

Agenda Item 26.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
161189	10/13	Shinfield	Shinfield South	N/A Major Development

Applicant Bloor Homes, Linden Homes and Bovis Homes

Location Land west of Shinfield, west of Hyde End Road and Hollow Lane, south of Church Lane, Shinfield **Postcode** RG2 9EP

Proposal 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, appearance, landscaping, layout and scale to be considered).

Type Reserved Matters

PS Category 7

Officer Christopher Howard

FOR CONSIDERATION BY Planning Committee on 20/07/16
REPORT PREPARED BY Delivery Programme Director

SUMMARY

This application relates to land to west of Hyde End Lane, south of Church Lane and east of Hollow Lane, Shinfield within the designated South of the M4 Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2010/1432 which established the principle of access to the site together with development parameters. A variation of condition application was approved under VAR/2014/0624. This secured financial contributions towards the council's own travel plan – My Journey secured through a deed of variation to the S106 in lieu of the requirement of the developers to deliver their own travel plan. This will assist the council in delivering a coordinated approach to travel planning across the SDL and borough.

This current application is a reserved matters application for 517 dwellings together with access roads within the site. This within two parcels to the north and south of the site which is further discussed in paragraph 10 below. The purpose of this application is to provide further detail in respect of the layout, scale, appearance of the buildings and landscaping.

The application follows several other planning consents for the South of the M4 SDL and the significant majority of the housing allocation and associated infrastructure required by the Core Strategy within the SDL has now been approved. Outline consent has been granted on appeal for 1,200 residential units and 150 extra care units at Shinfield West together with a primary school, local centre, public open space sports pavilion, suitable alternative natural greenspace (SANG) and access and landscaping. In addition outline planning has been approved for 900 residential units, a primary school, public open space and suitable alternative natural greenspace at Spencers Wood and Three Mile Cross. Both applications help to secure the delivery of the required infrastructure within the SDL which includes sports pitches, open space,

education facilities and a new public transport service.

Full planning permission has also been granted for the Loddon SANG which is now open and available for public use. In addition, the Eastern Relief Road has also been approved. Full forward funding for the Eastern Relief Road has been secured through the Homes and Communities Agency (HCA). Work has commenced on site with the expectation that the road will be fully open in 2016.

There is further planning history for the SDL provided below.

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 outline application for Shinfield West was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Shinfield West and triggers for its 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 together with the outline planning permission.

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.

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 addition it would also assist in the delivery of housing numbers and assist the council in maintaining a 5 year housing supply.

In design terms, the proposal meets all the council's standards and in particular internal space and parking. The proposals are considered to be acceptable, represents good design and therefore it is recommended that Reserved Matters are approved subject to conditions outlined 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
- Within 5km of the Special Protection Area (SPA)
- Mineral consultation zone
- Ancient Woodland at south east of the site

- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

1) Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission 0/2010/1432 dated 8/11/12 as varied by VAR/2014/0624 dated 22/10/14 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan numbers being finalised to be included on members update

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

3) Prior to the commencement of the construction of dwellings/substations above finished ground floor slab level, details of the materials for the external building materials including porches, canopies, weatherboarding (if the submitted weatherboarding is unacceptable then another detail shall be applied to plots A58 A59 A12 and A13) and front doors (to include colour of doors) shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3*

4) 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.*

5) Details of the surfacing treatment and construction materials of the roads at:
(i) the interchange of Roads 32, Access North, Road 24 Road 23 and the Avenue;
(ii) Road 32 and the interchange of Roads 32, 34 and 36
shall be carried out in accordance with the details pursuant to the application subject for approval of planning condition application 3 of Primary Infrastructure Works Reserved Matters approval reference 160183.

Reason: In the interest of Highway safety. Relevant policy Wokingham Borough Core

Strategy Policy CP6

6) No building shall be occupied until the vehicular access that serves the dwelling has been surfaced with a permeable and bonded material across the entire width of the access measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

7) Within eight weeks of commencement of development a Road Safety Audit shall be submitted for Access Road R. Should this identify that a footway is required for the south side of Access Road R that connects Hyde End Road to the southern development parcel, within eight weeks of submission of the Road Safety Audit, full details of the construction of the footway shall be submitted to and approved in writing by the local planning authority. The footway shall be constructed in accordance with the approved details prior to the occupation of any dwelling of the southern development parcel.

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.

