

# Agenda Item 73.

Application Number	Expiry Date	Parish	Ward
181499	EXT	Shinfield	Shinfield South

<b>Applicant</b>	Bellway Homes and the University of Reading
<b>Site Address</b>	Land South of Cutbush Lane, Shinfield, RG2 9AG
<b>Proposal</b>	Full planning application for the erection of 249 dwellings, new public open space, landscaping, surface water attenuation, access and associated works at land to the south of Cutbush Lane Shinfield.
<b>Type</b>	Full
<b>PS Category</b>	1
<b>Officer</b>	Christopher Howard
<b>Reason for determination by committee</b>	Major application

<b>FOR CONSIDERATION BY</b>	Planning Committee on 13/02/19
<b>REPORT PREPARED BY</b>	Assistant Director Delivery & Infrastructure

<p><b>SUMMARY</b></p> <p>The application is for full planning application for the erection of 249 dwellings, new public open space, landscaping, surface water attenuation, access and associated works at land to the south of Cutbush Lane Shinfield. The site was allocated for housing as part of the housing allocation for the South of the M4 Strategic Development Location (SDL) and was identified in the Spatial Framework Plan in the adopted Supplementary Planning Document (SPD). In total, 375 units were identified for north and south of Cutbush Lane and 126 units have been delivered / under construction to the north of Cutbush Lane at Littlebrook and the balance of the proposed 249 makes up the SPD allowance.</p> <p>It is important to note that there was a timing restriction for the land put forward for the Shinfield West appeal by the University of Reading. This had a restrictive clause within the Unilateral Undertaking to not develop on land south of Cutbush Lane until 2026. The council has however removed this clause and agreed to release the land through an Executive Decision on the 27<sup>th</sup> of July 2017 which is appended to the report (Annex 1). This also identified land south of the current development parcel to the north of Arborfield Road for housing to be delivered along the entire western edge of the Eastern Relief Road (ERR). The reason for this was to ensure comprehensive and well planned development of the area. This will help the council to continue to meet and exceed its requirement for a 5 year housing land supply and this should help to limit speculative sites coming forward. In addition, this allows for a comprehensive approach to the delivery of housing on the eastern side of Shinfield and an application is expected for the residual land to the north of Arborfield Road in 2019.</p> <p>The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links.</p> <p>The application includes heads of terms for a S106 agreement to deliver further on site and off site infrastructure including 35% affordable housing and SANG off-site. A S106</p>
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legal agreement will secure the proportion of infrastructure attributable to the development and identify suitable triggers for delivery.

The principle of development in this location has been established through its allocation by policy CP19 of the Core Strategy and through the Spatial Framework Plan within the South of the M4 Supplementary Planning Document. In addition, with the exception of the pumping station and public open space, the site is located within the development limits as identified in Policy 1 of Shinfield Parish Neighbourhood Plan.

The application is before the Planning Committee as it is a major development that is recommended for approval. It is considered that the development would be a sustainable urban extension to the existing settlement whereby residents would have good access to services and facilities. The development would not have a significant detrimental impact on the character of the area or on existing residents.

In regard to access, the applicant has worked with the council to ensure that this is delivered predominantly from the roundabout adjacent to the Science Park through the Littlebrook development site located to the north of Cutbush Lane. This approach means that a further access point is not required from the ERR and since the road within the Littlebrook estate has been designed to be 6.1m wide to accommodate buses, the access strategy is acceptable.

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL such as the Eastern Relief Road.

In design terms, the proposal meets all the standards and in particular internal space and parking. The proposal is considered to be acceptable, represents good design. Therefore the proposals are in accordance with adopted policy and standards and it is recommended that the application is approved subject to conditions outlined below and completion of a legal agreement to secure the necessary infrastructure. An alternative recommendation for refusal is included should a legal agreement not be secured which is set out below.

#### **PLANNING STATUS**

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Countryside
- Within 5-7km of the Special Protection Area (SPA)
- Mineral consultation zone

#### **RECOMMENDATION**

**That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:**

**A. Completion of a legal agreement to secure the following:**

- Highway improvements/upgrades including the Magpie and Parrot roundabout (southern roundabout) on the Eastern Relief Road.
- Footpath improvements both on and off site

- Contributions for South of the M4 Bus Strategy
- Contributions for My Journey
- Provision of off-site sports facilities
- Provision of play space
- 35% Affordable housing provision on site with a payment in lieu of 0.15 dwelling
- Employment skills plan/contribution
- Maintenance sums
- SAMM contributions
- Monitoring Fees

**B. Conditions and informatives:**

**Timeframe for implementation**

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

*Reason: In pursuance of s91 of the Town and Country Planning Act 1991 (as amended by s51 of the Planning and Compensation Act 2004).*

**Plans**

2. This permission is in respect of the plans listed in the table below and the development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

**Architect Drawings**

Document	Document Ref	Revision
Presentation Planning Layout	041611-BEL-TV-01	C
Supporting Layout	041611-BEL-TV-02	C
Storey Height Layout	041611-BEL-TV-03	C
Tenure Layout	041611-BEL-TV-04	D
Unit Type Layout	041611-BEL-TV-05	C
Location Plan	041611-BEL-TV-06	/
Materials Layout	041611-BEL-TV-07	D
Perspective 01	041611-PER01	A
Perspective 02	041611-PER02	A
Perspective 03	041611-PER03	A
Perspective 04	041611-PER04	A
Street Scene 02	041611-SS02	A
Street Scene 03	041611-SS03	A

Street Scene 04	041611-SS04	A	
Street Scene 05	041611-SS05	A	
Street Scene 06	041611-SS06	A	
Street Scene 07	041611-SS07	A	
The Potter – Brick Elevations	PO-2B-2S-TB-E	/	
The Potter – Feature Brick Elevations	PO-2B-2S-TF-E	/	
The Potter – Tile Elevations	PO-2B-2S-TT-E	/	
The Potter – Floor Plans	PO-2B-2S-P1	/	
The Turner – Feature Brick Elevations	TU-3B-2S-TF-E	/	
The Turner – Tile Elevations	TU-3B-2S-TT-E	/	
The Turner – Floor Plans	TU-3B-2S-P1	/	
The Thatcher – Tile Elevations	TH-3B-2S-TT-E	/	
The Thatcher – Floor Plans	TH-3B-2S-P1	/	
The Quilter – Brick Elevations	QU-3B-2S-TB-E	/	
The Quilter – Feature Brick Elevations	QU-3B-2S-TF-E	/	
The Quilter – Floor Plans	QU-3B-2S-P1	/	
The Mason – Brick Elevations	MA-3B-2S-TB-E	/	
The Mason – Feature Brick Elevations	MA-3B-2S-TF-E	/	
The Mason – Floor Plans	MA-3B-2S-P1	/	
The Scrivener – Brick Elevations	SC-4B-2S-TB-E	/	
The Scrivener – Feature Brick Elevations	SC-4B-2S-TF-E	/	
The Scrivener – Floor Plans	SC-4B-2S-P1	/	
The Scrivener – Tile Elevations	SC-4B-2S-TT-E	/	
The Scrivener – Floor Plans	SC-4B-2S-P2	/	
The Milliner – Tile Elevations	MI-4B-2S-TT-E	/	
The Milliner – Floor Plans	MI-4B-2S-P1	/	
The Bowyer – Tile Elevations	BO-4B-2S-TT-E	/	
The Bowyer – Floor Plans	BO-4B-2S-P1	/	
The Weaver – Feature Brick Elevations	WE-4B-2S-TF-E	/	
The Weaver – Tile Elevations	WE-4B-2S-TT-E	/	
The Weaver – Floor Plans	WE-4B-2S-P1	/	

H20 – Tile Elevations	041611-H20-TT-E	/	
H20 – Floor Plans	041611-H20-P1	/	
H30 – Brick Elevations	041611-H30-TB-E	/	
H30 – Feature Brick Elevations	041611-H30-TF-E	/	
H30 – Tile Elevations	041611-H30-TT-E	/	
H30 – Floor Plans	041611-H30-P1	/	
Apartment Block 4 - Elevations sheet 1	041611-B4-E1	A	
Apartment Block 4 - Elevations sheet 2	041611-B4-E2	A	
Apartment Block 4 - Ground Floor Plan	041611-B4-P1	A	
Apartment Block 4 - First Floor Plan	041611-B4-P2	A	
Apartment Block 4 - Second Floor Plan	041611-B4-P3	A	
Apartment Block 1 - Elevations sheet 1	041611-B1-E1	A	
Apartment Block 1 - Elevations sheet 2	041611-B1-E2	A	
Apartment Block 1 - Ground Floor Plan	041611-B1-P1	A	
Apartment Block 1 - First Floor Plan	041611-B1-P2	A	
Apartment Block 1 - Second Floor Plan	041611-B1-P3	A	
Apartment Block 2 – Elevations sheet 1	041611-B2-E1	A	
Apartment Block 2 – Elevations sheet 2	041611-B2-E2	A	
Apartment Block 2 – Ground Floor Plan	041611-B2-P1	A	
Apartment Block 2 – First Floor Plan	041611-B2-P2	A	
Apartment Block 2 – Second Floor Plan	041611-B2-P3	A	
Apartment Block 3 – Elevations sheet 1	041611-B3-E1	A	
Apartment Block 3 – Elevations sheet 2	041611-B3-E2	A	
Apartment Block 3 – Elevations sheet 2	041611-B3-E3	/	
Apartment Block 3 – Ground Floor Plan	041611-B3-P1	A	
Apartment Block 3 – First Floor Plan	041611-B3-P2	A	
Apartment Block 3 – Second Floor Plan	041611-B3-P3	A	
The Potter – Brick Elevations	PO-2B-2S-CB-E	/	
The Potter – Floor Plans	PO-2B-2S-P1	/	
The Saddler – Brick Elevations	041611-SA-CB-E	/	
The Saddler – Floor Plans	041611-SA-P1	/	

