

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(2)	19/01544/FULEXT Holybrook	7 th October 2019 ¹	Full planning application for the erection of 199 dwellings (including affordable housing) with public open space, hard and soft landscaping and vehicular access from Dorking Way. Land to the West of Dorking Way, Calcot, Reading. Bellway Homes Limited.

¹ Extension of time agreed with applicant until 31st December 2019

The application can be viewed on the Council's website at the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=19/01544/FULEXT>

Recommendation Summary: Grant planning permission subject to the completion of Section 106 legal agreement. Otherwise, refuse planning permission.

Ward Members: Councillors Argyle and Somner

Reason for Committee Determination: The Council has received in excess of 10 objections

Committee Site Visit: 13th November 2019

Contact Officer Details

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1. Introduction

- 1.1 This application seeks full planning permission for the erection of 199 dwellings on a greenfield site on land off Dorking Way in Calcot. The site is bounded by the A4 to the north-west, existing housing to the east, the M4 to the south-west, and open fields to the south east. The site is allocated as a housing scheme under the Housing Site Allocations DPD 2006-2026 (HSADPD). Accordingly, although a green field it now lies in the defined settlement boundary of the Eastern Urban Area.
- 1.2 The application site area is approximately 7.4 ha in extent. The application is accompanied by an Environmental Statement as required under the Environmental Impact Assessment Regulations of 2017. Of the 199 dwellings, 40% will be affordable housing (80 units in total). Plans are available which will show the projected location of these units, in accord with policy CS6 in the WBCS of 2006 to 2026. 56 of the affordable units will be for social rent, and 24 for shared ownership. The remaining 119 units will be for private sale. The proposed housing mix is 30 no. 1 beds, 56 no. 2 beds, 83 no. 3 beds, and 30 no. 4 beds. The vast majority of the housing will be 2 storey, but a number of the apartment blocks will be 2.5 storey.
- 1.3 In terms of the overall layout of the scheme, the planning drawings indicate that the sole vehicular access for the site onto the main highway network will be to the north on Dorking Way. This in turn leads onto the A4. There is to be a landscaped buffer zone to the west and south of the site, which will incorporate new planting, new trails, and various sustainable drainage features. To the east a new area of public open space is proposed, which in turn will link into the Holybrook Linear Park to the east via a combined footway/cycleway. In addition, around an existing WW2 pillbox, a new small area of public open space is shown to respect the context of this historical asset. It will also provide an area of open space for the occupants of the flats as proposed to the east.
- 1.4 All the proposed houses will be served by individual curtilages, which meet the required minimum standards in the Council's Quality Design SPD. All the dwellings will have shared and/or allocated parking spaces in accordance with policy P1 in the HSADPD of 2017. On the site in total will be 414 parking spaces, with an additional 85 number in proposed garages (not car ports) although these are not recognised as parking spaces to meet the policy requirement. Accordingly, not including the garage spaces, the overall average parking ratio will be just over 2 parking spaces per dwelling, and overall achieve the residential parking standards. If the garages spaces are included this ratio becomes 2.5 per dwelling.
- 1.5 In terms of design, the elevational treatment will be traditional, with a modern twist associated with the flats which is considered to be attractive. External facing materials will be a mixture of feature brick, tile and slate, plus weatherboarding. All the styles are presented within a full set of detailed plans and elevations that accompany the application. Again a mix in style is proposed in terms of detached dwellings, semi-detached and terraces, with flats as noted. Street scene profiles have been submitted which reflect a well-articulated and varied street scene.

2. Planning History

- 2.1 The table below outlines the relevant planning history of the application site.

Application	Proposal	Decision / Date
19/00092/SCREEN	EIA screening opinion for the application.	February 2019

		-ES required.
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2.2 Post 2000 there have been no applications made on the site.

3. Procedural Matters

- 3.1 Under 19/00092/SCREEN, the Council determined that Environmental Impact Assessment was required in association with the application, in accordance with Schedule 2 of the 2017 Regulations as associated with urban development projects. This was essentially because in excess of 150 dwellings was proposed. The Council subsequently determined, under the relevant scoping exercise, that the following issues were required to be taken into account: air quality and noise, traffic and transport implications, vibration, ecology, ground conditions and any cumulative impacts. The latter included visual impacts. The applicants have duly submitted the Environmental Statement (ES) as required.
- 3.2 The application if approved and implemented will be CIL liable. This will apply only to the private sale dwellings. The CIL charge will be based on approximately 13,000m² of C3 floor space, which will equate to about £1.6 million. This figure is given for illustrative purposes only, the precise CIL charge will be determined separately by the CIL Charging Authority.
- 3.3 The first site notice was displayed on the 26th of June this year with an expiry on the 17th July. Following a range of meetings amended plans have been formally resubmitted reducing the original number of dwellings by one, to 199 dwellings, with associated layout alterations, changes in sustainable drainage, and alterations in the social housing mix, which originally comprised too few social rent units. Car parking was also amended. A further site notice displayed on the 16th of October (expiry the 6th November), and the necessary press notice for the amended ES was posted in the Reading Chronicle on the 24th of October. It is possible accordingly that some further consultations on the amended plans may be reported on the update sheet.

4. Consultations

Statutory and non-statutory consultation

- 4.1 The table below summarises the consultation responses received during the consideration of the application. The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report.

Holybrook Parish Council:	Objection [on first set of plans]. Concerned about design and density, siting of buildings adjacent Dorking Way should be reconsidered, projected traffic difficulties, especially at peak periods, increased noise and air pollution, increased impact on local healthcare, possible flooding problems, harm to local biodiversity, and so strongly recommend refusal to the application. Amended plans: no response at publication.
Tilehurst Parish	Objection. If the Pincents Hill application for c 280 dwellings is approved the local impact on highways and infrastructure, school