8) Notwithstanding the approved plans for access roads 40, 39, 41 & 51, prior to the commencement of development of these access roads, full details of the access junctions into access roads 40, 39, 41 & 51 shall be submitted to and approved in writing by the local planning authority. These accesses shall be constructed in accordance with the approved details unless otherwise agreed in writing by 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.

9) Notwithstanding the approved plans, prior to commencement of development of plots C408, A485 and A495 further details of the detailed setting out of these plots shall first be submitted for approval in writing by the local planning authority. These plots shall be built in accordance with the approved details unless otherwise agreed in writing by 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.

10) The development shall only take place in accordance with the Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation approved for this sub phase under planning condition 31 of the outline permission.

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 (Core Strategy Policy CP3 and Managing Development Delivery Local Plan Policy TB25).

11) The soft landscaping details provided in the plans listed in condition 2 above shall be implemented and delivered in accordance with the approved plans. 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 and to ensure the proper planning of the site.
Relevant policy: Core Strategy policies CP1 and CP3*

12) Any first floor windows in the north facing elevation of plots B240 and B241 hereby permitted shall be permanently obscure-glazed and fixed closed at all times.

*Reason: To safeguard the residential amenities of neighbouring properties.
Relevant policy: Core Strategy policy CP3*

13) Those windows shown on the approved drawings as having obscured glazing in part or full shall be so-fitted and shall be permanently so-retained, and shall remain fixed closed at all times

*Reason: To safeguard the residential amenities of neighbouring properties.
Relevant policy: Core Strategy policy CP3*

14) 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), 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 policy: Core Strategy policy CP3*

16) Boundary treatments required for condition 17 of planning approval VAR/2014/0624 shall be implemented in accordance with the approved scheme and shall be maintained in the approved form for so long as the development remains on the site.

*Reason: In the interests of amenity.
Relevant policy: Core Strategy policies CP1 and CP3*

22) Notwithstanding the approved layout, the siting of plot A517 shall be built in accordance with plan number CSL.01_PH-1N Revision F.

*Reason: In the interests of amenity.
Relevant policy: Core Strategy policies CP1 and CP3*

O/2010/1432	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
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	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. – Appeal Approved 08/11/2012
VAR/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>Officer note: this has been removed, however a deed of variation has been agreed to the S106 agreement to secure contributions towards the councils own travel plan – My Journey.</i> Approved 22/10/14
NMT/2014/1837	Application for a non-material amendment to planning consent O/2010/1432 to allow for changes to condition 15 relating to Affordable Housing Provision – <i>Officer note: this application secured 16.6% on site affordable housing provision and a commuted sum for off-site affordable housing which has been secured through a deed of variation to the legal agreement.</i> Approved 23/10/14
RM/2015/1375	Reserved Matters application pursuant to Outline Planning consent VAR/2014/0624 for the erection of 69 dwellings including access roads garages parking spaces open space and landscape treatment of Phase 1a Shinfield West (access within site appearance landscaping layout and scale).
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
PLANNING HISTORY SOUTH M4 SDL	
F/2005/4827	Proposed construction of an Eastern relief road for Shinfield including a new bridge over the M4 motorway and under Cutbush Lane. Appeal withdrawn 31/10/2006
O/2007/2268	Outline application for the proposed residential development (C3 Use) at a minimum of 30 dph plus creation of new vehicular accesses footpath links cycleways and public open space. Approved 25/02/2008
O/2009/1027	Outline application for phase 1 development of Science & 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. – Approved 27/10/10

F/2010/1428	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. – Appeal Approved 08/11/2012
F/2010/1434	Application for change of use of land from agricultural to Suitable Alternative Natural Greenspace (SANG) (Sui Generis use) and associated development to include Pedestrian and Vehicular access car park Footpaths and Landscaping. – Appeal Approved 08/11/2012
F/2013/0347	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). - Approved 24/12/2013
O/2013/0565	Outline application for the erection of 100 dwellings with associated landscaping and open space means of access to be considered. – Approved 10/04/2014
O/2013/0346	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 existing dwelling and ancillary buildings including greenhouses sheds stables and garage (214a Hyde End Road). - Approved 24/12/2013
O/2013/0101	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. – Approved 24/12/2013
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
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, Landscaping, Layout and Scale to be considered. – Under consideration

SUMMARY INFORMATION

For Residential

Site Area	20.63ha including LEAP, allotments and High More Copse
Site Area residential	16.9
Existing units	0
Proposed units	517
Proposed density - dwellings/hectare	Approx. 31
Number of affordable units proposed	92 and commuted sum
Previous land use	Agricultural
Proposed parking spaces	1461 gross see report below paragraphs 75 - 78 for a full breakdown