The Turner – Brick Elevations	TU-3B-2S-CB-E	/	
The Turner – Tile Elevations	TU-3B-2S-CT-E	/	
The Turner – Floor Plans	TU-3B-2S-P1	/	
The Thatcher – Tile Elevations	TH-3B-2S-CT-E	/	
The Thatcher – Render Elevations	041611-TH-CR-E	/	
The Thatcher – Floor Plans	TH-3B-2S-P1	/	
The Quilter – Brick Elevations	QU-3B-2S-CB-E	/	
The Quilter – Floor Plans	QU-3B-2S-P1	/	
The Mason – Brick Elevations	MA-3B-2S-CB-E	/	
The Mason – Tile Elevations	MA-3B-2S-CT-E	/	
The Mason – Floor Plans	MA-3B-2S-P1	/	
The Scrivener – Brick Elevations	SC-4B-2S-CB-E	/	
The Scrivener – Floor Plans	SC-4B-2S-P1	/	
The Scrivener – Render Elevations	041611-SC-CR-E	/	
The Scrivener – Tile Elevations	SC-4B-2S-CT-E	/	
The Scrivener – Floor Plans	SC-4B-2S-P2	/	
The Milliner – Brick Elevations	MI-4B-2S-CB-E	/	
The Milliner – Floor Plans	MI-4B-2S-P1	/	
The Bowyer – Render Elevations	041611-BO-CR-E	/	
The Bowyer – Floor Plans	041611-BO-P1	/	
The Philosopher – Brick Elevations	PH-4B-2S-CB-E	/	
The Philosopher – Tile Elevations	PH-4B-2S-CT-E	/	
The Philosopher – Floor Plans	PH-4B-2S-P1	/	
The Weaver – Tile Elevations	WE-4B-2S-CT-E	/	
The Weaver – Floor Plans	WE-4B-2S-P1	/	
The Weaver – Render Elevations	041611-WE-CR-E	/	
The Weaver – Floor Plans	041611-WE-P1	/	
H20 – Brick Elevations	041611-H20-CB-E	/	
H20 – Floor Plans	041611-H20-P1	/	
H30 – Brick Elevations	041611-H30-CB-E	/	
H30 – Tile Elevations	041611-H30-CT-E	/	

H30 – Floor Plans	041611-H30-P1	/	
Carport Type 01 – Elevations & Plan	041611-CP01	A	
Carport Type 02 – Elevations & Plan	041611-CP02	/	
Carport Type 03 – Elevations & Plan	041611-CP03	/	
Garage Type 01 – Elevations & Plan	041611-GAR01	/	
Garage Type 02 – Elevations & Plan	041611-GAR02	/	
Garage Type 03 – Elevations & Plan	041611-GAR03	/	
Garage Type 04 – Elevations & Plan	041611-GAR04	A	
Garage Type 05 – Elevations & Plan		/	
Sub Station – Elevations & Plan	041611-SUB01	/	
Cycle Shed 01 – Elevations & Plan	041611-SH01	/	
Cycle Shed 02 – Elevations & Plan	041611-SH02	/	

### **Engineering Drawings**

<b>Document</b>	<b>Document Ref</b>	<b>Revision</b>	
General Arrangement Sheet 1	A106-RM-11	P6	
General Arrangement Sheet 2	A106-RM-12	P6	
Street Lighting Plan Sheet 1	A106-RM-15	P3	
Street Lighting Plan Sheet 2	A106-RM-16	P3	
Long Sections Sheet 1	A106-RM-21	P3	
Long Sections Sheet 2	A106-RM-22	P3	
Long Sections Sheet 3	A106-RM-23	P3	
Long Sections Sheet 4	A106-RM-24	P3	
Long Sections Sheet 5	A106-RM-25	P3	
Long Sections Sheet 6	A106-RM-26	P3	
Materials Plan Sheet 1	A106-RM-31	P6	
Materials Plan Sheet 2	A106-RM-32	P6	
Drainage Layout Sheet 1	A106-RM-51	P5	
Drainage Layout Sheet 2	A106-RM-52	P5	
Drainage Details Sheet 1	A106-RM-57	P6	

Drainage Details Sheet 2	A106-RM-58	P6	
Engineering Layout Sheet 1	A106-RM-61	P6	
Engineering Layout Sheet 2	A106-RM-62	P6	
Highway Construction Details Sheet 1	A106-RM-71	P2	
Highway Construction Details Sheet 2	A106-RM-72	P2	
Fire Tender Vehicular Tracking Sheet 1	A106-RM-81	P6	
Fire Tender Vehicular Tracking Sheet 2	A106-RM-82	P6	
Large Refuse Vehicular Tracking Sheet 1	A106-RM-83	P6	
Large Refuse Vehicular Tracking Sheet 2	A106-RM-84	P6	
Bus Vehicular Tracking Sheet 1	A106-RM-85	P5	
Bus Vehicular Tracking Sheet 2	A106-RM-86	P5	
Site Access Arrangement onto Cutbush Lane – General Arrangement	A106-S278-101	P5	

### **Landscape**

<b>Document</b>	<b>Document Ref</b>	<b>Revision</b>	
ASP1 Location Plan	6454.SLP.01	A	
ASP2 Site & Setting Plan	6454.SSP.02	A	
ASP3 Landscape Designation Plan	6454.LDP.ASP3	A	
ASP4 Landscape Character Plan	6454.LCP.ASP4	A	
ASP5 Landscape Strategy Plan	6454.LSP.ASP5	H	
ASP6.0 Planting Plan - Overview	6454.PP.ASP6.0	B	
ASP6.1 Planting Plan – 1 of 7	6454.PP.ASP6.1	B	
ASP6.2 Planting Plan – 2 of 7	6454.PP.ASP6.2	B	
ASP6.3 Planting Plan – 3 of 7	6454.PP.ASP6.3	B	
ASP6.4 Planting Plan – 4 of 7	6454.PP.ASP6.4	B	
ASP6.5 Planting Plan – 5 of 7	6454.PP.ASP6.5	B	
ASP6.6 Planting Plan – 6 of 7	6454.PP.ASP6.6	B	
ASP6.7 Planting Plan – 7 of 7	6454.PP.ASP6.7	B	
ASP7 Play Space Details Plans	6454.PS.ASP7	D	



ASP8.0 Hard Surface Plan - Overview	6454.HSP.ASP8.0		
ASP8.1 Hard Surface Plan – 1 of 7	6454.HSP.ASP8.1		
ASP8.2 Hard Surface Plan – 2 of 7	6454.HSP.ASP8.2		
ASP8.3 Hard Surface Plan – 3 of 7	6454.HSP.ASP8.3		
ASP8.4 Hard Surface Plan – 4 of 7	6454.HSP.ASP8.4		
ASP8.5 Hard Surface Plan – 5 of 7	6454.HSP.ASP8.5		
ASP8.6 Hard Surface Plan – 6 of 7	6454.HSP.ASP8.6		
ASP8.7 Hard Surface Plan – 7 of 7	6454.HSP.ASP8.7		
ASP9 Illustrative Cross Sections	6454.ICS.ASP9		

### **Trees**

<b>Document</b>	<b>Document Ref</b>	<b>Revision</b>	
Arboricultural Impact (Tree Loss) Assessment	CC37-1035		
Tree Protection Plan & Arboricultural Method Statement	37-1035.02 Sheets 1 and 2		

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

### **Phasing**

3. Prior to the commencement of development a strategy for the sub-phasing of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Strategy will define:
  - i) the development to be delivered within each sub-phase of the development;
  - ii) timescales;
  - iii) details of the coordination of housing and infrastructure delivery including triggers for delivery of infrastructure and the arrangements to prevent interruption of delivery across sub-phase and phase boundaries;

Development shall be carried out in accordance with the approved Phasing Strategy.

*Reason: to ensure comprehensive planning of the site, to ensure the timely delivery of facilities and services and to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17 and CP19 and the South of the M4 Supplementary Planning Document (October 2011).*

*Reason for imposing as a pre-commencement condition: The phasing of the works needs to be understood to ensure that services are provided and in order to ensure the comprehensive delivery of the site.*

**Materials / boundary treatments**

4. Prior to residential development above finished floor level, samples and details of the materials to be used in the construction of the external surfaces of the buildings shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure that the external appearance of the buildings are satisfactory.  
Relevant Policies: Core Strategy policies CP1 and CP3.*

*Reason for imposing as a pre-commencement condition: Flexibility has been built in here to enable groundworks although materials will need to be agreed ahead of housing delivery in the interests of visual amenity.*

**Permitted development**

5. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor level or above in any elevation of the buildings hereby permitted except for any which may be shown on the approved drawing(s).

*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant Policies: Core Strategy policies CP2, CP3 and Design Guide  
Supplementary Planning Document.*

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, extensions or alterations permitted by Classes A, B, C, D, and E of Part 1 of the Second Schedule of the 1995 Order (or any order revoking and re-enacting that order with or without modification) shall be carried out.

*Reason: To safeguard the amenities of the occupiers of neighbouring properties, preserve the character of the settlement and to ensure the proper planning of the area, in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3 and the Wokingham Borough Council Design Supplementary Planning Document (February 2010).*

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site except within rear gardens and front door lamps or in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: To safeguard amenity and highway safety. Relevant Policies: Core Strategy policies CP1, CP3 and CP6.*

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

*Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.*

### **Highways**

9. Prior to the first occupation of any dwelling, a Parking Management Strategy for the management of on-street parking shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the agreed strategy thereafter.

*Reason: to ensure satisfactory development and in the interests of sustainable travel in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP19.*

10. No part of any dwelling(s) hereby permitted shall be occupied until the vehicle parking and turning space serving that dwelling has been provided in accordance with the approved plans, unless otherwise agreed in writing by the Local Planning Authority. The vehicle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning vehicles.

*Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

11. Prior to the first occupation of any dwelling within the development, a Walking and Cycling Strategy for the whole development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed strategy thereafter.

*Reason: to ensure satisfactory development in the interests of sustainable travel in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP19*

12. Prior to commencement of development above finished floor level, details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval 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 unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In order to ensure that secure electric vehicle charging facilities are*

*provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).*

*Reason for imposing as a pre commencement condition: To ensure sustainable modes of transport are designed in from the outset of the development*

13. No part of any dwelling(s) hereby permitted shall be occupied until details of secure and covered bicycle storage/ parking facilities serving that dwelling for the occupants of and visitors to the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

*Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

*Reason for imposing as a pre-commencement condition: Flexibility has been provided for the timing although the sheds will need to be provided prior to occupation of the dwellings*

14. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular access to include visibility splays of 43 metres. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

*Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.*

*Reason for imposing as a pre-commencement condition: In the interests of highway safety and convenience*

15. Each dwelling shall not be occupied until visibility splays of 2.0 metres by 2.0 metres serving that dwelling, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

*Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.*

16. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level for the dwellings(s) served by the approved roads and footways before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

*Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.*

*Reason for imposing as a pre-commencement condition: In the interests of highway safety and convenience*

#### **Construction Management Plan**

17. Before the development hereby permitted is commenced a Construction Environmental Management Plan (CEMP) which shall include details including construction access(es) has been submitted to and approved in writing by the Local Planning Authority shall have been submitted to and approved in writing by the Local Planning Authority. Construction shall not be carried out otherwise than in accordance with each approved CEMP. The CEMP shall include the following matters:
- a) a construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
  - b) loading and unloading of plant and materials;
  - c) storage of plant and materials;
  - d) programme of works (including measures for traffic management and operating hours);
  - e) piling techniques;
  - f) provision of boundary hoarding;
  - g) protection of the aquatic environment in terms of water quantity and quality;
  - h) details of proposed means of dust suppression and noise mitigation;
  - i) details of measures to prevent mud from vehicles leaving the site during construction;
  - j) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
  - k) lighting on site during construction;
  - l) measures to ensure no on site fires during construction
  - m) monitoring and review mechanisms;
  - n) implementation of the CEMP through an environmental management system;
  - o) details of the haul routes to be used to access the development; and
  - p) details of the temporary surface water management measures to be provided during the construction phase

- q) details of the excavation of materials and the subsurface construction methodology
- r) Details of mitigation measures for protected species to be applied.
- s) appointment of a Construction Liaison Officer.

*Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6*

*Reason for imposing as a pre-commencement condition: To ensure that the impact of construction activities are suitably mitigated and minimised*

### **Landscape and Trees**

18. No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.*

*Reason for imposing as a pre-commencement condition: To ensure ground remodelling works are acceptable.*

19. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure/boundary treatments, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

*Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development)*

*Reason for imposing as a pre-commencement condition: To ensure a satisfactory landscaping approach.*

20. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

*Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

- a) No development or other operation shall commence on site until the tree protection measures as shown on the Arboricultural Method Statement 37-1035.02 Sheets 1 & 2 are implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.
- b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

*Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

*Reason for imposing as a pre-commencement condition: To ensure that trees are protected throughout the build out phase.*

21. Prior to commencement of development, technical detail on the trenchless thrust boring method within the RPA of veteran tree 7010 shall be submitted for approval by the Local Planning Authority. This shall demonstrate that there is minimal disturbance of the tree. In the event that the details are not agreed, further detail of the connection of the ditch outside of the root protection area of veteran tree 7010 shall be submitted for approval by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

*Reason for imposing as a pre-commencement condition: To ensure the veteran tree is protected.*

22. Prior to the commencement of the development (excluding access and groundworks) a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. In addition, details a maintenance schedule for measures to maintain ecological permeability and/or provide biodiversity enhancement in the public open space shall be included. The landscape management plan shall be carried out as approved.

*Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

*Reason for imposing as a pre-commencement condition: To ensure that the landscape objectives are safeguarded.*

### **Environmental Health**

23. No development shall take place until a detailed remediation scheme that describes how the site will be made suitable for the intended use must be submitted to the local planning authority for written approval. The remediation schema shall include, the proposed remediation objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.

*Reason: To ensure that future users of the site are protected from the harmful effects of contamination*



*Reason for imposing as a pre-commencement condition: To ensure that contamination is taken into account before development commences*

24. The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, or upon completion of each phase a verification report shall be submitted to the Local Planning Authority for written approval.

*Reason: To ensure that future users of the site are protected from the harmful effects of contamination. Relevant Policies CP1 and CP3*

25. If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out, and where remediation work is necessary, a remediation scheme must be prepared and submitted for written approval to the local planning authority. Following the completion of measures set out in the approved remediation scheme a verification report shall be submitted to and approved by the local planning authority prior to occupation.

*Reason: To ensure that future users of the site are protected from the harmful effects of contamination. Relevant Policies CP1 and CP3*

26. Prior to commencement of development, a scheme detailing rat, vermin and other pest control measures shall be submitted to the Local Planning Authority for approval in writing. The scheme shall include:

- i). details of the methods used to reduce existing rat populations and discourage dispersal of rats from the site during the groundworks and construction phase
- ii). a methodology for assessing the ongoing effectiveness of different rat and vermin and pest deterrent methods;
- iii). an objective methodology for assessing when rodenticides / insecticide shall be applied;
- iv). details of control measures and ongoing assessment of effectiveness in relation to mammalian pests;
- v). provision for submission of records relating to the implementation of the foregoing measures to the Local Planning Authority.

The approved scheme shall thereafter be implemented for the duration of the construction activities associated with the delivery of the development.

*Reason: To minimise the migration of rats and other vermin to surrounding areas during site clearance and groundworks. Relevant Policies CP1 and CP3*

*Reason for imposing as a pre-commencement condition: To ensure that the migration of rats caused by groundworks are minimised to protect the amenity of neighbouring properties*

27. The dwellings hereby approved shall be designed and/or insulated so as to provide attenuation against externally generated noise in accordance with a mitigation scheme to be submitted to and approved in writing by the Local Planning Authority before commencement of development (excluding access and groundworks) within any sub-phase. The scheme shall ensure that all noise implications are mitigated so that internal ambient noise levels for dwellings shall not exceed 35 dB LAeq (16 hour) 07:00-23:00 during the daytime and 30 dB LAeq (8 hour) 23:00-07:00 during the night. The design and/or insulation measures identified in the scheme shall ensure that ambient internal noise levels for the dwellings meet the BS8233/1999 Sound insulation and noise reduction for buildings – Code of Practice. For gardens, the steady noise level should not exceed 55dB LAeq,T in areas used for recreation. The approved mitigation measures to serve each dwelling shall be implemented prior to occupation and retained thereafter.

*Reason: To protect future residents from the harmful effects of high noise levels, in accordance with Wokingham Borough Core Strategy Policy CP1.*

28. Before construction of the sub-station commences technical specifications, to include a noise assessment and mitigation report identifying any attenuation measures to ensure that the substation is designed and insulated to mitigate against the noise produced by the substation (whether directly or indirectly), shall be submitted to and approved in writing by the Local Planning Authority. The attenuation measures shall be implemented maintained and retained thereafter in accordance the approved details.

*Reason: To protect the amenity of the area and to ensure that the development is not un-neighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.*

29. No development shall commence until an Air Quality Assessment has been submitted to and approved in writing by the Local Planning Authority which demonstrates any likely changes in air quality exposure to air pollutants as a result of the proposed development and the exposure of receptors to the existing air pollution. The assessment is to compare the air quality following completion of the development with that expected at the time without the development. The assessment will need to include:

- a) assess the existing air quality in the study area (existing baseline)
- b) predict the future air quality without the development in place (future baseline)
- c) predict the future air quality with the development in place (with development)
- d) details of mitigation (if required)

*Reason: In the interests of protecting future inhabitants. Relevant Policies CP1 and CP3*

*Reason for imposing as a pre-commencement condition: to ensure that these matters are resolved prior to delivery of houses.*

### **Hours of Construction**

30. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays

*Reason: In the interests of the amenities of neighbouring occupiers. Relevant Policies CP1 and CP3*

### **Delivery Times**

31. No deliveries of materials or equipment relating to the development hereby approved shall take place other than between the hours of 8:00a.m. and 6:00p.m. Monday to Friday and 8:00 a.m. to 1.00p.m. Saturdays and at no time on Sundays or bank or national Holidays.

*Reason: In the interests of the amenities of neighbouring occupiers. Relevant Policies CP1 and CP3*

### **Flood mitigation**

32. No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:
- a. Calculations indicating the Greenfield runoff rate from the site.
  - b. BRE 365 test results demonstrating whether infiltration is achievable or not.
  - c. Use of SuDS following the SuDS hierarchy, preferably infiltration.
  - d. Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at 30l/s, or better.
  - e. Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change, or how any flooding will be managed within the site.
  - f. Groundwater monitoring to confirm seasonal high groundwater levels.
  - g. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.
  - h. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

*Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.*

*Reason for imposing as a pre-commencement condition: To ensure that flood risk is managed and impacts are minimised to all users*

33. No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows

from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

*Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.*

### **Ecology**

34. Prior to commencement of development full details of a strategy to maintain the ecological permeability of the site (especially with regard to reptiles, amphibians and hedgehogs) shall be submitted to and approved in writing by local planning authority. The strategy shall include:
- a. Details of measures to be applied to boundary treatments and retaining walls.
  - b. Details of measures to prevent entrapment of animals in the surface water drainage scheme.
  - c. Locations of the above measures within the detailed layout.

The mitigation and contingency measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To ensure compliance with policy TB23 and protect species of principal importance.*

*Reason for imposing as a pre-commencement condition: To ensure Ecology is safeguarded pre and post construction.*

35. Prior to commencement of development above finished floor level, full details of a biodiversity enhancement strategy to provide a mixture of bat boxes, bird boxes, hedgehog houses, and insect homes / habitat piles suitable for priority species across the development site at a ratio of at least 1 per 2 dwellings shall be submitted to and approved in writing by local planning authority. The measures contained within the strategy shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To promote protection and recovery of priority species and secure net gains for biodiversity as per NPPF paragraph 174.*

*Reason for imposing as a pre-commencement condition: To ensure Ecology is safeguarded pre and post construction.*

36. Prior to commencement of development, full details of a reptile mitigation strategy shall be submitted to and approved in writing by the local planning authority. The surveys, mitigation and contingency measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To secure appropriate mitigation for reptile species of principal importance and make the development acceptable per policy CP7.*

*Reason for imposing as a pre-commencement condition: To ensure Ecology is safeguarded pre and post construction.*

### **Archaeology**

37. No development shall take place within the application area until the applicant, their agents or successors in title have secured and implemented a programme of archaeological field evaluation in accordance with a written scheme of investigation, which has been submitted by the applicant and approved in writing by the Local Planning Authority. The results of the evaluation will inform the preparation of a subsequent mitigation strategy which will be submitted by the applicant and approved in writing by the Local Planning Authority prior to the commencement of the development. The mitigation strategy will provide for

- i) A programme of site investigation and recording, or alternative appropriate mitigation, within the area of archaeological interest. Development will not commence within the area of archaeological interest until the site investigation has been satisfactorily completed.
- ii) A programme of post investigation assessment, analysis, publication, dissemination and archiving. This part of the condition shall not be discharged until these elements of the programme have been fulfilled in accordance with the programme set out in the WSI or unless otherwise agreed in writing by the Local Planning Authority

*Reason:*

*To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.*

### **Informatives**

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act (yet to be finalised) the contents of which relate to this development.
3. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

4. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
5. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
6. 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.
7. 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 month 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.
8. 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.
9. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
10. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit  
<http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>

11. 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
12. The council advises that the developer produces a strategy to install superfast broadband infrastructure for future occupants of the site. The strategy should ensure that upon occupation of a dwelling the new home owner has access to a superfast broadband service through a site-wide network. It is also advised that the developer keeps occupants fully informed of any delays to superfast broadband connection in before they purchase/occupy their new homes

### **C. Alternative recommendation**

**That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed to secure the services, affordable housing and infrastructure within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee).**

In the absence of a planning obligation to secure suitable contributions / on site and off works for the following:

- Highway improvements/upgrades including the Magpie and Parrot roundabout (southern roundabout) on the Eastern Relief Road.
- Footpath improvements both on and off site
- Contributions for South of the M4 Bus Strategy
- Contributions for My Journey
- Provision of off-site sports facilities
- Provision of play space
- 35% Affordable housing provision on site with a payment in lieu of 0.15 dwelling
- Employment skills plan/contribution
- Maintenance sums
- SAMM contributions
- Monitoring Fees

the Local Planning Authority is unable to satisfy itself that the proposal includes adequate mitigation measures to prevent the proposed development from having an adverse effect on infrastructure, services and would fail to provide affordable housing. This is contrary to the requirements of the NPPF and would compromise the delivery of the necessary infrastructure within the South of the M4 SDL. This is contrary to policies CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP10, CP19 and Appendix 7 of the Core Strategy, policies CC01, CC08, TB08, TB12 of the Managing Development Delivery Development Plan Document, saved policy NRM6 of the South East Plan and the Council's adopted South of the M4 SDL SPD and Infrastructure Delivery and Contributions SPD.

