similar for use by short-term visitors.
158. **Condition 58** of the hybrid planning permission requires reserved matters to include details of cycle storage. Three of the proposed houses would have large enough garages for them to be used for car and cycle storage (plots 3019, 3020 & 4001). The FoG (plot 4076) has an irregular shaped garage, plus a smaller ground-floor store) which would provide sufficient space for cycle storage. The remaining garages are too small to provide for both car and storage. Accordingly, the Proposed Cycle Parking Layout drawing identifies a secure, 1.6 x 2.4 metre garden store for the remaining dwellings, with direct access through the garden, for each house. The flats would all have a secure cycle store, either within the building envelope or a separate structure or within the curtilage, fitted out with Sheffield Stands to provide cycle storage in line with the Design Code, except for Block 3 which falls short of the design code commitment by to provide two spaces for two-bedroom properties by two cycle space. However, the provision exceeds the minimum standard for dwellings with up to three habitable rooms and it not fatal to the acceptability of the reserved matters. In addition, there would be Sheffield Stands for visitors, within semi-public area close to the entrance.
159. The proposals therefore fulfil the requirements of **condition 58**, which also requires the approved provision to be made before occupation.

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

12.1 Car parking requirements

160. Core Strategy policy CP6 *Managing Travel Demand* and MDDL policy CC07 *Parking* require appropriate vehicle parking, in line with the council's standards (MDDL Appendix 2). For residential developments, demand for unallocated car parking is calculated, depending on the location (the SDL is categorised as 'urban'), size and tenure of property and the amount of allocated parking (with garages counting as half a space).
161. The Borough Design Guide (section 6 & elsewhere) and section 3 of the South Wokingham SPD (Design Principles 3a & e in particular) provide guidance on how safe, convenient parking can be integrated into development without dominating the street scene or having an adverse impact on residential amenity. The SPD requires a comprehensive strategy for vehicle parking (cars, motorcycles and bicycles). Different approaches are recommended for each character area but parking should generally be on plot, in mews lanes or on street, designed to be integral to the street. Parking courts should generally be avoided but may be necessary for apartment buildings and along the SWDR.
162. Consistent with this guidance, the hybrid application set out a broad approach to the provision of parking, anticipating a variety of parking typologies with the majority of allocated parking on-plot (generally to the front and side of dwellings), occasional parking courts (in the urban and general residential character areas) and on-street parking. This approach has been amplified by the Design Code approved pursuant to condition 4, which establishes the approach to parking in each character area.
163. **Condition 55** of the hybrid consent requires each reserved matters to include details of car and motorcycle parking in accordance with current policy as well as the principles established by the Design and Access Statement and the approved Design Code.
164. In addition, Core Strategy policies CP1 *Sustainable Development* and CP3 *General Principles for Development* require development to be safe and secure. Accordingly, hybrid condition 6 and informative 19 require development to demonstrate how the layout of the site and design of buildings conforms to the principles of Secure by Design.

12.2 The amount of car parking

165. Based on the housing mix and amount of allocated parking proposed (363 allocated spaces including 48 under car ports), the applicant has calculated there would be demand for 71 unallocated parking spaces. The applicant has not included garages in the calculation because, with the exception of plot 4069 (a FoG), the plots with garages would all be houses with at least two other allocated spaces. Plot 4069 is shown as having one allocated space. It should more accurately be considered as having a garage and no allocated spaces but this minor adjustment does not alter the calculation of unallocated parking demand.
166. The submitted layout incorporates a total of 430 parking spaces (excluding one dedicated to the substation, which would not be available for general use), of which 67 would be unallocated, a minor shortfall of four fewer than the predicted demand. The unallocated spaces would comprise 23 unallocated (located within parking courts or in clusters of perpendicular parking, closely related to small groups of dwellings) and 44 visitor spaces (spaces within the public realm, where are likely to be used by residents or visitors equally). Spaces have been identified as unallocated or visitor

based on where they are located and how it is most likely they would be used. This is consistent with the guidance (0.2 visitor spaces/dwelling with allocated parking which equates to 43 visitor spaces) and the visitor parking is reasonably evenly distributed across the parcel when balanced with other landscape and character considerations.