Council:	places and surgeries will be significant. Increased noise and air pollution. Congestion on Dorking Way will be caused. Amended plans: re-iterates its objection on similar grounds. Application should be rejected.
Theale Parish Council:	Objection. Similar grounds to the above, particularly impact on local schools and highways/traffic. Amended plans: As neighbouring parish Theale Parish Council is concerned over insufficient infrastructure on Theale Parish as the provision of Doctors Surgery and senior school facilities for Tilehurst residents is provided in Theale Parish. This will also cause a significant increase in vehicle movements in Theale. Object.
Burghfield Parish Council:	Object – support the views of Tilehurst Parish Council.
WBC Highways:	Amended plans: Conditional permission is recommended. The traffic impact on the local network is acceptable, as is the overall layout of the site and the car parking provision, plus the new footpath /cycle links.
Planning Policy:	Accepts that the application is in general accordance with policy HSA12 in the HSADPD.
Minerals and Waste:	Conditional permission.
Archaeologist:	The application site comprises a WW2 pillbox and the remnants of an antitank ditch, also from WW2. Accordingly conditional permission is recommended regarding investigation prior to works commencing on site.
Housing:	Originally concerned that the housing mix for the affordable units did not comply with policy in terms of the mix of units on site. Amended plans: Compliant with policy CS6 in terms of 30% shared ownership and 70 % for social rent. Still wish to see increased number of 4 bed units however.
Environment Agency:	No objections.
Emergency Planning:	No objections on safeguarding grounds in regard to nuclear facilities at AWE Burghfield.
Education:	Anticipated that the impact on local schools will be mitigated by CIL.
Thames Water:	No overall objections but the applicant must have regard to safeguarding the strategic water main easement on the site. Water infrastructure adequate to meet increased demand as is sewerage facilities.

Waste services:	Conditional permission be granted.
Binfield Badger Group:	Strongly object. The site has presence of setts on site. The development will destroy these. Not acceptable.
Highways England:	No objections to the proposal as it is understood that the site is allocated in the Council Local Plan.
Tree Officer:	Some concerns over the adequacy of the landscaping in the original plans — views awaited on the amended scheme.
Environmental Health:	Conditional permission – conditions on noise (external from the M4), potential contaminated land, construction management scheme, and electric vehicle charging points.
Lead Local Flood Authority:	Original plans: disappointed that they show a detention basin only, not a multiple landscaped sustainable drainage scheme appropriate for such a large site. Further details required on drainage issues generally. Amended plans: Conditional permission is recommended.

Public representations

- 4.2 Representations have been received from 41 contributors, 3 of which support, and 38 of which object to the proposal.
- 4.3 The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report. In summary, the following issues/points have been raised:

Objection

- Largely concerned about increased traffic particularly at peak periods.
- Impact on local infrastructure, including health facilities and schools.
- Impact on local ecology.
- Worried about on site drainage /flooding/ impact on sewers.
- Need at least to add another access road for the scheme to reduce congestion.
- Cumulative impact in association with other schemes.
- Impact on local heritage, e.g. the pill box
- Why not seek more affordable housing on the site?
- Need to significantly reduce the number of dwellings.
- Are the houses really required in this location?
- Will exacerbate an existing poor vehicle accident record — will need good traffic calming measures.
- Houses are too close to M4 – will cause future health problems for the occupants.
- Will take away much needed green space – a green lung.

Support

- Good use of land.
- Sustainable location.
- Massive benefit to provide so many affordable homes.
- The local infrastructure can cope.

5. Planning Policy

5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The following policies of the statutory development plan are relevant to the consideration of this application.

- Policies ADPP1, ADPP4, CS1, CS4, CS5, CS6, CS13, CS14, CS16, CS17, CS18, and CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies GS1, HSA12, C1, and P1 of the Housing Site Allocations Development Plan Document 2006-2026 (HSA DPD).
- Policy OVS.5, OVS6, TRANS.1, RL.1, RL.2, and RL.3 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

5.2 The following material considerations are relevant to the consideration of this application:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- WBC Quality Design SPD (2006)
- Planning Obligations SPD (2015)
- National Design Guide (2019)
- DfT Manual for Streets

6. Appraisal

6.1 The main issues for consideration in this application are:

- Principle of development
- Character and appearance.
- Highways issues
- Layout and design.
- Other issues.

Principle of development

6.2 According to Core Strategy Policy CS1, new homes will be located in accordance with the settlement hierarchy outlined in the Spatial Strategy (Policy ADPP1) and Area Delivery Plan Policies (ADPP4). New homes will be primarily developed on (amongst others) land allocated for residential development in development plan documents.

6.3 The application site is an undeveloped green field. However, following the adoption in May of 2017 of the Council's HSADPD, the application was allocated for between 150 and 200 dwellings under policy HSA12. The application site was also incorporated into the defined settlement boundary for the Eastern Urban Area (of Calcot, Tilehurst and Purley), within which Policy C1 provides a presumption in favour of development.

6.4 Policy GS1 of the HSADPD is a general site policy applicable to all housing allocations. Policy HSA12 sets out criteria for the development of the site. The text of the policy is reproduced in full below.

Policy HSA 12

Land adjacent to Junction 12 of M4, Bath Road, Calcot (site reference EUA025)

The site has a developable area of approximately 4 hectares and will be delivered in accordance with the following parameters:

- The provision of between 150 and 200 dwellings to round off the existing residential development to the south of the site whilst maintaining an appropriate buffer between the development and the M4. No development will take place within flood zone 2.
- The site will be accessed from Dorking Way.
- The scheme will be advised by a Flood Risk Assessment (FRA) given that part of the site is within Flood Zone 2 and is also within a groundwater emergence zone. The FRA will set out appropriate mitigation measures.
- The scheme will be informed by a noise and air quality survey which will advise on appropriate mitigation measures given the proximity of the site to the M4, the A4 Bath Road and the railway.
- The scheme will be supported by an extended phase 1 habitat survey together with further detailed surveys arising from that as necessary. Appropriate avoidance and mitigation measures will need to be implemented, to ensure any protected species are not adversely affected.
- The scheme will be informed by an archaeological desk based assessment as a minimum and field evaluation if required to assess the historic environment potential of the site.
- The scheme will comprise a development design and layout that will:
 - Be designed to integrate with the adjoining residential built form.
 - Be based upon good acoustic design, to ensure a good standard of amenity for the occupants.
 - Include street trees along all boundaries of the site, with additional planting along the boundary with the A4 Bath Road.
 - Provide footpath and cycle linkages to EUA026, connecting into the wider footpath and cycleway network.
- A key part of the development allocation will be the establishment of the southern and eastern part of the site as public open space. This area of land will remain open in perpetuity and will form an extension to Holybrook Linear Park. Further consideration will be required at the planning application stage in order to determine the detailed layout and management of this area.

6.5 It is considered that, having regard to the level of supporting detail and information submitted with the application, and indeed the nature of the submission itself, that all of the above criteria are met. It is apposite to note that none of the statutory technical consultees have raised any outstanding objections to the application.