In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority (LPA), the LPA is unable to satisfy itself that the proposals include adequate mitigation measures to prevent the proposed development from having an adverse effect on the integrity of the Thames Basin Heaths SPA, in line with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 and Article 6(3) of Directive 92/43/EEC. The proposal would be contrary to Policy NRM6 of the South East Plan, Policies CP8 and CP4 of the Core Strategy.

## PLANNING HISTORY

No specific recent relevant planning history for the site, planning permissions for major sites for the South of the M4 SDL include those listed below.

For ease of reference outline planning approvals for the sites are shown in bold and S73 variations / reserved matters in standard text

Application ref	Description	Outcome
O/2010/1432	<b>Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a foodstore (2 500 sqm) and other retail and office uses a community building proposed extension of existing primary schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping</b>	Appeal Approved 08/11/2012
FVAR/2014/0624	Application to remove condition 48 of planning consent O/2010/1432 (the development shall be implemented in accordance with the approved Residential Travel Plan) – <i>Note this in effect becomes the outline consent for the above scheme</i>	Approved 22/10/14
160183	Application for Reserved Matters submission in respect of the primary infrastructure phase including access roads, suds ponds, foul and surface water drainage and associated landscaping.	Approved 15/04/16
161189	Reserved Matters application pursuant to Outline planning permission VAR/2014/0624 (Pursuant to O/2010/1432) for the erection of 517 dwellings including access roads, garages, parking spaces, open space and landscape treatment of Phase 1, Shinfield West. (Access within the site,	Approved 21/07/17



<b>Application ref</b>	<b>Description</b>	<b>Outcome</b>
	appearance, landscaping, layout and scale to be considered).	
170035	Reserved Matters application for a two form entry (2FE) primary school, including all hard & soft play areas, school car parking, attenuation pond (habitat area), landscaping and associated drop off car parking.	Approved 11/05/17
172450	Reserved Matters application pursuant to Outline planning permission O/2010/1432 (pursuant to VAR/2014/0624) for the erection of 473 dwellings including access roads, garages, parking spaces, open space and landscape treatment for Phase 2. (Access, Appearance, Landscaping, Layout and Scale to be considered)	Approved 14/12/17
180757	Reserved matters application for the erection of a 68-bed care home building (Class C2) and associated development including site access, car parking and landscaping in the part of the site identified by the outline planning consent for specialist housing. Access, Layout, Scale, Appearance and Landscaping to be considered.	Approved 20/06/18
180758	Reserved matters application for the erection of a building comprising 80 no. extra care units (Class C2) and associated development including site access, car parking and landscaping in the part of the site identified by the outline planning consent for specialist housing. Access, Layout, Scale, Appearance and Landscaping to be considered.	Approved 20/06/18
<b>Science and innovation park</b>		
O/2009/1027	<b>Outline application for phase 1 development of Science &amp; Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings.</b>	Approved 27/10/10
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance,	Approved 26/08/15

<b>Application ref</b>	<b>Description</b>	<b>Outcome</b>
	Landscaping, Layout and Scale to be considered.	
162841	Reserved Matters in relation to the development of Phase 1b of the proposed Thames Valley Science Park (TVSP) for a new cancer treatment centre, all associated landscaping, access and ancillary works	Approved 8/12/18
162818	Reserved Matters application for the car park for phase 1 of the Science Park	Approved 8/12/18
173287	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 (as extended under planning permission 152330) for the development of phase 1 of Thames Valley Science Park, comprising the construction of building 2 of the gateway building and all associated landscaping and ancillary works, plus temporary car parking arrangements - Appearance, Landscaping, Layout and Scale to be considered.	Approved 14/02/18
163609	<b>Outline planning application for Phase 2 of the Thames Valley Science Park comprising up to 57,110 sqm research and development and innovation floor space (with occupancy restricted by a Gateway policy) inclusive of up to 5,711 sqm of amenity and supporting uses and an energy centre (all matters reserved except access to the site).</b>	Approved 06/07/18
<b>Eastern Relief Road</b>		
F/2010/1428	<b>Full application for the construction of an Eastern Relief Road (ERR) to Shinfield including the construction of road foot and cycle-ways an M4 over-bridge. Re-grading of embankments landscaping utilities creation of flood compensation areas and associated works including engineering and other operations. Erection of replacement boundary wall and fence adjoining Shinfield Road/ ERR part demolition of existing farm buildings at Lane End Farm and demolition/deconstruction of two poly tunnels south of Cutbush Lane. – Delivered and open</b>	Appeal approved 03/06/11
<b>Spencers Wood / Three Mile Cross</b>		
O/2013/0346	<b>Hybrid application with part in outline in respect of up to 900 dwellings up to a three form entry primary school public open space access and landscape (means of access into the site to be considered) and part in full in respect to Suitable Alternative Natural Greenspace (SANG) following demolition of</b>	Approved 24/12/2013

Application ref	Description	Outcome
	<b>existing dwelling and ancillary buildings including greenhouses sheds stables and garage (214a Hyde End Road). - Approved 24/12/2013</b>	
F/2013/0347	<b>Full planning permission for the erection of 276 dwellings with associated access landscaping and open space following demolition of existing dwelling and ancillary buildings (214a Hyde End Road). - <i>Note part of the 900 dwellings as referred to under O/2013/0346 -above</i></b>	Approved 24/12/2013
162829	Application for Reserved matters application for 175 dwellings including internal access roads, garages, parking places, open spaces, allotments, Multi-Use Games Area (MUGA) and Locally Equipped Area of Play.	Approved 10/03/17
163457	Reserved Matters application pursuant to Outline Planning Consent O/2013/0346 for the primary infrastructure phase including Spine Road, Suds Ponds, Foul and Surface Water Drainage and Associated Landscaping	Approved 23/5/17
170010	Reserved Matters application pursuant to Outline Planning Consent O/2013/0346 for 363 dwellings including internal access roads, garages, parking spaces, SuDS attenuation, open space, Play Areas and associated landscaping enhancements.	Approved 26 <sup>th</sup> July 2017
170239	Application for approval of reserved matters following outline approval (O/2013/0346) for a sustainable transport link to serve public transport (buses), emergency vehicles and pedestrian and cycle links.	Approved 7/12/18
<b>Cutbush North, Shinfield</b>		
O/2013/0101	<b>Outline planning permission for a residential development comprising up to 126 dwellings, public open space, children's play areas, accesses to Cutbush Lane and the Shinfield Eastern Relief Road, Landscaping, Ecological buffer zone, ground modelling, sustainable drainage systems and associated infrastructure.</b>	Approved 24/12/2013
RM/2014/2561	Reserved Matters application pursuant to Outline Planning Consent O/2013/0101 for a residential development comprising up to 126 dwellings public open space, children's play areas,	Approved 24/06/15

Application ref	Description	Outcome
	accesses to Cutbush Lane and the Shinfield Eastern Relief Road, Landscaping, Ecological Buffer Zone, ground modelling, sustainable drainage and associated infrastructure.	
<b>The Manor, Shinfield</b>		
O/2011/0204	<b>Outline application for demolition of existing buildings and a residential development comprising up to 126 dwellings, a sports pavilion, public open space, landscaping and associated works (means of access to be considered: appearance, landscaping, layout, and scale reserved).</b>	Appeal approved 30/05/12
VAR/2013/0602	Application to vary conditions 1, 9, 14, 15, 29 and to removal of conditions 50 and 53 of Appeal planning consent O/2011/0204.	Approved 17/06/13
RM/2014/2062	Reserved Matters application pursuant to planning consent VAR/2013/0602 for a development of 126 dwellings, a sports pavilion, public open space, landscaping and associated works. This application comprises details of appearance, landscaping, layout and scale.	Approved 30/06/17
153435	Reserved Matters application pursuant to planning consent VAR/2013/0602 for development of a sports pavilion and associated vehicle parking, public open space (including a cricket pitch and informal open space), landscaping and associated works. This application comprises details of appearance, landscaping, layout and scale.	Approved 26/05/16
<b>Land north of Hyde End Road, Spencers Wood</b>		
161255	<b>Full application for the proposed erection of 32no dwellings with associated vehicular access, parking and landscaping</b>	Approved 16/08/17

<b>SUMMARY INFORMATION</b>		
<b>For Residential</b>		
Site Area	9.26	
Existing units	0	
Proposed units	249	
Proposed density - dwellings/hectare	27	
Number of affordable units proposed	87 + commuted sum	
Previous land use	Agricultural currently grassland	
Proposed Public Open Space	1767m2	
Proposed parking spaces	511 in total	

<b>CONSULTATION RESPONSES</b>	
Royal Berkshire Fire and Rescue	Refers to building regs
Royal Berkshire Fire and Rescue	Refers to building regs
Southern Gas Networks	No objection

SEE Power Distribution	No objection
Thames Water	No objection request condition(s) 33
WBC Biodiversity	No objection request condition(s) 34-36
WBC Economic Prosperity and Place (Community Infrastructure)	Request Employment Skills Plan contributions
WBC Drainage	No objection request condition(s) 32
WBC Education (School Place Planning)	No comments received
WBC Environmental Health	No objection request condition(s) 17 & 23-31
WBC Highways	No objection request condition(s) 9-17
WBC Tree & Landscape	No objection request condition(s) 18-22
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Property Services	No comments received
WBC Public Rights of Way	No objection
Berkshire Archaeology	No objection request condition(s) 37
Environment Agency	Standing advice, defers to WBC Drainage Officer
Historic England	Standing advice
Natural England	Standing advice

## REPRESENTATIONS

### Parish Council:

1<sup>st</sup> stage comments included as Annex 2.