167. The flats would have one allocated parking space each and there would be at least one unallocated parking space within the parking court for each block.
168. 21 of the 119 houses (18%) would have one parking space each. These are all two-bedroom, affordable dwellings and are generally located in areas where perpendicular parking is provided in front of the houses and additional unallocated parking would be available. The remaining houses, including all the larger properties, would all have at least two allocated parking spaces.
169. The FoG (plot 4076) would only have a garage parking space. Other than that, 25 of the houses are proposed to have a garage (in three cases a double garage). If these are included in the parking calculator it increases the number of allocated spaces to 375 and the unallocated demand to 85, resulting in a shortfall of 18 unallocated spaces. However, given the overall amount of parking and the approach to allocation described above, together with the requirement to deliver a high-quality development where parking does not dominate (integration of parking is considered in section 12.3.), the applicant's approach is reasonable and the proposed parking provision achieves an appropriate balance.
170. The proposals therefore fulfil the quantitative requirements of **condition 55**, which also requires the approved provision to be made before occupation. Condition 57 of the hybrid consent prevents the approved carports being converted to garages without consent.

12.3 Integration of car parking

171. Within the Main Street character area, the Design Code specifies that parking should be on-plot, located at the side of the dwellings. There may be some parking courts but no frontage parking. Consistent with this, the proposals for this area comprise predominantly link detached houses, with allocated, undercroft parking to the side. There would be parking courts for the three Blocks of flats.
172. In the case of Block 3 the parking court would be accessed under an archway, making it more secure and reducing its prominence in the street scene. In line with the Designing Out Crime Officer's advice, gates are proposed and condition 7) would secure this provision. (These gates will have been assessed through the reserved matters appraisal and discharge of conditions submission and, consequently, do not conflict with condition 61, which prevents erection of barriers across shared access without approval).
173. The parking for Block 1 has been split in two separate courtyards to keep the size down, in line with good practice (see section 3.3. While not gated, the parking courts for Blocks 1 and 2 would be enclosed, with an entrance feature to help convey that the parking is private.
174. The **Neighbourhood Residential** character is intended to be more varied and the Design Code allows for parking on-plot, to the side or front of the dwelling, as well as occasional parking courts. The majority of houses in this Development Zone are proposed to have allocated parking on plot, to the side, although there are occasional clusters with frontage parking, including unallocated spaces, to be shared by occupants of a group of nearby dwellings. Those on the western edge of R13 would mainly have garages in addition to driveway parking, providing some continuity with the adjacent Rural Edge character area. As explained in paragraph 161 parking courts should generally be avoided and the absence of these in this character area is a positive.

175. On the **Rural Edge**, the Design Code anticipates parking will be on plot, behind the building line, often within garages or a car port and only occasional use of other typologies where not fronting a green edge. Accordingly, predominantly detached and semi-detached houses with garages and allocated parking to the side are proposed in this character area.
176. Thus, the approach to parking is consistent with the Design Code and will help reinforce the character areas within the development, fulfilling the requirement of **condition 55** for parking provision to be in accordance with the principles established by the Design and Access Statement and Design Code.

12.4 Electric vehicle charging

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

12.5 Parking Management Plan.

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

13. Flooding and drainage

179. The NPPF and National Planning Practice Guidance establish a framework for assessing the probability of flooding and the suitability of land for different uses, depending on their vulnerability to flooding. Core Strategy Policy CP1 *Sustainable Development* and MDDL Policy CC09 *Development and Flood Risk (from all sources)* follow the sequential approach established by the NPPF, directing development away from the areas at highest risk of flooding (from any source) Development should incorporate Sustainable Drainage Systems (SuDS) to avoid increasing - and where possible reduce - the risk of flooding, on the site and elsewhere and to limit adverse effects on water quality. Proposals should follow the hierarchy for surface water disposal established by Part H of the Building Regulations discharging first into the ground, then a surface water body, followed by a surface water drainage system or finally a combined sewer.
180. Due to the size of the application site and parts of the site (proposed Public Open Space) being within flood zones 2 & 3, where the risk of flooding is relatively high, the hybrid application was accompanied by a Flood Risk Assessment (FRA). The FRA considered existing flood extents and how these would change as a result of construction of the SWDR and associated works (planning permission 192928). The FRA established that QBar (mean annual maximum flow rate) would be 4.4l/s/ha. No significant risk of flooding was identified and SuDS could adequately mitigate the increased runoff resulting from formation of impermeable surfaces.
181. Condition 29 of the hybrid planning permission required a SuDS Strategy for the whole of phase 2b (approved under DoC application 242459).