6.6 Given in addition that the defined settlement boundary of the Eastern Urban Area has been modified to include the developable area of the site in the HSADPD, the application complies with policy C1 in the same document. Accordingly, the principle of this level of new housing on the site is considered acceptable. In addition any application of this scale must comply with the need for affordable housing under policy CS6. Since 80 units will be affordable (i.e. 40%), which will be secured by a section 106 planning obligation, the scheme similarly complies with this point as required by policy GS1 in the HSADPD.

Character and appearance

- 6.7 Policy CS19 in the Core Strategy seeks to ensure that any new development will not harm the wider attractive character of the landscape in the District, in summary, but, if possible enhance that nature and character. It is clear that by allocating this site in the HSADPD, the Council have already accepted at a strategic level the fact that additional substantial built form on the site will be, by definition, acceptable, having regard to policy CS19 and the policies on such issues in the NPPF.
- 6.8 The applicants have submitted a Landscape and Visual Impact Assessment (LVIA) in support of the proposal. This has concluded that whilst the loss of the pastoral land represents a high degree of harm initially, the site, in its current form, does not contribute positively to the localised or wider settlement edge. This is principally because the site is physically very well contained, with the barrier of the M4 to the south, the presence of the Arlington Business Park across that highway, IKEA and further built form to the north across the A4, and existing housing in Calcot to the north east. The LVIA is considered to offer a fair assessment in this respect.
- 6.9 The question then remains is whether the development as a whole will irreversibly alter the nature and character of the area to its overall detriment. Undoubtedly the introduction of the additional 199 dwellings with all associated built form will substantially alter the area, causing a degree of visual harm. What must be balanced against this rather clear conclusion, is whether the inherent advantages of the scheme outweighs this impact. Although this will be summarised in the report conclusions, it is considered that given the identified need for further affordable housing, plus the fact that the principle of housing has already been accepted, the visual harm to the wider “rural” setting of the urban area is agreed.
- 6.10 The application layout has, to a degree, managed to mitigate this impact by ensuring the layout of the new housing is buffered adjacent the M4 and the A4 as the application drawings show. The landscape strategy plan shows a belt of new tree planting all along the north-west and south-west perimeter of the site, which will visually soften the overall impact of the housing. In addition the new public open space to the east will assist in this regard. It is of course apparent that the present open private views available for existing residents will be significantly impacted, but the loss of a private view in this context is not a material planning consideration. In addition the local street scene adjacent the A4 off Dorking Way will be affected, but again further tree planting, which will be duly conditioned, will assist in reducing such an impact. The buffer zones additionally will provide areas of informal public open space, and areas for sustainable drainage basins/ponds necessary for water drainage control, in the future.
- 6.11 The original plans for 200 dwellings identified a 3 storey development on the northern part of the site, which would have adversely impacted upon the local street scene. In the subsequent amended plans, this height of new building has been reduced to 2 storey only. The sole 2.5 storey height of new housing will be the three blocks of flats to the far east of the site; these will be relatively prominent when viewed from the M4 to the south, but are not considered to be harmful in context.
- 6.12 It is accordingly concluded that the development meets the policies in the NPPF in paragraph 170, in relation to conserving and enhancing the natural environment. It is important to note that no nationally designated landscape will be directly affected by the scheme since the North Wessex Downs Area of Outstanding Natural Beauty lies some distance to the north of the application site. This is due to the fact that intervening urbanising development lies between the application site and the designation so the opportunity of visually reading the two landscape components together is minimal. The applicants LVIA similarly concludes that the application site and the receiving environment has the capacity to satisfactorily accommodate the scheme.

- 6.13 In terms of the amended plans and the consequential revisions to the ES addendum, the applicants were requested to take into account the very recently published 2019 West Berkshire Landscape Character Assessment, which they have duly done. This has not altered the conclusions of the LVIA, nor indeed that of officers.

Layout and Design

- 6.14 The agenda report has already identified in some detail the proposed layout of the application. Given this is a full application (where full details of access, scale, layout, appearance and landscaping are to be considered), it is important for the Committee to appreciate the detailed layout and form of the new housing. A description is as follows.
- 6.15 The sole vehicular access into the wider road network is at Dorking Way. There will however be an additional combined cycle/pedestrian access into the Holybrook Linear Park to the east, and an additional new footway link into Embrook Way to the north. Around the whole western and southern perimeter of the site will run a 3 metre wide footway/cycleway, which links into Dorking Way to the north, and ultimately the eastern most road point in the site, leading onto Linear Park. This provides good internal connectivity and assists in encouraging at least a degree of sustainable transport modes, in accordance with the Council's Local Transport Plan policy LTP3, Quality Design SPD, the National Design Guide, and the policies in the NPPF.
- 6.16 In terms of the wider road layout, there will be a main spine road leading around the northern perimeter of the site, adjacent the existing housing rear gardens: this has the disadvantage of bringing traffic movements closer to existing housing (albeit fairly low flows) but the advantage of increasing separation distances between the existing and proposed dwellings: such that the minimum distances (back to back) meet the normal standards of 21 metres in all cases. Off this principal spine road will run a more circuitous route, which given its alignment, will assist in "natural" traffic calming, to the extent that a number of 90 degree turns will slow traffic down to less than 20mph.
- 6.17 In regards to the actual housing layout, the affordable housing has been fairly well spread out through the site, as the tenure layout indicates. There is a focus to the east with two blocks of flats being under affordable tenure, the justification for which is management reasons under Registered Social Landlords. There is also a terrace of 10 affordable units (in three distinct blocks) to the east as well. These overlook the one internal public open space area on the site which is of benefit. Otherwise the siting of much of the remainder is on the application site perimeter adjacent the M4 and the A4. This does mean some additional noise for the prospective occupants, but the submitted acoustic report has been supported by Environmental Health.
- 6.18 As to the rest of the layout the applicant has designed a sweeping arc from the north-west to the eastern corner, which in part emulates the existing housing form to the north. For some plots adjacent the M4 where the noise impact is highest, the gardens will face north away from the motorway, and the nature of the terrace (plots 139 to 166) will assist in reducing noise flow over the rest of the site. The largest block on site (plots 167-188) lies to the east, which provides a visual stop to the scheme, and overlooks green space to the east as well. The manner in which plots 43 to 61 on the south-west arc of the site are articulated, means that visual gaps are afforded through the site, which whilst not optimum in terms of reducing noise flow, will be welcome in terms of visual impact; they are aligned in a perpendicular fashion, to the slip road onto the M4.
- 6.19 One of the most important components of the proposal is in terms of its effect to the wider public, which will be on the street scene, adjacent the A4. Plots 1-11, in the amended plans, have been reduced to a 2 storey height, and they are in the form of a curved block right at the junction of Dorking Way and the A4. This will provide a prominent entrance point for the site, which is encouraged. The remainder of the plots

to the south do not however face onto the highway, but this is accepted since a flank elevation is better for internal amenity (plots 20-25). Moving further south, plots 35-41 face the highway, which is acceptable, as their rear gardens will face north-east. As to the remainder of the site, all the required minimum separation distances are afforded, along with suitable external amenity areas.