With regret, Shinfield Parish Council acknowledges it is now planning policy to develop this site as part of the overall South of M4 Strategic Development Location. However, we are very concerned about the large number of reasonable objections which have been raised by local residents and that this application does not take advantage of the links to the 2011 Supplementary Planning Document.

We therefore wish to see the following conditions agreed as a minimum in order for this scheme to be deemed acceptable:

Issue raised	Officer note
Developers properly mitigate the transport implications of this scheme	A transport assessment has been submitted with the application and reviewed by the Highways Officer who is satisfied that any adverse impacts can be mitigated
A Safer Routes to Schools policy be incorporated;	A Walking and Cycling Strategy will be required by condition 11. Links to the site to Arborfield Road will be secured by a S106 agreement.
A proper Flood Risk Assessment be undertaken and approved the relevant authorities;	A full FRA has been submitted and reviewed by the Drainage Officer who raises no objections subject to condition 32
Proper mitigation measures are in place for bats as a protected species.	The Ecology report has been reviewed by the Ecology Officer who raises no

	objections to the development subject to conditions 34 - 36
Does not integrate with footpath 6 the other side of ERR (the current permissive path allows this)	The permissive path will be retained in the site layout although there will be a more formal alternative route along the shared streets and spaces at the south of the site. This will link back to the permissive path and the relationship with footpath 6 will be unaltered
The entirety of the development should be designed for a 20mph limit for the outset (D&A p 16)	The street hierarchy has been designed in accordance with Manual for Streets standards to keep vehicle speeds low within the development. Two areas of traffic calming measures have been applied to the main street and the secondary streets beyond this are short in distance. Shared surface streets will also discourage excessive speed within the development
The use of 3 story buildings in 'The Residential Core' is out of keeping with the rest of this side of Shinfield which are all no more than 2 story.	See report below paragraphs 14-31 specifically paragraph 28. Three storey development is present on Chrysanthemum Drive and Fuchsia Drive and provides variety in scale and design. Taller buildings are sited within the site away from existing residential development
The refuse strategy (D&A p26) refers to space for one 240 litre wheelie bin and one 55 litre recycling box, this is inadequate as we don't have wheelie bins in WBC	Noted although this will provide flexibility for any potential changes to waste collection management.
The affordable housing are all located in the same area rather than being spread across the development	Whilst this is noted, clustering affordable housing assists with management. The Affordable Housing officer has assessed the scheme and raised no objections in regard to the location of the housing
The use of conservation kerbing should be used on all primary and secondary streets	Noted although this will be subject to the s38 details for the site
To facilitate the use of the ERR and to discourage vehicles cutting through the village, the application should bring forward the reduction of the speed limit to 30mph for Hollow Lane and Arborfield Road within the boundary of Shinfield Village	This is a matter that is subject to a Traffic Regulation Order and not subject to the current application

The accident analysis does not include any data after the ERR was opened, it should be redone (Highways Transport Assessment)	It is normal practise to include roads after they have been opened for more than a year. The accident data assessed was for 5 years up to 31 <sup>st</sup> Oct 2017. However Crashmap has been assessed and there were no accidents on ERR
Point 3.83 (p21 of Traffic Assessment) is incorrect in that the policeman died as a result of this incident	The accident data reported a serious accident in 2013. The class of the casualty is set within 30 days of the accident.
Traffic Assessment - car parking - no car charging points are installed, the expectation would be for one point per dwelling, in line with Government ambitions	Condition 12 requires details in regard to this
Traffic Assessment - vehicle trip rates are too low when compared with actual measurements so grossly underestimate the vehicle movements associated with this development	The vehicle trip rates used in the transport assessment are the approved trip rates from the Wokingham Strategic Transport Model
The Parrot Farm roundabout will be over-capacity with this development so remedial measures should be implemented to facilitate traffic flow (p 34 of traffic Assessment)	See report below paragraphs 57-60
The assumption that walk/cycle trips out of the development would use FP7 and then Oatlands Road would put pressure on an un-adoptive road. The development should provide that a suitable flat path along this route. (p40 of traffic Assessment)	The developer has agreed to upgrade the footpath between the site and Oatlands Road
Second round consultation comments (other than those identified above). Full comments included as Annex 3.	
The priority junction on Cutbush Lane should be changed back to a roundabout to limit the speed of vehicles using the roads for safety.	The junction has been modelled as a priority junction as part of the assessment and the Highways Officer has raised no objections to this aspect. The removal of the roundabout results in the loss of less hedgerow in the local area which will help maintain the character of Cutbush Lane
Lack of integration of site with footpath 6 the other side of ERR. A suitable, all-weather path with appropriate gates	This is noted although the section of the permissive path between the site exit and ERR is within in root protection

should be provided down and across the ERR.	areas. A formal path here would have an adverse impact on these specimens
Traffic calming measures should be introduced into Cutbush Lane, such as priority islands and narrows, to stop vehicles speeding.	Cutbush Lane from Holly Lane to the ERR is signed as a 30mph speed limit. Cutbush Lane terminates at the ERR in the vicinity of the site, so vehicles would naturally be unlikely to speed.
Parking for the apartments is woefully inadequate.	The Highways Officer has assessed the application and parking is in accordance with WBC standards
Construction and site traffic should all use Cutbush Lane rather than cutting through a housing estate, this needs to be conditioned and enforced.	This will be subject to the Construction Environmental Management Plan (CEMP)
Site should be registered with the Considerate Construction Scheme	This will be determined when a contractor for the build is appointed
Detailed construction management plan needs to be submitted to ensure that site and construction traffic is routed correctly.	This will be subject to the CEMP
Number of advertising banners should be restricted to a maximum of two; they are unsightly and produce unwanted noise, detrimental to the surrounding properties.	This matter is covered by the Advertisement Regulations and would be address in any future applications.
To protect occupants of nearby dwellings from noise and disturbance no works in respect of the construction of the development shall be undertaken outside the hours of 08:00 - 1800 on Mondays to Fridays (inclusive); outside the hours of 0800 - 1300 on Saturdays; and on Sundays and on public holidays, in accordance with Wokingham Borough Core Strategy Policy CP3.	Noted and condition 30 refers
Adequate precautions, such as wheel washing and road sweeping, shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways and pavements	This will be subject to the CEMP
The apartment blocks should all have fully integrated reception systems (IRS) into each dwelling to stop the proliferation of satellite dishes and aerials which negatively affect the look of the development	The apartments will be ducted for cable services which should prevent satellite dish installation being a significant issue.
Loss of the tree would be detrimental to the character of the countryside contrary to CP1, CP3, CP11 of the Core Strategy	Whilst this is noted, there will be significant planting within the site and to the east along the ERR. Please see report below paragraph 32-34



and CC01, CC02, CC03, TB21 of the MDD Plan	
To protect the environment and the local residents it should be conditioned that no fires be lit on the site for the burning of rubbish, clearing of the site, or any other purpose. All waste and excess materials should be recycled where possible or disposed of through the correct method.	This will be subject to the CEMP
Each dwelling should have at least one car charging point installed as standard.	Condition 12 refers
Vehicle trip rates are too low when compared with actual measurements so grossly underestimate the vehicle movements associated with this development.	The vehicle trip rates used in the transport assessment are the approved trip rates from the Wokingham Strategic Transport Model
The play area is too small for a site of this size.	The Green Infrastructure Officer has assessed the application, the scheme meets the standards and is therefore satisfied with the play area provision
Suitable fencing and gates should be provided to the eastern side of the site to ensure that there is no access, especially for children, to the ERR. This is especially important around the southern part of the site near the play area.	This is noted and the layout of the play area will be subject to details that will be secured through the legal agreement.
The use of the pumping station should be blocked, and suitable foul water and drainage provision should be provided as there are historical instances of these pumping stations not being maintained correctly.	Thames Water have been consulted and are satisfied with the foul arrangements subject to condition 33
All responsibility for the maintenance and upkeep of the attenuation features, green areas, play areas, and open space should be handed over to WBC (or SPC) and not given to maintenance companies who have often charged excessive rates	This will be subject to the adoption plan and commuted sums will be sought for future maintenance where land is adopted. It is not uncommon in modern developments for parts of the open space to be maintained by a management company
Bus route unidentifiable on plan; it does not show where the bus will exit.	This development is providing the infrastructure through the site to enable a bus to run sometime in the future. A contribution to assist this new service has been agreed
Concerns about construction traffic going through an already occupied estate.	This will be subject to the CEMP

**Local Members:** No comments received

**Neighbours:** 1<sup>st</sup> stage consultation resulted in 117 letters of objection / comment and planning issues are summarised below

Issue raised	Officer comment
Non-compliance with Core Strategy and land not identified for development in the SPD	The SDL was identified in the Core Strategy. Further work in respect to site allocation for the South of the M4 SPD and the site was identified through the Spatial Framework Plan. The application for the housing is located in the area identified by the SPD and was identified as a Reserve Site. It is acknowledged that the formal public open space is located beyond the land identified in the SPD, however given the intended associated use of this space and likely future development, this is considered acceptable. Assessment against Core Strategy Policies are made in the report below
Process of releasing the land before 2026	The land was released through and Executive Decision on 27 <sup>th</sup> July 2017. The Shinfield West Unilateral Undertaking had the flexibility to allow the council to call on the land prior to 2026. The release of the site will ensure that the borough maintains a 5 year housing land supply which is a statutory government requirement.
In excess of housing identified in south of the M4 SPD	There was no maximum housing figure applied to the Core Strategy. Each site proposal is assessed on its own merits. The borough is required to maintain a five year housing land supply by central Government.
No further development in Shinfield	Shinfield has been identified a sustainable location given its location and access to facilities and services, which can accommodate additional housing growth which was determined through the allocation of the area as a SDL
Inappropriate development in the countryside	The site has been identified as being suitable for housing and was identified in the South of the M4 SPD. The merits of the playspace outside the SPD allocated site is discussed below in paragraph 6.
Development should be on brownfield land	The site has been identified as being suitable for residential development

	through the allocation in the Core Strategy and South of the M4 SPD
Need for additional housing / overdevelopment	The borough is required to provide a five year housing land supply by national policy. Our housing need is derived through the Housing Market Assessment.
Loss of recreational access to the countryside	The public right of way and permissive footpath will be retained in the site layout. The SANGs provide significant additional access to the countryside outside of the application site but close by.
Use of Hawthorne as a bus route	Hawthorne has always been identified as a bus route and was constructed to 6.1m in order to accommodate buses
Inappropriate location for development	The identification of the site through the South of the M4 SPD means that it is a suitable location subject to the considerations outlined below.
Impact on wildlife / protected species / ecology / flora and fauna	The Ecology Officer has assessed the impact of the development and supports the application subject to conditions 34-36
Wildlife surveys inaccurate	These have been assessed by the Ecology Officer and they raise no objection.
Impact on utilities (water, sewage etc)	Thames Water have been consulted for the development and raise no objections subject to condition 33
Impact on archaeology	The application has been assessed by Berkshire Archaeology and they raise no objections in regard to the report and have requested condition 37.
Impact on health services	Shinfield surgery was built in order to accommodate additional housing growth and is currently not at capacity. Delivery of health care is the responsibility of the Clinical Commissioning Group
Maintenance of assets such a SUDS	A private management company will be set up for the SUDs. The play area will be transferred to WBC with a commuted sum for maintenance
Impact on flooding / local watercourses	The application has been assessed by the flood risk officer who supports the approach subject to condition 32
Impact on wider highway network	The application has been assessed by the Highway Officer who raises no objection subject to conditions 9-17