182. Reserved matters for each phase are required to include details of SuDS, based on the approved Strategy (**condition 30**), measures for water quality (**condition 33**) treatment and details of exceedance routes (**condition 34**).
183. In addition, **condition 31** requires surface water drainage to be provided in accordance with approved details before occupation of any building and condition 32 requires details of connections to the drainage system to be approved before commencement of the phase and implemented before any discharge of surface water to the public system.

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

184. The application is accompanied by a Drainage Statement which is broadly consistent with the Flood Risk Assessment and the approved Drainage Strategy.
185. The Development Zone is predominantly a greenfield area which currently drains via infiltration and overland flows. The site area is 7.84 hectares, of which the impermeable area of the residential development will be approximately 3.924 hectares (3.273 hectares in R11 and 0.651 hectares in R7). The approved strategy is to use a combination of pipes and SuDS features, such as rain garden/tree pits, swales and lined attenuation basins, to collect and attenuate the surface water runoff from the impermeable areas and to provide water quality benefits. The proposed greenfield runoff rate (QBAR) is 4.4l/ha/s. Proposed discharge rates should be restricted for all storms up to and including the one-in-100-year storm event (1% AEP) plus a 40% allowance for climate change.
186. The impermeable area in parcel R7 will be approximately 0.651 hectares. Tree pits, acting as bioretention areas, are proposed within the parcel and - in line with the approved drainage strategy - surface water will discharge via gravity, unattenuated into the SWDR swale to the north and from there to the basins in Holme Park SANG, which has been designed to attenuate this flow. Construction of the SWDR and associated drainage works are at an advanced stage and it is expected that the SANG land will be transferred to the consortium by the end of 2026. Paragraph 3.6.3 of the drainage statement confirmed that dwellings in R7 will not be occupied until after completion of the SWDR swale and basin works, secured by proposed condition 11). Additionally, hybrid condition 31 requires provision of drainage before first occupation of any dwelling that relies upon it.
187. The impermeable area within the R13 catchment will be approximately 3.273 hectares. Tree pits in the streets will act as bioretention areas and a swale along the western edge of the parcel will convey water to a basin in the park, towards the north of the parcel. The basin has been designed with 1:3 slopes, 400mm freeboard above maximum water level and grass steps at the eastern end to facilitate access during dry periods. It will be lined with a geomembrane, to provide attenuation (not infiltration) and a flow control device on the outfall will restrict discharge to the SWDR swale to the north to 14l/s. 2.8ha impermeable has been catered for in the SANG Basin with a discharge rate of 12.6l/s. There needs to be more on plot storage in parcel R13 to allow for the 12.4l/s discharge rather than 14l/s proposed, for condition 30 to be discharged. Proposed condition 11) refers.
188. While parts of the Public Open Space to the north of the Development Zone will be within Flood Zones 2 & 3 (as anticipated at the hybrid stage), flooding would be contained within the SWDR ditch and not encroach into the open space. The proposed housing areas will be entirely within Flood Zone 1 where the probability of flooding is low (less than 0.1% annual probability/1 in 1,000) and all forms of development - including more vulnerable residential uses - are appropriate. Since

residential development would be located outside of the fluvial and surface water flood extents, continuous safe access would be available during a flood event.

- 189. Storms in excess of the 1 in 100-year storm event (1% AEP) plus 40% climate change may flood from the network and will be kept within the internal road network, until such time as they can be directed into adjacent landscaping areas or existing vegetation/woodland.
- 190. The proposals do not fully fulfil the requirements of **condition 30** (SuDS details) and an additional condition is recommended (condition 11) to address this. Condition 31 requires approved drainage to be provided before first occupation of any building.
- 191. Rain gardens, tree pits, swales and the detention basin will assist with water quality, fulfilling the requirements of **condition 33**. Details of exceedance routes are also included, fulfilling the requirements of **condition 34 ii**).
- 192. Condition 36 of hybrid planning permission requires the Construction Environmental Management Plan for each phase to include measures to control of surface water run-off during construction.

13.2 Drainage maintenance

- 193. The drainage statement indicates that the developer will be responsible for surface water matters during construction, especially water quality and pollution control. Upon completion traditional sewers will be handed over to IWNL Water under section 104 of the Water Industry Act, while basins within public open space, rain gardens and drainage associated with adopted roads will be adopted by the council either as Public Open Space or highway. Condition 35 requires approval of a SuDS Management and Maintenance Plan before occupation of the phase, the S106 secures transfer of SuDS within POS to the council together with commuted sums for future maintenance and commuted sums for drainage features within the highway will be agreed as part of the highway adoption process.