- 6.20 Equally important components in the proposal will be the future street scenes projected internally by the development. The applicant has gone to some lengths to produce a full amended set of coloured plans which indicates a comprehensive cross section of street scenes across the site, taking into account all the proposed levels changes. This has the benefit of allowing both the officers and Members of the Committee to examine the scheme, to ensure the future attractiveness of the scheme may be judged against the design policies in the NPPF and indeed against the recently published National Design Guide. Clearly. Overall, it is considered that, with some minor exceptions (some of the flats over car ports and internal access points), officers are content with the proposed elevational treatment of the houses and flats, which have a semi modern “twist” to them, whilst still being relatively traditional in nature. This in turn will complement the present nature of the housing to the north, which is one of the tests as set out in the policy HSA12.
- 6.21 To conclude, for a site which is constrained on all 4 boundaries, the applicant has submitted a scheme which is considered acceptable in terms of layout, design and scale.

Highways

- 6.22 Vehicular access to the site will be achieved via a T junction onto Dorking Way. This is in line with Policy HSA12 of the HSADPD. The proposed access is 5.5 metres wide with 6.0 metre kerb radii. Visibility splays of 2.4 x 43.0 metres are achievable in both directions in line with the governments Manual for Streets (MfS). The Transport Assessment has assessed the capacity of the proposed site access with Junctions 9 traffic modelling software. The access will operate well within capacity. Concern has been raised regarding a potential crossroads with the allocated housing site opposite, but such crossroads are encouraged within the MfS.
- 6.23 The existing traffic calming within Dorking Way will be retained and unchanged by the proposal. Large vehicles including refuse vehicles are already restricted from using the western section of Dorking Way. This will be retained by a Traffic Regulation Order (TRO) prohibiting large vehicles from turning right from the site onto Dorking Way. The Councils Waste Services and Traffic Management team consider this to be acceptable. A financial contribution under a Section 106 Agreement of £1,500 will be required from the developer to provide the TRO.
- 6.24 The site is proposed to connect with the pedestrian and cycle network by providing the following:
- A 3.0 metre wide shared footway / cycleway adjacent to the proposed access road which will connect with proposed improvements along the Dorking Way site frontage;
 - Improvements to the existing footway along Dorking Way to provide a 3.0 metre wide shared footway / cycleway, which provides a link to the A4 Bath Road and the Toucan crossing at the Pincents Lane / A4 Bath Road / Dorking Way signalised junction;
 - A 3.0 metre wide shared footway / cycleway around the western edge of the proposed development which provides a separate connection to Dorking way;
 - A footway connection between the site and Embrook Way.

- 6.25 An emergency access is also provided around the south eastern corner of the site.
- 6.26 The development is provided with parking in accordance with Policy P1 of the HSA DPD. Cycle storage is to be provided in accordance with the Councils Cycle and Motorcycle Advice and Standards for New Development 2014.
- 6.27 At the time of writing, there are some amendments required to the site layout such as the provision of speed reducing measures on some of the longer straight sections of road and ensuring that all roads serving more than five houses are designed to an adoptable public highway standard. These can be subject to further amended drawings and can be secured by condition and Section 38 of the Highways Act 1980.

Traffic Impact

- 6.28 To calculate the expected traffic generation for the proposal, the Trip Rate Information Computer System (TRICS) database has been used. TRICS is a UK and Republic of Ireland wide database of traffic surveys of many uses including residential. From TRICS the following is projected:

	AM peak (07.15 to 08.15)			PM peak (16.15 to 17.15)		
	Arrive	Depart	Total	Arrive	Depart	Total
Per dwelling	0.13	0.36	0.49	0.33	0.15	0.48
Whole development	25	72	98	66	30	96

- 6.29 The projection is in line with the Council's own surveys of residential developments taken at Yates Copse and Harrington Close in Newbury in 2016 that revealed total rates of between 0.37 and 0.67 per dwelling. It needs to be mentioned that the above figures do not reveal the total number of traffic leaving the area in the morning or arriving during the afternoon. Only the above peak hours are provided, as they are the busiest hours. The highways officer is content with the use of TRICS, how it has been used and the traffic projections provided.
- 6.30 To distribute the additional traffic, the census data and a population gravity model have been used and combined to produce the distribution. Traffic was also assigned from Google Maps to account for the prohibited right turn from Dorking Way onto the A4. The Highways Authority is content with this methodology. Circa 40:60 of traffic will travel to and from Dorking Way North: South to Charrington Avenue. Once on the A4 just north of the site, most will travel to and from the west and M4.

Traffic Modelling

- 6.31 Traffic counts were undertaken in November 2018 and March 2019. The following junctions were surveyed:
- A4 Bath Road / Calcot Interchange / Dorking Way signal-controlled junction;
 - Calcot Interchange / Pincents Lane / McDonald's / Sainsbury's retail park un-signalised gyratory (these two junctions to be treated as a single junction);
 - M4 Junction 12 signal-controlled roundabout;
 - A4 Bath Road / Waterside Drive / Hoard Way un-signalised roundabout;
 - A4 Bath Road / Royal Avenue / Charrington Road un-signalised roundabout;
 - and A4 Bath Road / Old Bath Road (Langley Hill) / Charrington Road signal-controlled junction.

6.32 The above junctions have been modelled using an area wide VISSIM model which is micro-simulation traffic modelling software that models individual vehicles through junctions to assess their capacity. Due to the visualisation within VISSIM, area wide modelling can be undertaken that can show if queuing from one junction blocks back to an adjacent junction.