Impact of access to the site via Cutbush Lane / Hawthorne Road / impact on highway safety	<p>The assessment has shown a level of traffic using Hawthorne to get to the ERR. Hawthorn will eventually become a route from the science park roundabout to Arborfield Road. The road has been built to 6.1m wide road to enable the potential for buses to be able to use the road. The level of traffic from this development would not affect the safety of this road.</p> <p>The application has been assessed by the Highway Officer who raises no objection subject to conditions 9-17</p>
Impact on highways for construction traffic	This will be managed by the CEMP which condition 17 refers
Payment of travel plan contributions to WBC is corrupt	WBC operate a borough wide Travel Plan through My Journey. This ensures a joined up approach to sustainable transport provision. .
Provision of parking on site	The application has been assessed by the Highway Officer who raises no objection subject to conditions 9-17
Access for emergency services	A secondary emergency access point is proposed and included in the site layout
Impact on highway safety for cyclists on Cutbush Lane	The application has been assessed by the Highway Officer who raises no objection subject to conditions 9-17
Impact on infrastructure (Schools, Hospital, GPs)	The application will generate CIL income to support local roads, provision of school spaces, green infrastructure etc. (see 123 list for full details). In regard to healthcare Shinfield surgery was built in order to accommodate additional housing growth. Delivery of health care is the responsibility of the Clinical Commissioning Group
Poor links to public transport	The site will be well served by public transport locally which is being delivered via the South of the M4 Public Transport Strategy. The application has been assessed by the Highway Officer who raises no objection. The site also offers opportunity for a bus route through the site.
Impact on character – three storey flats	This is discussed in paragraphs 14-31 specifically paragraph 28 below
Housing density too high / out of character with the surrounding area	This is discussed in paragraphs 14-31 below
Loss of agricultural land	The land is not considered high grade agricultural land and the suitability of the site has been identified by the allocation

	of the site through the South of the M4 SPD
Impact on footpath 7	The alignment of this is maintained in the site layout and upgrades will be made to this via the S106.
Impact of noise	This is discussed in paragraph 48 below
Impact on amenity (overlooking, loss of light and overbearing)	This is discussed in paragraphs 39-48 below
Impact on amenity in regard to construction activities (noise, dust etc)	This is discussed in paragraphs 48 below and condition 17 for a CEMP is attached.
Lack of access to local facilities (shops, community facilities, recycling etc)	The site is will connected to local shops in Shinfield and it is expected that further facilities will be delivered in the centre
Lack of recreational facilities (sports pitches)	Sports pitches will be delivered at the Manor which is subject to the S106
Lack of existing access to children's play areas	The proposal includes a play area
Lack of public consultation	Public consultation events have been undertaken by the developer
Lack of provision of affordable housing	The proposal will secure a policy compliant 35% provision of affordable housing.

2<sup>nd</sup> stage consultation resulted in 37 letters of objection / comment and planning issues raised other than those listed above are summarised below

<b>Issue raised</b>	<b>Officer Comment</b>
Revised layout results in further loss of privacy	This is discussed in paragraphs 39-47 below
Not all residents re consulted	A full re-consultation was undertaken for the revised scheme which included the Environmental Statement on the 30/10/18
Revised junction unsafe	The application has been assessed by the Highway Officer who raises no objection subject to conditions 9-17. Further road safety audits will be carried out during the design process
Comments from Thames Water ignored	Thames Water were consulted and the request for a condition is included as referred to by condition 33
Combining phase 1 and phase 2 for the purposes of the Environmental Statement	An assessment needs to be made in regard to the cumulative impacts of the development together with any other development sites.
Lack of broadband facilities	The Council is not responsible for this service provision however have ensured services can be provided. Openreach

	will be responsible for providing broadband to new residents.	
Other plans uploaded to website with no formal neighbour consultation	The revised plans are in regard to minor amendments on points in technicality which would not have an impact on residential amenity	

<b>PLANNING POLICY</b>		
National Policy	<b>NPPF</b>	National Planning Policy Framework
Technical Guidance to the National Planning Policy Framework		
National Planning Policy Guidance		
Draft revised National Planning Policy Framework		
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP2</b>	Inclusive Communities
	<b>CP3</b>	General Principles for Development
	<b>CP4</b>	Infrastructure Requirements
	<b>CP5</b>	Housing mix, density and affordability
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP8</b>	Thames Basin Heaths Special Protection Area
	<b>CP9</b>	Scale and Location of Development Proposals
	<b>CP10</b>	Improvements to the Strategic Transport Network
	<b>CP11</b>	Proposals outside development limits (including countryside)
	<b>CP17</b>	Housing delivery
	<b>CP19</b>	South of the M4 Strategic Development Location
Appendix 7 – Additional Guidance for the Development of Strategic Development Locations		
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits

	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC05</b>	Renewable energy and decentralised energy networks
	<b>CC06</b>	Noise
	<b>CC07</b>	Parking
	<b>CC08</b>	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	<b>CC09</b>	Development and Flood Risk (from all sources)
	<b>CC10</b>	Sustainable Drainage
	<b>TB05</b>	Housing Mix
	<b>TB07</b>	Internal Space standards
	<b>TB09</b>	Residential accommodation for vulnerable groups
	<b>TB12</b>	Employment Skills Plan
	<b>TB21</b>	Landscape Character
	<b>TB23</b>	Biodiversity and Development
	<b>TB24</b>	Designated Heritage Assets
	<b>SAL05</b>	Delivery of avoidance measures for Thames Basin Heaths Special Protection Area
Shinfield Parish Neighbourhood Development Plan		
	<b>Policy 1</b>	Location of Development
	<b>Policy 2</b>	General Design Principles
	<b>Policy 3</b>	Sustainable Development
	<b>Policy 4</b>	Accessibility and Highway Safety
	<b>Policy 5</b>	Parking
	<b>Policy 6</b>	Trees, Hedgerows and Woodlands
	<b>Policy 7</b>	Biodiversity
	<b>Policy 8</b>	Flooding
	<b>Policy 9</b>	Community Assets
	<b>Policy 10</b>	Community and Sports Facilities
	<b>Policy 12</b>	Broadband Provision
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide
	<b>SDC</b>	Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

	<b>SoM4SPD</b>	South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)
	<b>IDC</b>	Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)
	<b>AH</b>	Wokingham Borough Affordable Housing Supplementary Planning Document (2 June 2011)
Other relevant policy		DCLG – National Internal Space Standards

## PLANNING ISSUES

### Description of Development:

1. The proposal is for full planning application for the erection of 249 dwellings, new public open space, landscaping, surface water attenuation, access and associated works. Principal access to the site would be from the roundabout adjacent to the Science Park on the ERR and through the Littlebrook development and an alternative access would be via Cutbush Lane. Extensive landscaping is proposed adjacent to the ERR in order to limit the visual impact of the development.

### Principle of development and infrastructure delivery

2. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the South of the M4 Strategic Development Location (SDL).
3. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which South of the M4 SDL is one of these. It is anticipated that a phased development incorporating approximately 2,500 dwellings and associated infrastructure will be delivered on 77 hectares of land within the South of the M4 SDL (Appendix A7.14). It should be noted that the approximate numbers set out in the adopted policies and Supplementary Planning Documents are not intended to be maximum figures.
4. Core Strategy policy CP19 is amplified by Appendix 7 of the Core Strategy, the South of the M4 Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which addresses the associated infrastructure impacts across the whole Borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community. The development site sits within the development limits as outlined in Policy 1 of Shinfield Parish Neighbourhood Plan. Whilst it is acknowledged that a centre was included for this land in the South of the M4 SPD, due to viability and a preference to focus retail facilities at the existing village centre, it is not considered that this would be a viable location and could undermine the delivery of Shinfield Centre. The Spatial Framework Plan represents guidance and



utilising the entire site for housing would make best use of land and help to maintain housing land supply.

5. The site was allocated for housing as part of the housing allocation for the South of the M4 Strategic Development Location (SDL) and was identified in the Spatial Framework Plan in the adopted Supplementary Planning Document (SPD). In total, 375 units were identified for north and south of Cutbush Lane. To date, 126 units were approved for the north of Cutbush Lane at the Littlebrook site and the majority of these dwellings have been delivered. The balance proposed by the current application is 249 units which makes up the SPD allocation.
6. It is important to note that there was a timing restriction for the land put forward for the Shinfield West appeal by the University of Reading. This had a restrictive clause within the Unilateral Undertaking to not develop on land south of Cutbush Lane until 2026. The council has however removed this clause and agreed to release the land through an Executive Decision which is appended to this report 27<sup>th</sup> July 2017. This also released land south of the current development parcel to the north of Arborfield Road for housing to be delivered along the entire western edge of the Eastern Relief Road (ERR). This ensure a comprehensive and well planned development and will help the council meet and exceed its requirement for a 5 year housing land supply and should help to limit speculative sites coming forward. The ongoing supply of housing is a requirement of National Policy. In addition, the release of both sites allows for a comprehensive approach to the delivery of housing on the eastern side of Shinfield. An application for the north of Arborfield lane is likely to be submitted in 2019. The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The principle of development in this location has been established through its allocation by policy CP19 of the Core Strategy and through the Spatial Framework Plan within the South of the M4 Supplementary Planning Document. In addition, the site is located within the development limits as identified in Policy 1 of Shinfield Parish Neighbourhood Plan. Whilst it is acknowledged that a small area of the site is located outside of the development limits, this area will serve as a play area / pumping station. However given the likelihood of this land coming forward in the future and the proximity of the ERR which forms a barrier to development, the intended use, public benefits associated with the housing delivery and landscaping, it is considered that in this instance the proposal is acceptable and does not result in harm to the character or appearance of the local area or represent a departure from planning policy.
7. The application will include CIL payments and heads of terms for an S106 legal agreement. The legal agreement will secure the coordinated delivery of the infrastructure necessary to support the development. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure as set out in the recommendation and potentially amended through the members update. In addition, affordable housing and an affordable housing contribution has been agreed in accordance with the Core Strategy.