14. Environmental Health

14.1 Noise

- 194. Core Strategy Policy CP1 *Sustainable Development* seeks to avoid development in areas where noise may impact on the amenity of future occupants and MDDL Policy CC06 *Noise* reinforces this, requiring proposals to demonstrate how noise impacts on sensitive receptors (both existing and proposed) have been addressed. Where a significant effect could arise, a sequential approach should be taken first reviewing the layout of the site, then the internal layout of buildings and finally physical mitigation measures such as barriers and mechanical ventilation.
- 195. The Environmental Statement that accompanied the hybrid application included an assessment of the potential impact of both construction and operational noise on sensitive receptors within close to the site.
- 196. The assessment demonstrated that **construction noise** could be adequately managed through implementation of a Construction Environmental Management Plan (CEMP), secured by condition 36 of the hybrid consent.
- 197. In terms of **operational noise**, the assessment demonstrated that the development would not result in a significant change in road traffic noise **outside the SDL**. An increase was predicted along William Heelas Way and Whitlock Avenue (within the **first phase of the SDL at Montague Park**), based on a comparison with the existing situation. However, the application for Montague

Park was assessed on the basis that the remainder of the SDL - including the extension of William Heelas Way to Finchampstead Road - would come forward and, therefore, the full impact (including any necessary mitigation) was taken into consideration at that stage.

198. The assessment also considered the amenity of occupants of the proposed development, demonstrating that acceptable daytime and night-time noise levels would be achieved in most of the proposed dwellings without mitigation and for the remainder, appropriate noise levels could be achieved with mitigation. Accordingly, **condition 40** requires applications pursuant to be accompanied by a noise mitigation plan at the reserved matters stage and implementation of any necessary mitigation measures.
199. The submitted Noise Assessment for R7 & R13 relies on a noise model - based on the results of the 2018 noise survey that accompanied the ES and predicted traffic flow data – to calculate internal and external noise levels.
200. No significant noise or vibration would be generated by the railway. The SWDR and Heathlands link would generate the most road noise.
201. The highest predicted noise levels are to the north of plots 4086-4088 (houses in parcel R7, fronting the SWDR) and Block 1 (plots 4043-4066, in parcel R13, at the junction of the SWDR and the Heathlands link, now White Horse Ride). Based on the day and nighttime, internal noise targets in BS8233:2014 acoustic glazing is recommended in the elevations facing the SWDR. Elsewhere, the elevations are shielded from the SWDR and the Heathlands Link Road and standard thermal glazing will be sufficient to achieve appropriate internal noise levels.
202. To achieve acceptable nighttime noise levels, bedroom windows are likely to need to be kept closed in the front elevations of all properties on the SWDR frontage of parcel R7, Block 1 and the houses on the Heathlands Link Frontage of R13. Windows should be openable so that the choice of opening or closing windows is with the occupants and an alternative form of ventilation should be provided so that occupants can retain access to fresh air and retain thermal comfort without compromising their noise climate. Condition 8) would secure installation of acoustic glazing and ventilation to an appropriate specification, where necessary.
203. According to BS8233:2014, it is desirable that the noise level in external amenity spaces does not exceed 50dB LAeq,T, with an upper guideline value of 55dB LAeq,T being acceptable in noisier environments. The Noise Assessment indicates that predicted noise levels in all gardens would be at or below the upper guideline value of 55dB LAeq, T. Noise levels on the balconies on the elevations of Blocks 1 & 3, facing the SWDR and White Horse Ride would exceed this level during the day (up to 60 LAeq, T for Block 1 and 65 LAeq, T for Block 1) and for the north-western elevation of Block 1 at night too (up to 60 LAeq, T) but on balance it is better for residents to have the option of a private outdoor space.
204. The Noise Mitigation Plan pursuant to **condition 40** can be approved, subject to recommended condition 8); in accordance with the condition development must be in accordance with the approved Plan.