CONSULTATION RESPONSES

Archaeological officer	No objection
Natural England	No objection
Environmental Health	No objection
Network Rail	No comments
Thames Water	No objection
Highways Agency	No objection
Berkshire Fire and Rescue	Request a fire hydrant (<i>officer note – this is secured by condition 77 of the outline planning consent and it is not necessary to duplicate for the Reserved Matters application</i>)
English Heritage	No objection
Planning Policy	No objection
Waste services	No objection
Highways/drainage	No objection
Landscape and trees	No objection, request condition 11
WBC Ecology	No objection
Shinfield Parish Council	<p>Shinfield Parish Council is concerned that there is a footpath which exits the 'southern' portion of the phase 1 development straight out onto Hyde End Road, on a section where there is no pavement along on this side. Residents intending to go to Shinfield Infant and Nursery School will be required to cross the road, walk along the southern side of Hyde End Road, and cross again to reach the school. This is not a safe or sustainable walk to school and will discourage people from walking. Poor walking routes will lead to excessive use of private motor vehicles.</p> <p>The Parish Council requests that this phase only proceeds once sustainable travel routes that avoid conflict with the existing road network are designed and approved.</p> <p><i>Officer note: Please see response provided in Annex 1</i></p>

Berks Bucks and Oxford Wildlife Trust	No comments received
Conservation Officer	No objection
Environment Agency	No comments
Public Rights of Way Officer	<p>Requests upgrade of Footpath 11 – <i>Officer note - The Phase 1 proposals include the resurfacing of Footpath 11 as it routes along the eastern boundary of the site. Similar improvements will be made to the southern section of Footpath 11 when the Local Centre parcel is developed. There is no obligation to undertake improvements along the remaining short northern section of Footpath 11 as it routes to Church Lane. Indeed, this section of footpath lies outside of the red line application boundary and is on University of Reading land which is not under the control of the developers.</i></p> <p><i>As a result of the request, the applicant has engaged in separate discussions which are ongoing with the University of Reading which has indicated that it is willing in principle to consider facilitating the upgrade of this section of Footpath 11. Initial investigations indicate that an unbound aggregate surface is likely to be the most appropriate treatment given the tree root constraints in the area which would necessitate a limited dig solution. Further discussions will need to be held with the University of Reading and with officers at WBC regarding such details before a decision is reached on whether to proceed with the works.</i></p>

REPRESENTATIONS

13 letters of objection and one letter of comment. The planning related issues are summarised below:

- Design appearance and layout/impact on character of the area – *Officer note: see report sections 20 - 45*
- Impact on wildlife/ecology/trees – *Office note: The principle of development has been established for this site under the outline planning application. This included a full Environmental Statement which assessed the impact on these issues. The application was assessed by the Secretary of State and found to be acceptable. The current reserved matters application has been assessed by the Biodiversity Officer and Landscape Officer and they have supported the application*
- Insufficient school places – *Officer note: The development will have to provide a 2 form entry primary school which is identified by the outline planning application. This is considered acceptable for the need generated by the development. The delivery of the school is triggered on housing occupations (200th dwelling). Expansion land also has been secured for the school should there be a need generated for a further form of entry*
- Insufficient parking – *Officer note: The application provides parking in line with*

the Wokingham Borough Standards. The Highways Officer has assessed the application and the parking provision and distribution is acceptable see report sections 75 - 78