6.33 The following scenarios have been included within the VISSIM modelling:

- Scenario 1 - 2019 Base Year;
- Scenario 2 - 2023 Future Year;
- Scenario 3 - 2023 Future Year + Committed Development;
- Scenario 4 - 2023 Future Year + Committed Development + the development.

6.34 The following peak hours:

- Weekday AM peak – 07:15-08:15 hours;
- Weekday PM peak – 16:15-17:15 hours; and
- Saturday PM peak – 11:45-12:45 hours.

6.35 Prior to using any traffic model, the model must correlate to the actual on site survey data. To prove correlation, a Local Model Validation Report (LMVR) has been submitted. For the weekday AM, PM and Saturday 2019 base models all data correlates with the observed flows and are within the governments Design Manual for Roads and Bridges (DRMB) standards. The LMVR has not only been checked by highway officers, but also by external consultants WSP based in Basingstoke and Southampton.

6.36 For future years, traffic flows from committed developments are included which include the other allocated site EUA26 in Dorking Way, housing developments at Lakeside in Theale approved with planning application 15/02842/OUTMAJ and the office development at Brunel Road in Theale under planning applications 17/01588/COMIND and 17/01589/COMIND. In addition to committed developments, traffic growth has also been applied using TEMPRO growth factors that have grown the traffic up to 2023.

6.37 The VISSIM model and use of the VISSIM model has again been checked by external consultants WSP who consider that the modelling work is acceptable. Therefore from the VISSIM model the following results from the four scenarios above are provided:

A4 / Waterside Drive / High Street

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Hoad Way	20	23	24	27
A4 East	54	55	72	81
Waterside Drive	45	54	69	68
A4 West	27	30	34	40

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Hoad Way	32	45	45	33
A4 East	127	154	146	139
Waterside Drive	189	220	227	227
A4 West	26	23	40	23

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Hoad Way	15	16	20	18
A4 East	30	34	35	31
Waterside Drive	28	32	29	32
A4 West	4	5	2	2

Saturday Peak average traffic queues lengths in metres

M4 Junction 12

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	85	90	93	96
M4 South slip	116	148	148	166
A4 West	70	73	72	70
M4 North slip	96	97	93	100

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	94	93	94	93
M4 South slip	69	74	74	74
A4 West	92	93	94	137
M4 North slip	146	134	141	142

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	60	59	64	60
M4 South slip	56	55	57	55
A4 West	56	55	57	57
M4 North slip	83	86	89	81

Saturday Peak average traffic queues lengths in metres

A4 / Pincents Lane / Dorking Way

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Sainsbury exit	20	20	17	17
Pincents Lane	18	17	16	15
A4 East	176	186	186	194
A4 West	158	153	172	171
Dorking Way	16	19	20	23
Petrol Filling Station	20	18	18	18

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus	2023 plus
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			growth	proposal
Sainsbury exit	100	80	104	122
Pincents Lane	103	78	106	93
A4 East	124	125	123	126
A4 West	166	196	187	186
Dorking Way	8	8	8	10
Petrol Filling Station	59	59	59	59

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Sainsbury exit	154	168	178	183
Pincents Lane	182	217	204	241
A4 East	91	98	100	99
A4 West	158	153	172	171
Dorking Way	10	10	11	12
Petrol Filling Station	59	59	59	59

Saturday Peak average traffic queues lengths in metres

A4 / Charrington Road / Royal Avenue

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	32	40	40	33
Royal Avenue	19	19	21	23
A4 West	8	5	8	7
Charrington Road	33	38	38	43

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	58	53	59	58
Royal Avenue	26	24	25	23
A4 West	59	118	171	93
Charrington Road	18	20	21	22

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 Eastbound	28	30	46	35
Royal Avenue	21	21	19	21
A4 Westbound	7	21	5	13
Charrington Road	26	24	27	25

Saturday Peak average traffic queues lengths in metres

A4 / Charrington Road / Old Bath Road (Langley Hill)

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	108	131	133	127
Old Bath Road	113	114	114	114
A4 West	79	96	91	94
Charrington Road	56	58	58	57

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	93	93	96	91
Old Bath Road	105	101	107	108
A4 West	594	684	687	674
Charrington Road	103	105	106	105

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	88	91	100	98
Old Bath Road	92	96	94	95
A4 West	162	181	164	184
Charrington Road	53	51	52	56

Saturday Peak average traffic queues lengths in metres

6.38 All of the above results suggest that the proposal has a limited impact on the A4 near the site. This is due to two main reasons:

- (a) The 40:60 distribution of traffic to and from Dorking Way North: South to Charrington Avenue significantly disperses the additional traffic.
- (b) The existing large volume of traffic already on the network. For instance the A4 between the M4 and Dorking Way during a typical weekday AM peak, has a total of 1,574 vehicles travelling eastbound with 2,225 vehicles travelling westbound. The development will increase this 9 eastbound and 27 westbound, an overall increase of less than 1%. The projected traffic increases are therefore not enough to have an impact.

6.39 The biggest increase in traffic queue lengths is at the M4 Junction 12 A4 west arm during the PM peak where the traffic queue is projected to increase from 93 to 137 metres, an increase of some seven cars. Results from journey times along the A4 and actual capacity provide similar conclusions. Paragraph 109 of the National Planning Policy Framework states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*. The view of the highways officer is that the impact is nowhere near severe and therefore no objection is raised

6.40 Except for the Community Infrastructure Levy (CIL), no mitigation for traffic is proposed. It is likely by 2023 traffic signals will be routinely adjusted anyway by the local highway authority to improve network performance. The improvements mentioned earlier to footways and cycleways along Dorking Way, the above mentioned TRO and a Travel Plan will be required.

Other issues.