14.2 Air quality

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

14.3 Contamination

206. Core Strategy policy CP1 *Sustainable Development* requires development requires development to minimise the emission of pollutants, limit any adverse effects on water quality (including ground water, see paragraph 191) and avoid areas where pollution may impact upon the amenity of future occupants. A desk study and preliminary risk assessment at the hybrid stage demonstrated that the risk of contamination is low and condition 44 of the hybrid planning permission secures an intrusive site investigation before commencement and details have been submitted and approved on 31 July 2026 (DoC 261365).

14.4 Site waste management plan

207. In accordance with the requirements of **condition 66** of the hybrid planning permission, this application was accompanied by a Site Waste Management Plan (SWMP). These are no longer a statutory requirement but remain good practice. The handling, storage, and movement of waste is separately regulated by the Environment Agency. In the absence of any comments from the Environmental Health Officer there is no objection to the submitted plan, which should be implemented, in line with the condition requirements.

15. Sustainable design and construction

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

15.1 Energy use and carbon reduction

210. The hybrid consent proposed to follow the Energy Hierarchy, using a "fabric first" sequential approach to reducing carbon emissions, reducing energy demand first through the fabric of the building and passive design, then through use of energy efficient building services and finally through use of on-site, low carbon renewable energy.
211. The Energy Statement that accompanies this application confirms that the proposals will follow this approach, prioritising passive measures to reduce energy demand through specification of a thermally efficient building fabric, followed by provision of on-site renewable and low carbon energy generation. The thermal performance of all elements of the buildings would be within allowable limits, ensuring a reduction in operational emissions from space heating compared with the Notional Building. It also includes a feasibility study for low and zero carbon technologies to provide heat and/or power, which concludes that Air Source Heat Pumps (ASHP) and photovoltaic panels (PV) technology are deemed suitable for the site. It is proposed that all dwellings will incorporate ASHP to reduce the operational emissions associated with the homes.

- 212. The combination of fabric performance improvements and ASHP will achieve cumulative dwellings emission rates for the parcel, fulfilling the requirements of **condition 65 i**).
- 213. Under Schedule 2, Part 14 (Renewable Energy), Class G of the Town and Country Planning (General Permitted Development) (England) Order 2015 (the GPDO) installation of air source heat pumps on domestic premises is permitted development provided the installation complies with the size and location requirements set out in the GPDO. There are no criterion relating to noise. In the absence of any input from the EHO, condition 9) will ensure that ASHP conform with the GPDO unless otherwise approved.
- 214. Condition 65 also requires installation of the approved measures before first occupation. Condition 41 establishes that noise from plant, machinery and equipment should not exceed the prevailing background sound levels.

15.2 Water consumption

- 215. Core Strategy policy CP1 *Sustainable Development* requires development to reduce water consumption and, since the borough is a classified area of serious water stress, MDDL policy CC04 *Sustainable Design and Construction* established a minimum consumption target for residential development. The Energy Strategy Statement sets out how utilisation of low-water-use fixtures and water restrictors can limit domestic water consumption to under 100 litres/person. The proposals are, therefore, compliant with the requirements of **condition 65 ii**).

15.3 Recycling and refuse storage

- 216. Consistent with Core Strategy policy CP1 *Sustainable Development*, MDDL policy CC04 *Sustainable Design and Construction*, the Sustainable Design and construction SPD and Borough Design Guide design principal R20, **condition 7** of the hybrid consent requires each reserved matters application to include internal and external provision for refuse and recycling storage. Informative 16 directs the applicant to the relevant council guidance.
- 217. The proposed dwellings meet the DCLG *Technical housing standards – nationally described space standard* (March 2015) (see paragraph 131) which include internal storage requirements.
- 218. The application is accompanied by a Refuse Strategy Layout (Drawing No P1905.R07.R13.06 Rev G). For houses this identifies where refuse and recycling bins may be stored within the curtilage and kerbside collection points (within acceptable carry distances for residents and waste collection operatives). Similarly, for flats it identifies a suitably sized refuse store, within the building envelope. The proposals fulfil the requirements of **condition 7**.
- 219. Tracking for refuse vehicles has been considered in paragraph 151 and is acceptable.

16. Employment Skills Plan

- 220. MDDL Policy TB12 *Employment Skills Plan* indicates that proposals for major development should be accompanied by an Employment and Skills Plan to show how the proposal accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
- 221. In accordance with the hybrid S106 obligations, an Employment Skills Strategy for (detailing a proposed strategy for recruitment and training) for the parcels being delivered by Miller Homes was approved as part of the RM for parcel R10 (reference 250399). The submitted Employment

Skills Plan is consistent with the Strategy and defines the outputs required in respect of apprenticeship starts, jobs created and community skills support positions for this Development Zone. The plan been reviewed by the WBC Economic Development team who consider the plans to be acceptable and will continue to be involved in ensuring the employment targets within the plan are met.