- *Loss of agricultural land – Officer note: The principle of development on this site has been established through the outline planning application as approved by the Secretary of State. This issue cannot be revisited for the purposes of the reserved matters application.*
- *Impact on highways/highway safety – Officer note: The principle of development has been established for this site under the outline planning application. This included a full Transport Assessment which assessed the impact on these issues. The application was assessed by the Secretary of State and found to be acceptable. See report sections 72-83*
- *Impact on flooding – Officer note: see report sections 84-88*
- *Provision of elderly housing – Officer note: Elderly housing provision will be provided at the centre of Shinfield as the outline planning consent secured 150 extra care units.*
- *Location of affordable housing – Officer note: See report sections 13-16*
- *Increase noise and disturbance – Officer note: See report sections 59*
- *Overlooking, Loss of Light, Overbearing – Officer note: See report sections 46 - 58*
- *Loss of views – Officer note: Not a material planning consideration and cannot be used for a reason for refusal*
- *High density housing / overdevelopment – Officer note: See report sections 38-39*
- *Change in layout from original indicative masterplan – Officer note: the masterplan was provided to give an indication of how development could be brought forward for the site. This does not mean that any of the housing development on the site is fixed. The revised layout has been considered in the context of the separation standards and relationships with neighbouring development is provided below in paragraphs 46-58. Following consultation, the layout has been revised at Maddock Close to increase the level of separation. The landscape buffer shown on the outline plans now has been replaced by larger front gardens for the proposed plots in this location which will be better managed. The landscaping buffer that was shown towards Maddock Close has been replaced by deeper front gardens and a good level of separation has been achieved following revisions to the plans to set the new houses further back from the existing dwellings.*
- *Loss of open space for recreation - Officer note: The outline planning application secured a significant package in terms of upgrades to sport and recreation. Significant parts of previously private areas of countryside will be open as housing is delivered such as the SANGs and to date 2 SANGs have been opened in the SDL area (Langley Mead and Mays Farm SANG). Further areas of informal open space will also be provided to the west of the development site.*
- *Principle of development / housing numbers: - Officer note: The principle of development has been established for this site under the outline planning application. This included the quantum of development and parameters for the height including density and land suitable for residential development. The application was assessed by the Secretary of State and found to be acceptable.*
- *Concern over Homes of Multiple Occupancy – Officer note: whilst this is noted, this is speculative at this stage. A condition restricting the use of the houses would therefore fail the reasonable and necessary tests outlined in the NPPF.*

Should issues arise in the future, the Council could consider imposing restrictions at a later stage.

PLANNING POLICY

National Policy

National Planning Policy Framework 2012

Technical Guidance to the National Planning Policy Framework 2012

National Planning Policy Guidance 2014

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development

CP2 - Inclusive Communities

CP3 - General Development Principles

CP4 - Infrastructure Requirements

CP5 - Housing Mix, Density and Affordability

CP6 - Managing Travel Demand

CP7 - Biodiversity

CP8 - Thames Basin Heaths Special Protection Area

CP9 - Scale and Location of Development Proposals

CP10 - Improvements to the Strategic Transport Network

CP11 - Proposals outside Development Limits (including countryside)

CP17 - Housing delivery

CP19 – South of the M4 Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

Managing Development Delivery Local Plan (MDD LP) policies

CC01 Presumption in Favour of Sustainable Development

CC02 Development Limits

CC03 Green Infrastructure, Trees and Landscaping

CC04 Sustainable Design and Construction

CC05 Renewable energy and decentralised energy networks

CC06 Noise

CC07 Parking

CC08 Safeguarding alignments of the Strategic Transport Network & Road Infrastructure

CC09 Development and Flood Risk (from all sources)

CC10 Sustainable Drainage

Residential Uses

TB05 Housing Mix

TB07: Internal Space Standards

TB09 Residential accommodation for vulnerable groups

Landscape and Nature Conservation

TB21: Landscape Character
TB23: Biodiversity and Development

SAL05: Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

Emerging Shinfield Parish Neighbourhood Development Plan:

The Draft Shinfield Neighbourhood Plan was submitted to the Borough Council in January 2016. It was considered by Executive on 31 March 2016, publicised for a 6 week statutory consultation and it is currently being examined by an independent examiner. It is expected that a referendum will take place later this year.

Paragraph: 007 Reference ID: 41-007-20140306 of the NPPG states:

'Planning applications are decided in accordance with the development plan, unless material considerations indicate otherwise. An emerging neighbourhood plan may be a material consideration. Paragraph 216 of the National Planning Policy Framework sets out the weight that may be given to relevant policies in emerging plans in decision taking. Factors to consider include the stage of preparation of the plan and the extent to which there are unresolved objections to relevant policies. Whilst a referendum ensures that the community has the final say on whether the neighbourhood plan comes into force, decision makers should respect evidence of local support prior to the referendum when seeking to apply weight to an emerging neighbourhood plan. The consultation statement submitted with the draft neighbourhood plan should reveal the quality and effectiveness of the consultation that has informed the plan proposals. And all representations on the proposals should have been submitted to the local planning authority by the close of the local planning authority's publicity period. It is for the decision maker in each case to determine what is a material consideration and what weight to give to it.'

Considering that the Neighbourhood Plan is in the process of examination and it has not yet gone through a referendum, it is considered that the Plan carries very limited weight at present.