#### Site description

8. The site is located on the eastern edge of Shinfield and the land has been previously used for agriculture although is grassland at present. The site is bound to the north by Cutbush Lane and to the east by the ERR. To the west is existing housing on Oatlands Road which back onto the site and footpath 7. To the south is open land and a permissive footpath is located towards the southern boundary. The site slopes gently down from broadly from the north west to the south east. There is a hedgerow at the north and south of the site and the significant majority of this will be retained.

#### Affordable and specialist housing

9. Core Strategy Policy CP5, *Housing mix, density and affordability*, amplified by MDD LP Policy TB05: *Housing Mix*, South of the M4 SPD Design Principle 2b, the Infrastructure SPD and the Affordable Housing SPD, requires a mix of tenures, including 35% affordable housing within SDLs.
10. The application proposes 87 on site affordable dwellings together with a commuted sum for part of a unit that would secure the 35% affordable housing requirement by Policy CP5. The affordable housing officer is satisfied with the strategy, proposed mix and distribution of affordable dwellings.

#### Dwelling mix

11. MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.
12. The application proposes the dwelling mix outlined in table 1:

**Table 1: Dwelling mix**

Dwelling Type (bedrooms)	Number provided on site	2 Storeys	2.5 Storeys	3 Storeys
1 bed apartment	22			22
2 bed apartment	19			19
2 bed house	67	67		
3 bed house	92	92		
4 bed house	49	49		

13. Officers raise no objections in terms of the dwelling mix. Taking the constraints of the site into account, this approach is considered acceptable.

#### Masterplan – Layout

14. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and South of the M4 SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.

15. Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
  - a. *Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*
16. Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD. The development site is mostly within these limits with the exception of the play area and pumping station. Whilst these elements are located in countryside, these are not particularly urbanising features and the benefits of the housing delivery together with landscaping will minimise the impact of these on the countryside. It is therefore considered that there is no departure from planning policy.
17. Policy 2 sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a landscape led design approach with retention and appropriate buffers to existing important vegetation.
18. Further design guidance is provided by the South of the M4 SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.
19. The application is accompanied by a Design and Access Statement (DAS) which includes a character appraisal of the existing built form within the local area and uses these to inform design principles for the proposed houses and the layout. This identifies four character areas for the site which respond to the site constraints and opportunities to inform the layout. It should be noted that the applicant has made significant amendments to the layout in response to feedback from Officers. This has resulted in considerable improvements in the design approach for the development and the layout is are appended to the report in annex 4-14.
20. On the eastern part of the development, is the Eastern Fringe character area. The applicant has carefully considered the layout of the site in regard to the landscape constraints of the surrounding as the site is adjacent to the Loddon River Valley which is recognised in the Wokingham Landscape Character Assessment. For this part of the site, the applicant has provided lower density housing and a landscape buffer to the ERR which will be planted with a significant amount of trees. As the landscape setting of this part of the site is reasonably sensitive, revisions to this part of the site have been made to lower housing density here and improve the edge of the development.

21. For the site frontage that is directly to the south of Cutbush Lane, the applicant has applied a similar style of built form that is present on Cutbush Lane called the Cutbush Lane Frontage. This follows on the established built form from the Littlebrook site on north of Cutbush Lane and linear style of development which predominantly characterises Cutbush Lane. For this element there is a separate access that would serve twelve dwellings. The layout of the houses mean that they front on to Cutbush Lane whilst at the same time, retaining the significant majority of the hedgerow which will help soften the impact of the new dwellings.
22. The main spine road is proposed at the centre of the site which ultimately links onto *Hawthorn* the development road serving the Littlebrook development site to the north of the site. The approach to the layout of this part of the site is to deliver the main primary road through the site. Houses are well set back from this street and there is a strong landscaping for the central street which has been called The Green Ribbon character area. In addition there is a large area of open space as you enter the site which helps to soften the built form. The road has been designed to be 6.1m wide which will accommodate buses should these route through the site in future years. Visitor parking is accommodated in bays which helps to reduce the visual impact of cars. Once the landscaping becomes established the principle road should have an avenue style appearance.
23. Behind the principle street and other character areas is a series of smaller roads called The Lanes character area. This area runs along the rear of the site on the western boundary. This area has a less formal approach although the applicant has used a good range of house-types to ensure there is diversity in design and opportunities to introduce landscaping has been incorporated where this is possible. Whilst requests have been made by representations for further landscaping in this area, due to a sewer easement, it was not possible to plant further trees. The amenity impact of the development is further discussed below in paragraphs 37-48.
24. At the south of the site there is an area of playspace which has been designed to include a LEAP and MUGA. The delivery of this will ensure that there is play equipment for infants through to teenagers and is in accordance with the relevant standards. This has good links to the existing residents as there is a permissive footpath runs through to Oatlands Road.
25. The overall approach to the layout is acceptable and the applicant has worked with Officers to overcome design issues raised by the original submission and made significant amendments. The site has been planned to capitalise on the constraints and incorporate these into the design where possible. A strong landscape buffer will be delivered adjacent to the ERR and this lessens the impact on the Loddon River Valley. Overall the layout has been well considered and represents sound urban design principles incorporating perimeter blocks which will maximise natural surveillance to the public realm and this represents a high quality design approach.

#### Masterplan – Design and appearance

26. In terms of the detailed design of the buildings, the South of the M4 SPD recommends that the existing built form should be used to inform the design which is echoed by the Shinfield Parish Plan policy 2. As stated above, the applicant has undertaken a character appraisal of the existing built form to help

guide their design approach for the new development which is set out in the DAS.

27. The application of the character areas helps to establish diversity in the built form as different approaches and finishes are applied to the house types of each character area. This helps build a clear and legible neighbourhood and ensures that there is a good balance of variety within the development.
28. In regard to building heights, the significant majority of the development will be two stories dwelling houses. There will be four apartment blocks which are three stories in height but these have been well located within the development to ensure that the heights of the buildings diminishes towards the edge of the site. This also prevents impacts to adjoining existing residential amenities. This helps to provide a degree of transition between the built form and countryside and locating these away from existing residential development decreases the amenity impact for existing residents.
29. The overall design approach for all of the dwellings provide continuity in approach and is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

#### Masterplan – Density

30. Design principles 3 (a-g) are outlined in the South of the M4 SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the South of the M4 SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35dph across the SDL.
31. The overall density proposed by the application is 27dph. The density of the site is higher towards the centre of the site and near the apartments which is to be expected. The approach means that there is a degree of transition from the site to the countryside / existing residential areas on the western boundary. As this has been well considered within the site layout, the proposed density is acceptable.

#### Masterplan – Landscaping

32. As advised, the applicant has carefully considered and responded to officers advice in regard to the eastern boundary of the site. The density of this element is lower and a road has been removed here to make a greater buffer from the built form to the open space between the site and the ERR. A significant amount of landscaping has been incorporated in this space and through working with engineers, the SUDs pond has been designed to allow for planting along the banks. This has resulted in a strong landscape buffer between the site and the ERR which is supported by the landscape officer.
33. Within the site itself, there are a couple of pockets of open space on adjacent to Cutbush Lane and within the site towards the main avenue. Planting has been incorporated along the avenue and in areas where there is space to include this. The planting will be secured by condition 19.

34. The landscaping strategy and the layout has been assessed by the Landscape Officer who raises no objections subject to conditions 18-22 and supports the approach.

Masterplan conclusion

35. The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and in respect to the surrounding area. The applicant has strongly demonstrated a comprehensive approach to the delivery of the houses under consideration through the application of the principles established in the DAS within the layout and design choices of the units themselves.

36. Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

Residential amenity: the impact upon existing neighbouring properties

37. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity
38. In respect to separation standards, these are set out in section 4.7 of the Borough Design Guide. The layout means that the proposed dwellings would in the main, front onto the rear gardens of Oatlands Road which is the area closest to the application site. The Borough Design Guide does not have a prescribed separation distance for this relationship but this would essentially be the same as a back to back relationship given that the separation standards are applied in respect to privacy and sense of enclosure). On this basis the back to back threshold (22m minimum) will be applied. For existing dwellings that side onto the development site, again no prescribed standard is identified in the Borough Design Guide. For this relationship, the back to flank minimum separation distance of 12m will be applied as once again, these are identified within in respect to privacy and enclosure.

65 Cutbush Lane, 1 and 2 Hawthorne, Oak Tree Barn and Barn Close Cottage

39. The level of separation of the proposed houses (plots 1 - 2 and 236-246) exceeds any threshold set out in the Borough Design Guide and at a minimum, this is 38m which is sufficient to prevent any significant amenity harm.

66 Cutbush Lane

40. Plot 1 is set at an oblique angle to no.66 Cutbush Lane which limits the impact of overlooking to the main dwelling and amenity space. There is around 13m to the common boundary of this site and given the siting of plot 1, no significant amenity impacts are envisaged. For plot 32 and 34, these would be sited towards the end of the rear garden of no.66 and have a front to flank relationship. There would however be around 14m separation between plot 32 and the flank boundary and this relationship is considered acceptable.

90 Oatlands Road

41. No. 90 Oatlands Road sides onto the front elevations of plots 26-30. The level of separation to the common boundary is around 18m and 21m to the main existing

dwelling. This is above the flank to rear standard identified by the Borough Design Guide. Landscaping is also proposed along the side elevation of no.90 for much of the main part of the rear amenity space. Further landscaping was requested by the occupants of no.90 to extend this along the entire boundary but due to a sewer easement, this cannot be achieved. The level of separation for to the proposed houses is well above the minimum for a side to flank and therefore is considered acceptable.

#### 3 and 4 Dearlove Place

42. Plots 21 -25 would front onto the rear elevation of 3 and 4 Dearlove Place and the level of separation between the proposed dwellings and existing houses varies from around 27m to 29m. This is in excess of the back to back relationship outlined in the Borough Design Guide and the relationship is considered acceptable.

#### 21 Oatlands Chase

43. Plot 20 would face the flank elevation of 21 Oatlands Chase. There is however 23m separation between the flank wall of the existing house and proposed dwelling which exceeds both the rear to flank and back to back standards. Furthermore there is around 17m to the flank boundary of this site and the relationship is considered acceptable.