- 6.41 **Noise.** Saved Policy OVS6 and paragraph 180 of the NPPF are relevant. The applicants, as requested, have commissioned a noise survey of the existing conditions across the application site, and projected how the acoustic environment will alter once the new housing is built out. The local noise climate is dominated by the local road network, and road traffic noise is worst on the south east corner of the site. After having undertaken a full noise survey of the locality the report has concluded that areas closest to the M4 are in a medium/high risk area in terms of potential adverse noise impacts on future residents: clearly this needs to be taken into account in terms of the layout as designed and appropriate conditions for frontages facing the M4/A4 to ensure internal acoustics are acceptable. In addition, many of the external amenity areas have been designed /located to face away from the principal noise generators to improve future living conditions. As identified in the consultation section of this report, the Council's Environmental Health Officer has examined the various acoustic reports and the updated ES addendum in respect of noise and has concluded that, subject to the recommended conditions, the future acoustic environment will be acceptable. There is also the rather obvious point that future residents will clearly be aware of the proximity of roads, when purchasing their property. It is also recognised that the M4 is due to become a Smart Motorway from 2020 with the hard shoulder becoming a new traffic lane. This will occur from Junction 12 and continue eastbound. This will bring traffic flows marginally closer to the new housing, but balanced against this is the projected improvement in traffic flows on the motorway, which should reduce traffic noise overall.
- 6.42 **Flood risk and drainage.** Policy HSA12, inter alia, notes that any planning application on the allocated site must be informed by a full Flood Risk Assessment (FRA), given that whilst the majority of the site lies in Flood Zone 1 (the lowest risk of fluvial flooding), part lies in Flood Zone 2, and housing is defined as one of the most vulnerable end land use types by the Environment Agency (EA). The housing elements of the proposal are wholly outside of Flood Zone 2. The applicants have provided a FRA, and the Lead Local Flood Authority (LLFA) have recommended conditional approval on the revised plans. The revised plans have provided the following information: proposed final finished floor levels on the new dwelling layout, longitudinal cross sections of all the new basins proposed, an indicative swale layout, details of the drainage layout (both on and off site) and a full written response to the original queries of the LLFA. On the amended plan layout, it is noted that a detention basin is proposed on the south east corner, which forms part of the public open space and then to the north east a new permanent pond, which will provide suitable flood water retention. Accordingly, to ensure sustainable drainage on the site meets policy CS16 in the Core Strategy, and paragraphs 155-165 in the NPPF on seeking to control flood risk, a sustainable drainage condition will be applied. No objections have been raised by the EA, or by Thames Water.
- 6.43 **Ecology.** The next issue for the Council to take into account is ecology, having regard to the duties in the Wildlife and Countryside Act of 1981, the policies in chapter 15 of the NPPF (paragraphs 174 to 177 on Habitats and biodiversity), policy CS17 in the Core Strategy, and the context of policy HSA12 in the HSADPD, which notes, inter alia, that any application must be informed by an extended phase 1 habitat survey. Firstly, the views of the WBC Ecology are awaited and this should be on the update sheet. Secondly Natural England have not objected to the application. Thirdly, no recognised and statutory designated ecology sites such as SSSIs are located in or near the site, which could be impacted by the development. Fourthly, there are no designated local wildlife sites on or near the application site: however the southern tip of the site does lie in the Kennet Valley East Biodiversity Opportunity Area (BOA), which on the site is semi improved grassland. This part is to become the public open space on the site, so will not be built upon.

- 6.44 The study recognises that the majority of the application site is predominantly species poor semi improved grassland. There are no botanical species of importance on site. However there are two badger setts in the vicinity (the precise location is confidential) but since they are legally protected species, a consent from Natural England must be obtained to destroy such setts. The developer must obtain this, hence the objection from the Binfield Badger Group. The Council, as Local Planning Authority, is legally obliged to take this factor into account in the determination of this application, weighing up the overall planning benefit of granting permission, in relation to the ecological harm of habitat disruption and destruction. Officer advice, in recommending conditional approval to the application, is that the public benefit of the 199 housing scheme far outweighs the ecological harm caused in this instance. There are other species of some ecological importance on the site such as nesting birds and water voles in the ditches which cross the site, but suitable mitigation can be secured by way of an Ecological Management Plan via condition, which will control the construction process and mitigate harmful impacts. No overall objection is maintained, subject to suitable mitigation, to the proposal on ecological grounds, notwithstanding a degree of potential harm. The scheme is accordingly consistent with policies HSA12 and CS17.
- 6.45 **Air quality.** Policy HSA12 identifies the need to provide an air quality assessment, with the submission of an application. This the applicant has done. Environmental Health Officers have no concerns with the report, as amended to reflect the revised layout. A summary of this is as follows: the Council has defined two Air Quality Management Areas (AQMAs) in the District; neither are close to the application site. However about 2 miles to the east of the application site, Reading Borough Council have declared a AQMA on the A4 just past Calcot. The study has accordingly taken this into account. It has considered the principal generator of emissions of Nitrogen Oxide as being by the private car and other vehicles in the vicinity, and data was modelled on a before and after build out, to see if the emissions created by the new housing occupiers would be so harmful as to be unacceptable, having regard to the advice in paragraph 181 of the NPPF and national standards on air quality. It concluded that the changes would be very low and almost imperceptible in relation to any possible toxic implications. The report then goes onto examine how dust should be controlled and suppressed during the construction process, which will be very important given the number of residents living adjacent the future building site. An appropriate construction method statement is conditioned accordingly. To conclude officers consider that there are no grounds for resisting the development on air quality grounds. It thus accords with policy HSA12 in this respect.
- 6.46 **Public open space.** Policy HSA12 in its final bullet point identifies the need for any application to provide a significant level of both useable and attractive public open space (POS) for the prospective residents, to include informal play areas, trim trails and dog walking areas. Links through to the Holybrook linear park are also stipulated. The provision of POS on major developments is also set out in saved Local Plan Policies RL.1, RL.2 and RL.3. It is encouraging that not only does the application provide a reasonable level of private amenity areas as already shown above, but it does provide just under 3ha of POS on site. In order to see if this amount is compatible with the details in saved policy RL1, on the basis of an average occupancy rate of 2.6 persons /dwelling this would equate to 2.3 ha being needed: accordingly the development exceeds the minimum. In addition it is helpful that the perimeter of the site is identified as being POS along with the substantial new area to the east, linking into Holybrook. This is an acceptable layout as not only does it provide a buffer to the M4/A4 barrier, but also provides a continuous link from Holybrook to the east to Dorking way in the west. The NPPF in paragraphs 96 to 101 sets out helpful advice on what new POS should achieve, such as the enhancement of pedestrian and cycling routes, as does the advice in policy CS18 in the Core Strategy on green infrastructure. Notwithstanding the fact that in the region of 500 additional occupiers will be introduced to this area, the site which presently has no authorised public access will be opened up to the local population which is of

certain benefit in the planning balance. Accordingly, it is considered that the submission meets the POS requirements in the aforementioned policies.