17. Infrastructure impact mitigation & viability

- 222. The NPPF, reflected by Core Strategy policy CP4 *Infrastructure Requirements*, establishes that supporting infrastructure (including affordable housing) must be delivered alongside new development. The infrastructure requirements for the South Wokingham SDL are set out in Core Strategy policy CP21 *South Wokingham Strategic Development Location*, Core Strategy Appendix 7 (paragraph A7.53 in particular), the Infrastructure Delivery and Contributions SPD and the Community Infrastructure Levy (CIL) charging schedule, which establishes a rate of £320/m² for each new market house built in South Wokingham.
- 223. The planning policy framework also establishes that there should be a comprehensive approach to the planning and the delivery of infrastructure for the SDL, with each development making a proportionate contribution towards the infrastructure required for the SDL as a whole. Accordingly, each application for development in the SDL was accompanied by an Infrastructure Delivery Plan (IDP) listing the necessary infrastructure, each developers' proportionate share and how it was to be secured.
- 224. Affordable & specialist housing is considered in sections 2.3 & 2.4 of this appraisal.
- 225. Other infrastructure mitigation requirements – not covered by CIL - were secured by the hybrid planning permission, through a combination of conditions and a S106 agreement. These have been referred to in this appraisal as relevant.

18. Conclusion

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

Appendix 1 Conditions & Informatives

Approved drawings

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

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

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

Restriction of permitted development rights for additional windows and obscure glazing

- 2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no additional windows or similar openings shall be constructed:
 - a) at first-floor level or above in the southern elevation of the houses on plots 4072, 4090, 4091 & 4098;
 - b) at second floor level in the south-eastern elevation of plot 4033;

Reason: To avoid prejudicing any future development of the land to the south and safeguard the residential amenities of occupants of the development hereby approved, in accordance with Core Strategy policy CP3.

- 3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification)
 - a) The first-and second floor windows in the southern elevation of Block 2 (plots 3078-3088 of the development hereby permitted) serving the kitchens within the open plan living rooms of flats 7 & 11; and
any approved or future windows at first floor level or above in
 - b) the northern flank of plots 3012, 3023, 3066, 3100, 3105, 3117, 4078, 4087 & 4098;
 - c) the eastern flank of plots 3007, 3095, 4022, 4025 & 4029;
 - d) the southern flank of plots 3004, 3027, 3028, 3101 & 3104; and
 - e) the western flank of plots 3025, 3097, 4006, 4023, & 4032

shall be fitted with obscured glass before first occupation and shall be permanently so-retained.

Reason: To safeguard the residential amenities of neighbouring properties and the flats themselves in accordance with Core Strategy policy CP3.

Lighting

- 4) Notwithstanding the submitted Lighting Lux Plan, lighting details including:
 - a) the specification of lanterns with suitable baffles to protect ecological dark corridors; and
 - b) details of the lighting within the areas identified on the Lighting Lux plan as “areas not to be adopted and lit with solar columns and luminaires”

shall be submitted to and approved in writing by the Local Planning Authority before first occupation of any dwelling within the Parcel R7 & R13 Development Zone. Lighting shall be installed in accordance with the approved details before occupation of the development it is to serve and retained thereafter.

Reason: to ensure appropriate protection of ecological dark corridors as well as the safety of the public realm in accordance with NPPF Section 19 (Conserving and Enhancing the Natural Environment); Core Strategy policies CP1, CP3, CP7, CP21; and Managing Development Delivery Local Plan policies TB21 & TB23.

Great Crested Newts

- 5) No development hereby permitted (including site clearance) shall take place except in accordance with an Ecological Mitigation Strategy that has first been submitted and approved in writing by the Local Planning Authority.

Reason: To safeguard biodiversity as set out by the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006, NPPF Chapter 15, Circular 06/2005.

Secure by Design

- 6) Notwithstanding the approved drawings the landscaping details pursuant to condition 15 of planning permission 191068 shall include a 1.8 metre high boundary wall or similarly robust & secure enclosure to provide secure separation between the two areas of parking that will serve Block 1 and the wall shall be constructed in accordance with the approved details before first occupation of the building.