Supplementary Planning Documents

Wokingham Borough Design Supplementary Planning Document (18 February 2010)

Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 28th April 2010)

Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

Wokingham Borough Affordable Housing Supplementary Planning Document (2 June 2011)

A Vision for Our Villages: Ryeish Green, Spencers Wood, Three Mile Cross Character Statement

PLANNING ISSUES

Principle of development and infrastructure delivery

- 1) 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).
- 2) 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).
- 3) 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.
- 4) Outline planning permission for the site was granted by the Secretary of State in 2012. This established the principle of development for the site together with access for up to 1200 residential units, 150 extra care homes, new district centre (including a foodstore 2500m²), community centre, leisure uses and green infrastructure including areas of SANG. These were considered against the relevant Core Strategy policies and Local Plan policies and the application was accepted as policy compliant by the Secretary of State. The current application seeks reserved matters approval for appearance, layout, landscaping and scale.
- 5) The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

Site background/established principles

- 6) The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established. Two all vehicle access points were permitted one at Hyde End Road (which would serve this phase of the development) and the other at Church Lane (which the development would ultimately link into). A further point of access was also established from Hollow Lane (although this will be restricted to bus, pedestrian and cycle access beyond the new district centre).
- 7) Since approval of the outline planning application, approval has been granted for several applications in respect to conditions and reserved matters applications. The phasing strategy for the site was established through the Interim Phasing Master Plan

which is shown in figure 1. This established housing development to the north and south of the site as part of the phase 1 development. In addition, planting in the strategic green space is also identified in this phase as approved by RM/2013/0946 together with allotments at the north of the site and a children’s play area which is subject to this current reserved matters approval.