7. Planning Balance and Conclusion

- 7.1 The statutory development plan sets out that the Council will provide a certain level of housing to significantly boost the supply of housing, and this includes the delivery of housing site allocations on greenfield land. This site is one of the largest of all the non-strategic site allocations across the District, appropriately located in the wider Reading urban area, where there is a significant range of infrastructure and facilities to support the prospective population of the development. Major shops, employment areas, good road communications and schools are all located in close proximity, plus large areas of public open space and open countryside to the west and south. The principle of additional housing has been supported via the allocation.
- 7.2 The negative impacts of this application will be as follows: as the highways section has shown, there will inevitably be a degree of impact on local traffic flows on the wider network, especially at peak periods, but the anticipated level is judged as acceptable. This is capable of causing some harm to local amenity, but very minimal in the existing context. In addition it is also inevitable that there will be a degree of landscape and visual impact created by the introduction of substantial new built form in the setting of Reading. In addition, during the construction period, which will be at least 2 years, there will be a level of disruption for the local community which will be unavoidable.
- 7.3 In terms however of the positive impacts these are as follows: 80 affordable dwellings will be built out which is a significant benefit to the local population in the catchment. In addition, the Council will add 199 dwellings in total to its housing land supply in accordance with the development plan. In addition the positive impacts on the local construction economy over the build out period will be significant as will the future addition of the spending of 199 households in the area in the future. The additional linkages through to the Holybrook Linear Park is also of benefit and to a degree the additional landscaping around the perimeter of the site (albeit balanced against the loss of the current openness).
- 7.4 In conclusion, taking into account the three dimensions of sustainability in the NPPF (economic, social and environmental), whilst the application is diminished to a degree in terms of the latter dimension in terms of traffic and visual impacts, the other benefits demonstrably outweigh the adverse effects. The application is accordingly recommended for approval, subject to the completion of a section 106 legal agreement.

8. Full Recommendation

- 8.1 PROVIDED THAT a Section 106 Agreement has been completed by 31st January 2020 (or such longer period that may be authorised by the Head of Development and Planning, in consultation with the Chairman or Vice Chairman of the Eastern Area Planning Committee), to delegate to the Head of Development and Planning to GRANT PLANNING PERMISSION subject to the conditions listed below.
- 8.2 OR, if a Section 106 Agreement is not completed, to REFUSE PLANNING PERMISSION for the reasons listed below.

Heads of Terms for Section 106 Agreement

1. **Affordable housing**
 - 40% (80 units) affordable housing
 - 70% of affordable housing units to be social rented tenure
 - 30% of affordable housing units to be shared ownership tenure
2. **Public open space**
 - Provision and transfer of public open space
 - Commuted sum of £64,640.57 for the future maintenance
3. **Travel plan**
 - £3000 towards future monitoring of approved travel plan
4. **Traffic regulation order**
 - £1500 towards a traffic regulation order for the junction of the site with Dorking Way

Conditions

1. **Commencement of development**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. **Approved plans**

The development hereby permitted shall be carried out in accordance with the drawings listed in the Amended Drawing Register dated 28/10/2019, reference 014807-BEL-TV.

Reason: For the avoidance of doubt and in the interest of proper planning.
3. **Minerals**

No development shall take place until the following has been submitted to and approved in writing by the Local Planning Authority and thereafter all works shall be carried out in accordance with the methods agreed throughout the construction period:

 - a) A method for ensuring that minerals that can be viably recovered during the development are recovered and put to beneficial use;
 - b) A method to record the quantity of recovered mineral (for re-use on site or off-site) and the reporting of this quantity to the Local Planning Authority.

Reason. To ensure no mineral resources are sterilised in accordance with the NPPF and Policy 2A of the Replacement Minerals Local Plan for Berkshire (Incorporating the Alterations adopted in December 1997 and May 2001). A pre-condition is required because the recovery of minerals must take place concurrent with construction activities.
4. **Archaeological works**

No development (including any site clearance) shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has first been submitted to

and approved in writing by the Local Planning Authority. Thereafter the development shall incorporate and be undertaken in accordance with the approved statement.

Reason: To ensure that any significant archaeological remains are found and adequately recorded. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS19 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is required because the programme must be adhered to before and during construction so as to avoid loss of any historical interest before appropriate recording.

5. Thames Water

No construction activities shall take place within 5m of the strategic water main, unless otherwise approved in writing by the Local Planning Authority in consultation with Thames Water. Should a building or structure be proposed within 5 metres of the water main, information detailing how the developer intends to divert the asset and/or align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved details. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. In accordance with the NPPF and policy CS5 in the West Berkshire Core Strategy 2006-2026.

6. Piling

No piling shall take place within 15m of the water main crossing the application site, until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. In accordance with the NPPF and policy CS5 in the West Berkshire Core Strategy 2006-2026.

7. Noise mitigation

No dwelling shall be first occupied until the noise mitigation measures as set out in the Clarke Saunders report (reference AS9765.190214.ADS, dated 27/03/19) have been provided in full. The noise mitigation measures shall be retained and maintained thereafter.

Reason. To protect future residents from road noise. In accordance with the NPPF, Policy CS14 of the West Berkshire Core Strategy 2006-2026, and Policy OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

8. Electric vehicle charging points

The construction of the dwellings beyond slab level shall not take place until an electric vehicle charging strategy for the development has been submitted to and approved in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future

proofing of the site. Thereafter, the development shall be implemented in accordance with the approved strategy and no dwelling shall be first occupied until any associated charging points have been provided.

Reason: To ensure that electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. In accord with Policies GS1 and P1 of the Housing Site Allocations DPD 2006-2026.

9. Unexpected contamination

If any previously unidentified contaminated land is found during demolition and/or construction activities, it shall be reported immediately in writing to the Local Planning Authority (LPA). Appropriate investigation shall be undertaken, and any necessary remediation measures shall be submitted and approved in writing by the LPA. These submissions shall be prepared by a competent person (a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation). Thereafter, any remediation measures shall be carried out in accordance with the approved details. Unless otherwise agreed in writing by the LPA, no dwelling shall be first occupied until any approved remediation measures have been completed and a verification report to demonstrate the effectiveness of the remediation has been submitted to and approved in writing by the LPA.