Reason: to ensure that the development is safe, inclusive and accessible and that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience in accordance with NPPF DP3 & TR4, MHCLG's National Design Guide; and Core Strategy policies CP1 & CP3.

Gates to control access to parking courts

- 7) Electronic gates shall be installed before first occupation of the flat-over-garage (FoG), plot 4069 in accordance with the approved details and the gates shall be retained thereafter.

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

Acoustic glazing systems and ventilation

- 8)
- a) Before commencement of development above ground level details of:
 - i) which plots are to have acoustic glazing and ventilation installed; and
 - ii) the specification and acoustic performance of the glazing systems (including frames) and ventilators proposedshall be submitted to and approved in writing by the Local Planning Authority.
 - b) None of the dwellings identified in i) above shall be occupied until a validation certificate demonstrating that internal noise levels will be in line with the *Noise Assessment V1 Parcels R7 & R13 12 December 2025* has been submitted to and approved in writing by the Local Planning Authority.

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

Air Source Heat Pumps

- 9) Any Air Source Heat Pumps installed pursuant to condition 65 of the hybrid planning permission 191068 shall comply with the requirements of Schedule 2, Part 14 (Renewable Energy), Class G of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any subsequent legislation that supersedes it OR be in accordance with details (including a detailed specification which covers noise generation) that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: to protect the residential amenity of the nearby dwellings and to ensure that the development is not unneighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 Sustainable Development and CP3 General Principles for Development and Managing Development Delivery Local Plan policy CC06 Noise.

Emergency access

- 10) In the event that the 100th occupation in parcel R13 takes place before both the approved access to parcel R7 from Easthampstead Road and the approved access to parcel R13 from the Heathland link (as approved under planning permission 192928) are open to the public, together with a continuous route through parcels R7 & R13 connecting the two junctions, a temporary emergency access to R13 shall be provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The temporary emergency access shall be available for use before the 100th occupation in parcel R13 and shall be removed and landscaped in accordance with the approved landscaping details within three months of both permanent accesses and a continuous route between them being open or, in the case of soft landscaping the first planting season thereafter.

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

Drainage

- 11) No development within parcels R7 & R13 shall commence until details of SuDS to serve the parcels have been submitted to and approved in writing by the Local Planning Authority. SuDS shall be provided before occupation of the development it is to serve in accordance with the approved details and the phasing details pursuant to condition 3 of planning permission 191068 and retained thereafter.

Consistent with the requirements of conditions 30 & 31 of hybrid planning permission 191068, no part of the development in parcels R7 & R13 shall be occupied until drainage has been provided either in accordance with the approved details or, should first occupations take place before the elements of the drainage that are outside the boundaries of parcels R7 and R13 are complete, in accordance with interim drainage measures that have first been submitted to and approved in writing by the Local Planning Authority. Should interim drainage measures be implemented, drainage shall be implemented in accordance with the approved permanent drainage details before occupation of the 200th dwelling within the two parcels combined unless an alternative timetable has been approved as part of the interim drainage measures.

Reason: to prevent risk of flooding should the approved drainage (elements of which are being delivered as part of the SWDR works approved under planning permission 192928, so are not under the applicant's control) not be completed in advance of first occupations within parcel R7, in accordance with NPPF Section 18 (Managing flood risk and coastal change), Technical Guidance on

the NPPF (Flood Risk), Core Strategy policies CP1 & CP21; Managing Development Delivery Local Plan policies CC09 & CC10; and the South Wokingham SDL SPD.

Informatives

Reason for approval

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

Relevant policies

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

Core Strategy

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

Managing Development Delivery Local Plan (MDDL P)

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
CC09	-	Development and Flood Risk
CC10	-	Sustainable Drainage
TB05	-	Housing Mix
TB07	-	Internal Space Standards
TB08	-	Open Space, Sport and Recreational Facilities Standards
TB12	-	Employment Skills Plan
TB21	-	Landscape Character
TB23	-	Biodiversity and Development
TB24	-	Designated Heritage Assets
TB25	-	Archaeology
SAL05	-	Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

Local Plan Update

The Local Plan Update (LPU) will supersede the current Core Strategy and Managing Development Delivery Local Plan. It was published for Regulation 19 consultation in October 2024 and submitted

to the Secretary of State for independent examination in February 2025. The examination hearing sessions have now concluded and the Inspectors issued a Post Hearings Letter on 4 August 2026 in which the Inspectors have advised that the Plan is likely to be capable of being found sound and legally compliant, subject to the preparation, consultation and consideration of Main Modifications.