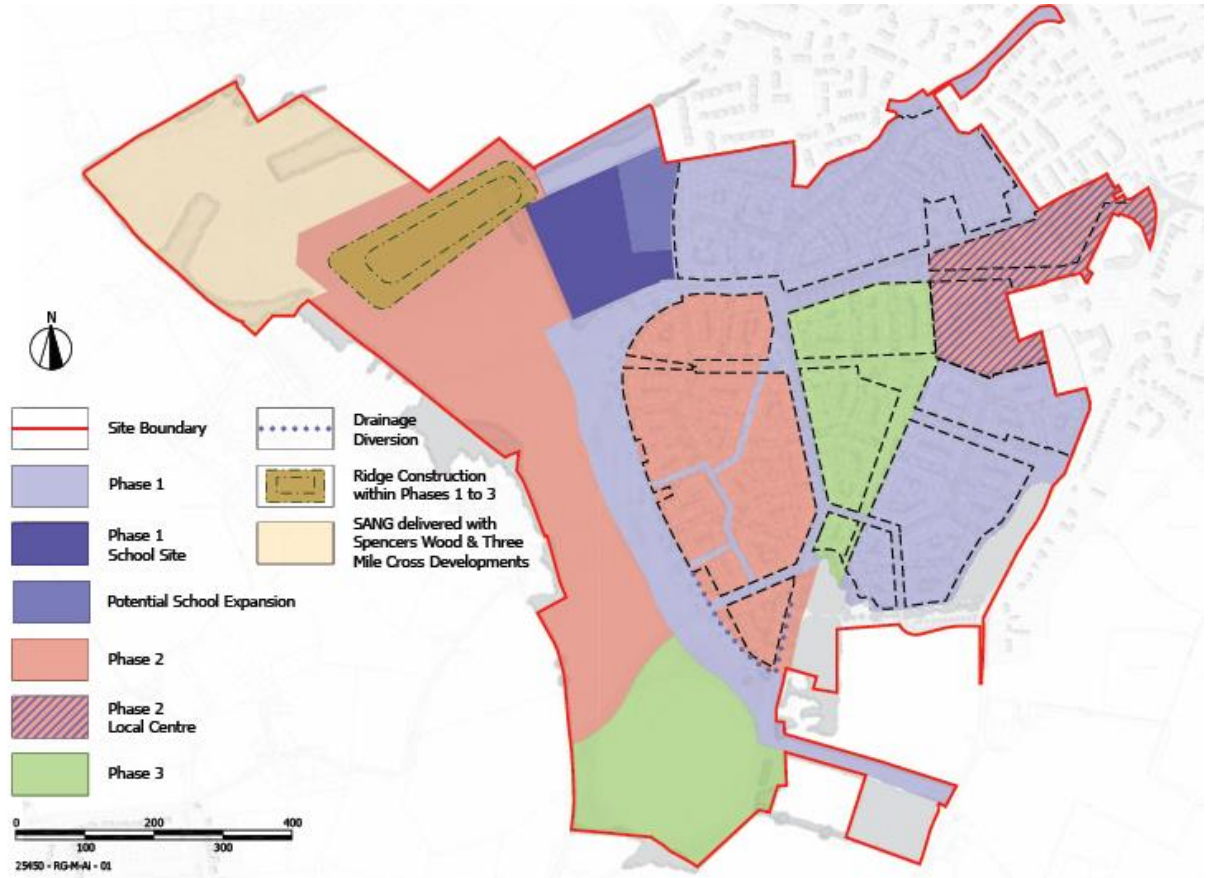


Figure 1: Phasing for Shinfield West

8) Once the phasing strategy for the site was established, an application for the key infrastructure within the site was approved (ref 160183). This identified the principal internal roads within the site, drainage features and key areas of landscape and a plan is shown in figure 2. The infrastructure application was a key enabling application which will speed up access to the development plots within the site and will accelerate housing delivery. It will also facilitate access to key infrastructure within the site such as the school/public open space which will help to bring this forward more rapidly than a piecemeal approach.

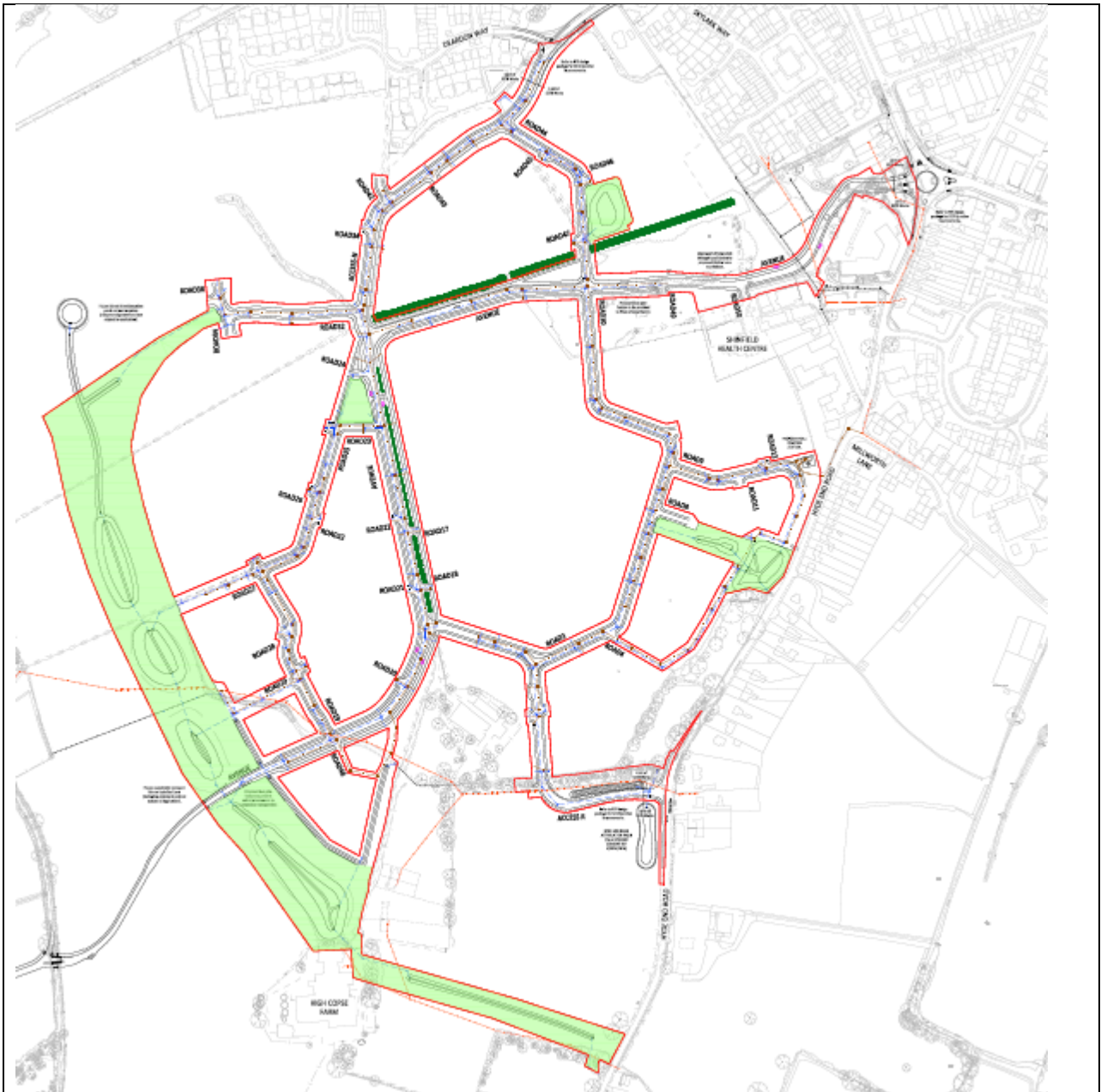


Figure 2: Infrastructure approved under planning app 160183 with principle roads, landscaping and drainage features established

