

Planning application number : 250399	Comments from Wokingham Without Parish Council Note: <i>Comments in blue italics are new/revised from previous submissions</i>
Co-ordination:	The Parish Council urges Wokingham Borough Council to ensure that the development is well co-ordinated and not brought forward in a piecemeal way. Infrastructure must be planned and phased correctly to ensure it is available when needed to reduce the detrimental impact of major development on existing residents, services and facilities. This development, which is proposed to take a number of years to complete, will cause significant disruption to local residents. The impact of the construction phase on existing residents in terms of noise, dirt, pollution and traffic must not be underestimated and Wokingham Borough Council must use every mechanism available to it to ensure that the development is delivered within this timeframe, and that detrimental elements of the construction works are mitigated as much as possible <i>The Parish Council expects a creation of a Stakeholders Group for regular collaborative communication</i>
Housing numbers:	This site was identified in the core strategy as able to accommodate around 2,500 homes. The plans have identified the infrastructure required for these additional homes. The parish council urges Wokingham Brough Council to resist additional units over and above this figure, to limit any additional strain on existing infrastructure, facilities and services. Management of overall housing numbers is also key to ensuing the ongoing protection of the green gap that separates the residential areas of Wokingham and Crowthorne. This green gap is a key element in distinguishing between the character of the two communities and will delineate between the urban fringe of Wokingham Town and the more rural, village character of Crowthorne and the residential areas in the south of the Wokingham Without parish. Since its initial inception, and the first rounds of public consultation, the layout of the proposed development, in terms of housing areas and green space, has changed significantly. The parish council expresses concern that the current layout proposal significantly diminishes the green separation gap between Wokingham and Bracknell, which goes against policy CPI 1 of the Core Strategy to retain a separation between the two communities. The retention of green space is also significant to the health and wellbeing of residents and to providing clean air.

Housing mix	A good mix of housing types, allowing for first-time buyers, families and older residents will be key to supporting and developing a sense of community in this large-scale development, and not becoming a dormitory for commuters.
Building heights	There is a significant proportion of the residential dwelling that is identified as 3 storey and in some cases, 4 storey. This does not appear to be in-keeping with the existing area, the retained residential dwellings adjacent to, and with the SDL area, nor the character of the area. 4 storey buildings either side of the road must be set back from the road to prevent the creation of an intimidating, tunnel type feel.
ENVIRONMENTAL	
Flood risk	Mitigation measures relating to flooding should be undertaken throughout the construction phase. Waiting until 2027 to 'make good' is not acceptable to existing residents Robust monitoring and enforcement must be in place to ensure that flood risk plans are followed accurately, particularly given the increased incidents of extreme weather and the propensity of the surrounding land to flood. Equally, measures should be in place to ensure that actions on site to not detrimentally impact water flows off site.
Tree protection	This site incorporates many large trees and is close to areas of ancient woodland, all of which provide valuable visual character to the area. Retained trees must be suitably protected with fencing that extends to the tree canopy, to mitigate against damage to these valuable landscape features
Landscaping	The 'countryside feel' of the area will be a key determiner in attracting new residents to Wokingham and ensuring that this is brought into the design of the housing areas is critical. There must be a transition from the countryside into the residential areas, with 'fingers' of green areas entering into the development, appropriate soft landscaping (native species, drought hardy where possible and with consideration for attracting wildlife) The plans include proposals for play areas. The parish council feels it is important to ensure that these play areas satisfy a wide age range, and do not focus only on younger children (i.e. pre-teens)
Views	The retention of views to key areas of character including Ludgrove School and the Lucas Hospital will be critical to maintaining the character identity of the area and creating a sense of place.
CONSTRUCTION MANAGEMENT	
Vehicles	Well planned construction vehicle routes are required, to ensure that lorries use optimum routes, are kept away from residential areas as much as is practical, and limit actions which lead to