Reason: To ensure that any unexpected contamination encountered during the development is suitably assessed and dealt with, such that it does not pose an unacceptable risk to human health or the environment. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

10. Construction method statement (CMS)

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall provide for:

- (a) Parking of vehicles of site operatives and visitors;
- (b) Loading and unloading of plant and materials;
- (c) Storage of plant and materials used in constructing the development;
- (d) Erection and maintenance of security hoarding including any decorative displays and facilities for public viewing;
- (e) Temporary access arrangements to the site, and any temporary hard-standing;
- (f) Wheel washing facilities;
- (g) Measures to control dust, dirt, noise, vibrations, odours, surface water run-off, and pests/vermin during construction;
- (h) Hours of construction and demolition work;
- (i) Hours of deliveries and preferred haulage routes.

Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved statement.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy 2006-2026, and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007). A pre-commencement condition is required because the CMS must be adhered to during all demolition and construction operations.

11. Hours of work (construction/demolition)

No demolition or construction works shall take place outside the following hours:

7:30am to 6:00pm Mondays to Fridays;

8:30am to 1:00pm Saturdays;

No work shall be carried out at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land uses and occupiers. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy 2006-2026.

12. Sustainable drainage

No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the following approved documents:
 - Letter sent from MJA Consulting to West Berkshire Council, dated 3rd October 2019, signed by Chris Pendle;
 - Pluvial Study Report produced by Odyssey, dated October 2019 (ref. 19-014) appended to the aforementioned letter;
 - Flood Risk Assessment, Ref. SS/19/0356/5699-Rev F, June 2019 prepared by MJA Consulting (unless specific information superseded by the Pluvial Study Report produced by Odyssey, referenced above)
 - Drawings;
 - 5699:P03-Rev J – Overall Drainage Layout
 - 5699:P04-Rev C – Levels Layout Sheet 1
 - 5699:P05-Rev B – Levels Layout Sheet 2
 - 5699:P06-Rev C – Overall Levels Layout
 - 5699:P07-Rev E – Overall Exceedance Plan
 - 5699:P10-Rev B – Longitudinal Sections Sheet 1
 - 5699:P11-Rev D – Indicative Swale Layout
 - 5699:P12-Rev A – Longitudinal Sections Sheet 2
 - 5699:P70-Rev C – Basin Cross Sections
- b) Include hydraulic drainage calculations demonstrating connectivity between positive drainage and SUDS features with a final discharge rate of no greater than 13 l/s for all critical storm duration of the 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year storm +40% for climate change;
- c) Include a catchment plan detailed the areas to be positively drained into the proposed surface water drainage network;
- d) Any design calculations should take into account an allowance of an additional 10% increase of paved areas over the lifetime of the development, where appropriate;
- e) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site and outfalls into the ordinary watercourse;
- f) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body, statutory undertaker, management and maintenance by a residents' management company or any other arrangements to secure the operation of the sustainable drainage scheme; throughout its lifetime; and
- g) Apply for an Ordinary Watercourse Consent in case of surface water discharge into a watercourse; and
- h) Include a timescale for the completion of all sustainable drainage measures.

The development shall be carried out in accordance with the approved details. The sustainable drainage measures shall be maintained in the approved condition

thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and the Sustainable Drainage Systems SPD.

13. Layout and design standards

The detailed layout of the site shall comply with the Highway Authority's standards in respect of road and footpath design and vehicle parking and turning provision and the Developer to enter into a S278/S38 Agreement for the adoption of the site. This condition shall apply notwithstanding any indications to these matters which have been given in the current application.

Reason: In the interest of road safety and flow of traffic. This condition is applied in accordance with the National Planning Policy Framework (March 2019), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

14. Travel Plan

The development shall be carried out and maintained in accordance with the revised Travel Plan (reference JDW/IN/SN/ITB13292-OO4B, dated 7 November 2019).

Reason. To reduce future reliance on travel by the private car. This condition is applied in accordance with Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policies GS1, HSA12 and P1 of the Housing Site Allocations DPD 2006-2026.

15. Off-site highway works

The 50th dwelling shall not be first occupied until the following works have been completed (under Section 278 of the Highways Act 1980, or other appropriate mechanism) in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority:

- a) A 3.0 metre wide shared footway / cycleway adjacent to the proposed access road which will connect with proposed improvements along the Dorking Way site frontage;
- b) Improvements to the existing footway along Dorking Way to provide a 3.0 metre wide shared footway / cycleway, which provides a link to the A4 Bath Road; and
- c) Any statutory undertaker's equipment or street furniture located in the position of the footway/cycleway has been re-sited to provide an unobstructed footway/ cycleway.

Reason: In the interest of road safety and to ensure adequate and unobstructed provision for pedestrians and/or cyclists. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

16. Traffic Regulation Order

No dwelling shall be first occupied until a Traffic Regulation Order to provide a prohibition of right turning onto Dorking Way for larger vehicles is in place, and all appropriate signage has been provided in accordance drawings that have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of road safety and to ensure that the existing prohibition of

large vehicles passing through Dorking Way is retained. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

17. Visibility splays

No development shall take place until visibility splays of 2.4 metres by 43.0 metres have been provided at onto Dorking Way. The visibility splays shall, thereafter (during construction and following occupation of the development), be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety. This condition is applied in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

18. Vehicle parking

No dwelling shall be first occupied until its associated vehicle parking and/or turning space have been surfaced, marked out and provided in accordance with the approved plans. The parking and/or turning space shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

19. Cycle parking

No dwelling shall be first occupied until cycle parking/storage has been provided for that dwelling in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The cycle parking/storage shall thereafter be kept available for this purpose at all times.

Reason: To ensure that there is adequate and safe cycle storage space within the site. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

Refusal Reasons (if Section 106 Agreement not completed)

1. Section 106 planning obligation

The application fails to provide a Section 106 Planning Obligation to deliver necessary infrastructure and mitigation measures, including:

- a) Affordable housing, without which the proposal would be contrary to the National Planning Policy Framework, Policy CS6 of the West Berkshire Core Strategy (2006-2026), and the Planning Obligations SPD.
- b) Public open space (provision and governance), without which the proposal would be contrary to the National Planning Policy Framework, Policy CS18, Policies RL.1, RL.2 and RL.3 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007), and the Planning Obligations SPD.
- c) A monitoring fee for the Travel Plan, without which the proposal would be contrary to the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policies GS1 and P1 of the Housing Site Allocations DPD 2006-2026.

- d) A contribution towards the a Traffic Regulation Order for Dorking Way, without which safe access will not be provided in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy 2006-2026.