9) The current planning application reflects the principles identified above and follows the established street patterns. Further design principles for the site have also been established through the approval of a site wide Design Code for the entire Shinfield west planning unit. This establishes the overarching principles for the site for areas such as highway widths and design principles for the houses themselves. This will ensure consistency in design approach of the key streets / spaces once the future development parcels are brought forward. The main principles of the design code and how they have been applied for this reserved matters application are further discussed in paragraphs 24 to 37

Site Description

10) The application site relates to land to the west of Shinfield. Two development parcels have been put forward as part of the planning application. The first is to the

south of Church Lane/West of Hollow Lane (herein referred to as parcel 1) and second to the west of Hyde End Road (herein referred to as parcel 2). The parcels are showing in figure 3.

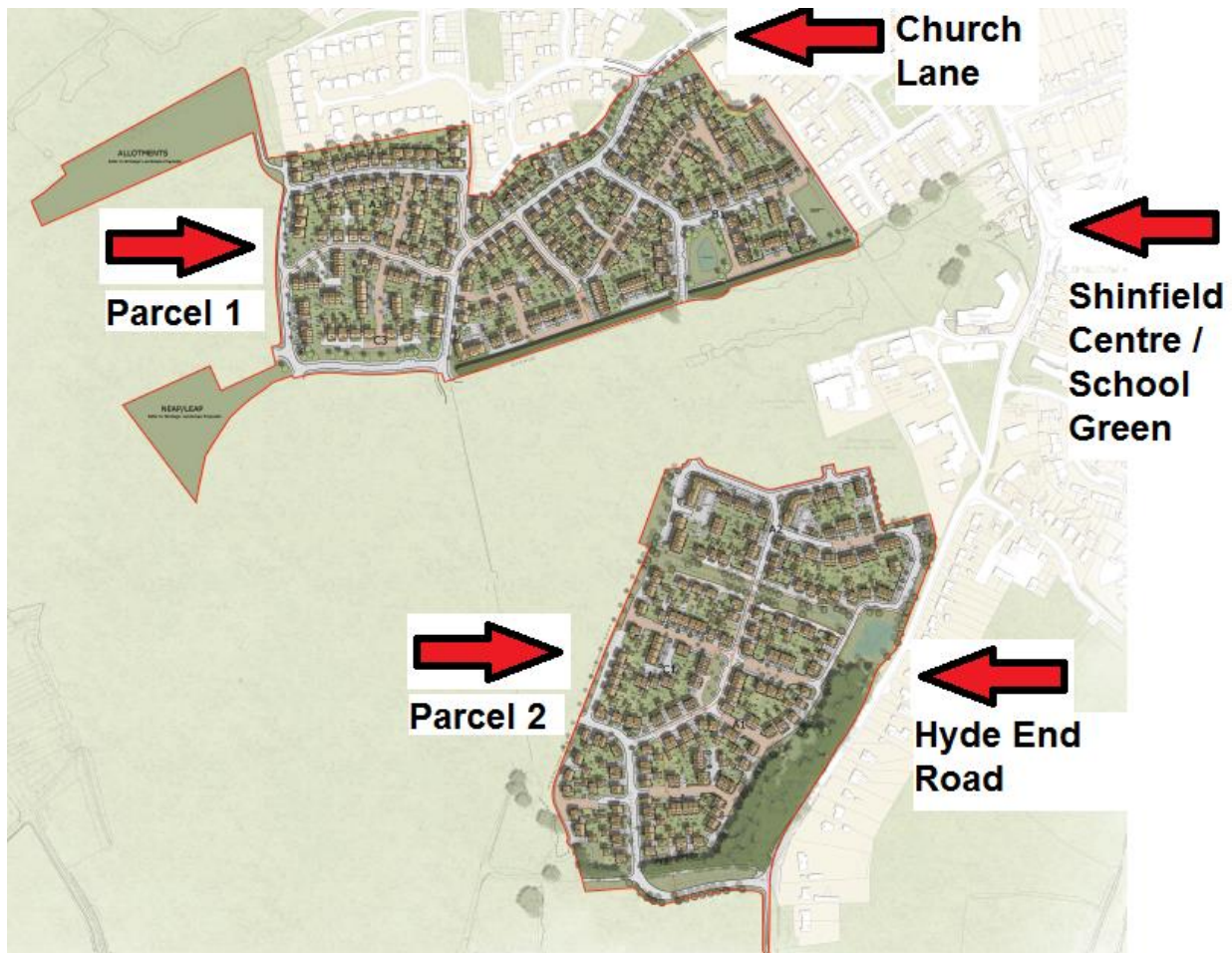


Figure 3: Development parcels and plan showing context of Shinfield West planning unit with Shinfield