#### 23-39 Oatlands Chase

44. All of the proposed dwellings (plots 33-42) would front onto the rear of no.s 23-39 Oatlands Chase. The level of separation between the proposed dwellings and existing built form varies from around 25-28m which exceeds the Borough Design Guide standards. As such, the relationship is acceptable.

#### 41-47 Oatlands Chase

45. Plot 59 would side onto the existing houses. There is however a minimum of 23m between the side elevation of the proposed dwelling and existing residential development. This exceeds both the front to flank and rear to rear separation standards.
46. As outlined above the development is in accordance with the separation standards outlined in the Borough Design Guide. Where there is no prescribed standard, a comparable relationship has been applied. Whilst there is a degree of ground remodelling required for drainage, the degree of this is not considered significant and given the onsite conditions, the relationship between existing residents and the new dwellings is acceptable. It is therefore considered that there would be no significant issues arising in terms of loss of light, overbearing or overlooking. Planning conditions 5-7 will ensure that this relationship remains in the future.
47. Given these relationships and the onsite conditions, that is comparative levels across the site and adjoining land, it is considered that there would be no significant amenity impacts to existing residents in terms of overlooking, loss of light and overbearing.

#### Residential amenity – noise

48. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would

not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by conditions 17 and 31. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

#### Residential amenity: outdoor amenity space

49. The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted masterplan, the proposed layout complies with these requirements. Overall, with the level of outdoor amenity space is considered to provide acceptable levels of private amenity space and privacy for the future occupants of the dwellings.

#### Internal Space Standards

50. With respect to internal floor space of the units, since 1st October 2015 national space standards have been in place as the Technical housing Space Standards. The dwellings comply with National Space standards, meeting requirements for overall area, bedroom sizes and storage allowances. The apartment units have also been designed to Lifetime Homes requirements.

#### Security

51. The layout takes into account security and all of the communal areas of open space are well overlooked by the proposed housing, as are the areas of parking. The layout also means that there are back to back relationships which restricts access to private amenity space. The layout and design are considered acceptable.

#### Noise

52. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.
53. The main source of noise to the development site would be from the ERR. Noise surveys have been undertaken since the opening of the ERR which concluded that a buffer from the proposed dwellings could be as narrow as 5m with acoustic measures. The buffer proposed is some 35m which is well above the threshold identified and Environmental Health have assessed this aspect and raise no objections.

#### Sustainable Design and Construction

54. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.
55. The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure that this commitment is achieved and in accordance with the requirements part L of the building regulations. The



council seeks both fabric first approach (such as housing insulation and low energy appliances) and on site renewables and as such, it is not necessary to duplicate by way of condition.

56. A key element of new housing should be to reduce water consumption and waste. As part of delivering sustainable development on the site, the Council expects measures to reduce water consumption to be included within the development. In the case of water, this can be achieved by the inclusion of aerated taps, shaped low capacity baths, dual flush toilets, low flow rate showers and the provision of water butts. Again building regulations covers this aspect and a condition is not required.

#### Access and movement

57. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. The application is accompanied by a Transport Assessment (TA) which assesses the impact of development, both in terms of the traffic generated by the development itself and in the context of the cumulative impact of additional residential development in respect of the wider SDL.
58. Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.
59. To encourage use of non-car modes, a contribution has been sought to assist delivery of the South of the M4 bus strategy. The development also will include improved permeability within and from/to the site by walking and cycling. The design of the development will also include a 6.1 m wide north-south corridor which would enable buses operations. Whilst no bus stops are proposed on site, the location of bus stops which are identified for delivery on the Littlebrook site and potential of stops to the south of the site would improve access to buses.
60. Assessment of local junctions has been modelled and has been assessed as part of the Transport Assessment. This concluded that the traffic from the development would not have an adverse impact on the operation and safety of the local highway network subject to upgrades to the Eastern Relief Road Magpie and Parrot roundabout which will be secured through the S106.

#### Site Access

61. In regards to access, the principle access to the site would be from the roundabout adjacent to the Science Park on the ERR through the adjacent Littlebrook Development to the north. Development traffic would also be able to use Cutbush Lane so there would be dispersed movements to each point of access however the levels of traffic on Cutbush should remain low as this is not the main road to the wider network. The road in Littlebrook has been designed to accommodate buses and it is 6.1m wide which is sufficient for the development

traffic. Restrictions on the use of the access point adjacent to the Science Park for buses only have been removed in consultation with the Highways Officer.

62. The Executive Decision to release the land to the south of the site means that there is a strong likelihood that a central spine road will be delivered between the site and Arborfield Road. This will potentially provide an additional route for future users and help distribute vehicles.
63. The road layout of Cutbush Lane will be altered in order to provide priority for the link in and out from the Science Park and the layout has been amended to reduce the level of hedgerow loss. This has been assessed by the Highways Officer and they are satisfied with the principle road hierarchy.
64. As outlined above, there will be a secondary access to the site serving 12 units towards the eastern end of Cutbush Lane. This approach is acceptable and means that frontage development will be delivered on Cutbush Lane.
65. A further emergency access is proposed adjacent to the ERR which is acceptable and helps limit the loss of hedgerow.
66. A Stage 1 Road Safety Audit with Designer Comments was submitted and concluded that the design was safe to all users. Further road safety audits will be carried out at appropriate times through the design process.

#### Access and movement - Site layout / Pedestrian and Cycle Links

67. The principle access road will run broadly through the centre of the site. This has been designed to be 6.1m wide to accommodate buses. Ultimately it is envisaged that the road will link through the parcel to the south to Arborfield Road and whilst this is not a matter for consideration for the current application, providing the additional width will safeguard this route for buses. In addition the stretch of Cutbush Lane from the new junction eastwards will be narrowed to improve access for pedestrians.
68. The road hierarchy beyond the main road diminishes to a series of secondary and tertiary streets. The secondary routes include pavements and these lead off onto the tertiary streets which are shared surface.
69. For the eastern side of the site, a pedestrian and cycle link is proposed which could link onto the Arborfield Road and through to the Science Park (via Cutbush Lane west) when an application comes forward for the southern parcel.
70. In the interim a temporary footpath will be provided through the southern parcel. The scheme will therefore help to secure off road pedestrian and cycle links as currently none exist on the ERR and these will be secured through the S106.
71. The layout also secures east / west connectivity at the south of the application site. The permissive footpath which links onto the ERR through to Oatlands Road will be retained in its current alignment although links onto estate roads will be provided which will provide bonded routes to the play space
72. Overall the layout will create a place with clear and legible links within it and to the surrounding area. The application has been assessed by the Highways

Officer and they are satisfied with the layout. The application has taken into account the probability of land coming forward to the south as released by the Executive Decision and it would not prejudice development of this parcel which demonstrates a comprehensive approach.

#### Access and movement - Car parking

73. In terms of parking, in total parking spaces provided by the application (including visitor and unallocated but excluding garages) is 511 which equates to a provision of 2.05 spaces per dwelling. An additional 133 garage spaces will also be provided so if these are counted in accordance with the Wokingham Parking Standards, these provide an additional 66 spaces bringing the parking figure up to 2.32 per dwelling. The parking provision is broken down in table 2.

**Table 2 Parking provision**

<b>On plot parking</b>	<b>Visitor / Unallocated</b>	<b>Garages</b>
412	99	133

74. The proposal is considered to be in accordance with the parking standards and there are 99 additional visitor / unallocated spaces which have been incorporated. The unallocated and visitor parking is well distributed throughout the development site. The provision of electric vehicle charging points will be secured by condition.

#### Access and Movement - Cycle storage

75. The proposed level of cycle storage is in line with Borough standards. The cycle storage for the blocks of flats will be in communal storage areas which are of sufficient size to ensure the number of spaces can be easily accessed. For the houses with single garages the cycle storage would need to be in rear gardens. Details of the cycle spaces have been secured by condition.
76. The properties with double garages, cycle storage can be easily contained in these garages.

#### Access and Movement - Access to public transport

77. As advised, the main spine road has been designed to be 6.1m in width which would allow for buses to route directly through the site if the land to the south of the development is brought forward. In the meantime, bus stops are being provided on the Littlebrook estate which will be within the 400m catchment for each house. With the south of the M4 Bus Strategy delivering high frequency bus services, there will be a good alternative to the private motor car. A contribution to deliver this service has been secured in the s106 agreement.

#### Flooding and Drainage

78. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. These requirements are reinforced by the South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system

for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

79. The area of the site identified for residential development is almost entirely in Flood Zone 1 where the risk of flooding is low and all uses, including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. There is a small area of the site in Flood Zone 2 to the south east adjacent to the ERR although this area is to be used for landscaping. It should be noted that the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment.
80. The application is supported by a Flood Risk Assessment and Environmental Impact Assessment in regard to flooding which assesses the impact of flooding on the application site. This identified flood risks across the whole site and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100 year storm events (+40% for climate change) for the areas of residential development.
81. In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed. This included a SUDS ponds in the eastern landscape area adjacent to the ERR. Additional drainage management is also proposed in the form of geocellular storage.
82. The Flood Risk Assessment and Environmental Impact Assessment have been assessed by the council's Drainage Officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable subject to conditions 32 and 33.

#### Thames Basin Heaths Special Protection Area

83. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The South of the M4 SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided. An appropriate assessment has been undertaken and is annexed to this report.
84. The development will be mitigated by Langley Mead SANG extension which is under consideration under planning ref 181631 and is expected to be reported to committee on the 13<sup>th</sup> of February. The implementation of this will be controlled by the S106 agreement and the SANG will need to be open for public use prior to the occupation of any of the dwellings. Full planning permission has been approved for the SANG areas and as such this meets the Natural England's '*Guidelines for the Creation of Suitable Alternative Natural Greenspace*' (SANG) (2008) in terms of having all the essential features required to attract recreational

users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach.

#### Ecology

85. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b of the South of the M4 SPD (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. A detailed Ecological Mitigation Strategy has been submitted and demonstrates that the site layout has considered impacts on ecological permeability. In addition no advisee impacts are envisaged to flora and fauna.
86. In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology subject to conditions 34-36.

#### Heritage

87. Policy TB24 of MDD LP policy seeks to ensure that development conserves and where possible, enhances the important character and special architectural or historic interest of listed buildings. The nearest listed building to the development site is Cutbush Barn which is on the eastern side of the ERR. This is considered acceptable and would not have a significant adverse impact on the character and setting of the listed building.

#### Archaeology

88. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. The Archaeological Officer has assessed the application and requested condition 37.

### **CONCLUSION**

The application is compliant with the Council's adopted policies and those within the Shinfield Parish Neighbourhood Plan and guidance for development within the South of the M4 SDL. It is considered that the application will deliver high quality development in accordance with the Council' spatial strategy and vision and therefore can be recommended for approval.

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