The policies of the LPU are therefore relevant considerations in determining planning applications and carry moderate weight, depending on the extent of objection and consistency with the NPPF. Given that the application relates to reserved matters for an extant planning permission rather than matters of principle, the policies of the LPU have not been referred to further in this report.

Other

South Wokingham Strategic Development Location Supplementary Planning Document

Infrastructure Delivery and Contributions Supplementary Planning Document

Borough Design Guide Supplementary Planning Document

CIL Guidance + historic 123 List

Affordable Housing Supplementary Planning Document

Sustainable Design and Construction Supplementary Planning Document

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

3. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and representations. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: a Planning Performance Agreement (PPA) covering pre-application discussions and determination of reserved matters; submission of additional information and revised plans to address issues raised by consultees; and extending the period for determination to allow issues to be addressed. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

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

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

S106 obligations

5. In accordance with the obligations of the hybrid planning permission this application pursuant to reserved matters is accompanied by:
 - a) An Affordable Housing Scheme as required by Schedule 1, Part 1; and
 - b) Employment Skills Strategy and Employment Skills Plan as required by Schedule 11both of which are acceptable.

CIL

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

Pre-commencement conditions

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

Landscaping, Green Infrastructure, ecology & SuDS

8. The landscaping details pursuant to condition 15 of planning permission 191068 and, in the case of part m), the SuDS details pursuant to condition 31 of planning permission 191068 shall include:
- a) appropriate fencing around the Local Area of Play (LAP) portion of the play space, separating the LAP from the attenuation pond;
 - b) a Landscape specification document that incorporates details play space equipment and installation methods in accordance with Schedule 5, Part 1 of the S106;
 - c) minor artefacts including detailed of the timber planters around the play space; and
 - d) bench seating informed by guidance from Active Travel England;
 - e) incorporation of defensive planting where boundary walls and fences are accessible form the public realm;
 - f) a 1.8-meter-high screen wall to create two separate, secure parking courts for Block 1
 - g) enclosure of defensible space around the northern corner of Block 1;
 - h) careful consideration of the entrances to parking courts, including features that clearly convey that the space is private, rather than being part of the public realm;
 - i) detailing to break up the expanse of brickwork and add interest to the public realm, where walls are required to provide a secure boundary;
 - j) defensive planting to supplement walls where boundaries are exposed to the public realm;
 - k) how parking bays will be marked out, using materials rather than paint; and
 - l) how visitor and unallocated parking spaces will be clearly identified, whilst avoiding clutter. It is suggested that visitor spaces within the public realm/adopted highway do not need to be identified. In parking courts allocated spaces should be identified with the property No and unallocated spaces marked with a 'V'; and
 - m) and area of over dig i.e. below the invert level of the outfall) to provide a permanently wet area within the SuDS basin for the biodiversity benefit it will bring. The area of permanently wet basin does not need to be the whole of the basin bottom – it could be only in the

western part – and it would be preferable for there to be at least two metres of level basin at the bottom of the main slopes.

9. The lighting details pursuant to reserved matters condition 4) will be expected the specification for lanterns 4B, 6B, and 9B in parcel R7 and 1B, 2B, 5B, 8B, 16B, 32B, 35B, 45B, 46B, 48B, and 49B in parcel R13 to include baffles.

Materials/Balcony balustrading

10. The materials details pursuant to condition 9 of hybrid planning permission 19106 shall include details of the laminate glass panels identified on Drawing No P2060_DET_11-Typical Balcony Detail which should be obscured to ensure an appropriate balance between lighting, privacy and the appearance of the building.

Great Crested Newts

11. The Ecological Mitigation Strategy South Wokingham R7-R13 FINAL (Rev. 2) August 2026 is largely acceptable except that it does not include provision and use of a great crested newt tool box talks. The details pursuant to condition 5) should address this.

Access and Security

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

General

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

Highway Management

14. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

Utilities

15. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

Noise

16. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

Drainage during the construction phase

17. The Construction Environmental Management Plan (CEMP) pursuant to condition 36 of hybrid planning permission 191068 will need to include details of measures to control runoff from the site during construction, in advance of delivery of the approved drainage.