Vehicles (cont.)	additional noise and air pollution. Approved construction routes must be well sign posted from the primary highway network Construction vehicles should be speed restricted in residential areas to reduce air pollution Sites must incorporate wheel washing facilities from the outset, including road cleaning on and off site. Active management of the routes on and off site, to prevent the tracking of mud onto local roads. A contact number will be provided for members of the public to contact the contractors management team to resolve any issues. Enforcement of these conditions must be robust to limit the detrimental impact of the construction phase on existing residents. Developers shall provide site parking for all contractors.
Materials deliveries	Deliveries of materials to the site should be undertaken at times to avoid peak traffic congestion.
Impact on the existing footpath network	Safe routes and footways must be retained during the construction phase, and temporary re-routing of footpaths and byways should be mandated, rather than closing routes off for prolonged periods of time.
Other concerns during the construction period WWPC wish to ensure that the following issues are taken into account in the plans: • Construction noise • Dust from soil heaps • Potential for untreated top soil to wash into the water system • Potential disruptions to water courses and ponds	
TRAFFIC	
Southern Distributor Road	It is imperative that the layout for the western end of the distributor road is determined and the road approved for construction before the planned construction of any additional housing. If the routing issues cannot be resolved, the addition of some 2,000 new homes will detrimentally impact on local traffic routes and is not acceptable to an already worried public. Although the SDR seeks to address traffic movements east-west and allow traffic to avoid Wokingham Town Centre, traffic routes going 'north-south' (i.e. to the M3) do not appear to have been addressed. This cannot be acceptable. The impact of these proposal on the road network beyond the development site must be given greater consideration. The parish council urges Wokingham Borough Council to seek robust evidence of this consideration, along with details of any necessary

Southern Distributor Road (cont.)	mitigation measures required, before any development can get the go-ahead.
<i>Active Transport/Public Transport</i>	<i>Requires serious financial investment to enable people to leave their cars at home</i> <i>Currently it is dangerous walking along these roads - It is completely unrealistic to assume that the current roads are suitable for safe cycling/walking along Nine Mile Ride, Heathlands Road, Easthampstead Road, Old Wokingham Road, Redlake Lane (due to lack of pavements)</i>
Roundabout at the Eastern Gateway	The routes of the roads joining this roundabout are unclear from the application plans
Junction to Star Lane Crossing	Queuing traffic at this junction is likely to increase with more level crossing closures. Stationary vehicles will be backing up past the school. The associated pollution created by queuing traffic is therefore a concern for the school and housing. Routes into Grays Farm Sport Hub will also use this junction if the access to the hub is from the north of the site. The traffic impact of this facility must be assessed before approval can be given. The plans need to give greater consideration for safe pedestrian and cycle access across the railway line, particularly given the proposed secondary school for the site is located across the railway.
Junction of Heathlands Road and Easthampstead Road	The parish council anticipates that this route will become more attractive as a through route for traffic heading to the M4, particularly to traffic coming from Crowthorne, Sandhurst and Finchampstead as it will avoid Wokingham Town Centre. This road is unsuitable for significant increases in traffic volumes due to its rural nature. Again, the impact of these proposal on the road network beyond the development site must be given greater consideration.
Junction of Heathlands Road and Nine Mile Ride	This junction is currently unsuitable for larger vehicles and cannot take additional vehicle capacity. The junction currently sees queued traffic along both Heathlands Road and Nine Mile Ride for significant parts of the day. The pollution that this traffic creates has a detrimental impact on the health of local residents and on pupils attending St Sebastian's primary school and proposals which lead to increased traffic queues are unacceptable. The existence of traffic lights at this junction will likely lead to an increased use of Honey Hill which is a narrow country lane with little lighting and a number of bends and is unsuitable for large vehicles.
Junction that joins Waterloo Road, Old Wokingham Road and Peacock Lane	Although identified as a potential access route for construction traffic due to its distance from existing residential housing, it would need significant improvements to driver visibility for this to be viable.

ACCESS	
Footways	The parish council wishes to see proposals which bring about enhancements to the existing network of footpaths, byways, cycle paths and green ways (widening, improving visibility but retaining a rural feel). Providing routes within the new developments and ensuring these connect with routes to the existing residential areas and facilities / services will encourage walking and cycling and reduce dependency on the road network.
SPORTS HUB AND VILLAGE CENTRE	
	• The sports hub at Grays Farm sits outside the boundary of the SDL. As such, buildings on the land should be located as close as possible to the residential areas to avoid urbanising more of the green space that separates the communities. • The loss of good, working agricultural land at Grays Farm is regrettable • The principal vehicle route into the sports hub should be from the SDR, to limit additional vehicle journeys on the surrounding road network. • Pedestrian and cycle access from the south should be incorporated into the proposals.
	• The proposed retail centre and community hub should be a focal point for the community and must be a high quality design that enhances the area.
GOING FORWARD	
General comments	The development must have a strong reference to the existing rural context
Climate change	The parish council expects to see features incorporated into the development that support the borough's developing climate emergency policies and strategies, including (but not limited to) the use of solar panels, grey water harvesting, electric charging points and cycle parking.