11) The predominant land use related to both parcels is agricultural. Parcel 1 has residential development located to the north of the site at Holder Close, Maddock Close and Deardon Way/Church lane. There is also residential development located to the east of the site at Teal Grove and Skylark Way.

12) Parcel 2 is bounded to the east by Hyde End Road. It incorporates an area of woodland (High Moor Copse) to the south east of the development parcel and a line of trees on the southern boundary. The significant vegetation would be retained and housing/roads have been designed to provide an appropriate buffer to High Moor Copse. This would also help screen the new houses from Hyde End Road.

Affordable and specialist housing

13) 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.

14) The application proposes 92 affordable dwellings (47 two bedroom dwellings; 36 three bedroom dwellings and 9 four bedroom dwellings) on site equating to 17.3%. This is in accordance with an amendment to the affordable housing strategy for the site which was agreed under NMT/2014/1387 and a deed of variation to the S106 dated 21st October 2014. Under the terms of the non-material amendment, the onsite affordable housing was set as 16.6% and the deed of variation sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application.

15) The location of affordable housing and clustering of it has been raised by representations received. The affordable housing has been designed to be tenure blind (i.e. blend in and not be distinctive in design to the market housing). Furthermore, clustering the units helps with the future management of the dwellings. On this basis, the location and distribution of the affordable housing is considered acceptable.

16) On this basis, it is considered that the application is in accordance with the agreed strategy and will secure the 35% affordable housing requirement. The affordable housing officer is satisfied with this strategy.

Dwelling mix

17) 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.

18) 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	15	0	0	4 (including 1 bed apartments)
2 bed apartment	21	0	0	4 (including 1 bed apartments)
2 bed house	121	121	0	0
3 bed house	186	109	62	15
4 bed house	159	129	9	21
5 bed house	15	6	9	0

19) The Policy Officer has assessed the application and raises no objections in terms of the dwelling mix. Taking the constraints of the site into account, this approach is considered acceptable.

Masterplan – Layout

20) 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.

21) 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:

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.

22) 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.

23) It is important to set out the site in the context of the wider planning permission for Shinfield West. The application parcels themselves form a significant part of the Shinfield West planning unit. In order to ensure consistency of design for the entire planning unit, the Shinfield West planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.

24) To build upon these principles, a requirement of the outline planning permission was for the applicant to submit an acceptable design code (ref: 160557) for approval to the council prior to the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site. In this case there are three developers building on the site and therefore it is important to control design whilst at the same time ensure diversity in appearance and continuity. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site. The design principles outlined in the code will be expected to be incorporated for the other development parcels when these are brought forward within the Shinfield West planning unit.

25) The submitted masterplan retains the principles within the outline planning application and design code. To reflect this and inform diversity of development, the applicant has applied seven different character areas to the layout (Main Street, The Avenue, Neighbourhood Loop, Greenway Edge, Western Edge, Internal Streets and Woodland Edge). Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas.

26) The principle layout of the site has been established by the primary infrastructure application. This established the key routes through the site and used the principles outlined in the design code to inform street hierarchy, landscaping and drainage features. As these have been established, the layout of the main routes is considered

acceptable.

Masterplan – Design and appearance

27) 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. The design code sets out the parameters for the site and builds upon the principles established by the design and access statement for the outline planning consent. The current application incorporates the Avenue, Neighbourhood Loop, Woodland Edge, Greenway Edge and Internal Streets character areas and these are taken in turn below.

28) The Avenue character area is a principle road through the site which would ultimately link the site between Hyde End Road at the south and Church Lane to the north of the site with the wider Shinfield West planning unit. In order to emphasise this key route through the site, the applicant has incorporated 2, 2.5 and 3 storey dwelling heights to make this a clear and legible road. For parcel 1, to provide a degree of transition between the development located on Deardon Way the applicant has used a traditional style of housing development which reflects the prevailing character. This extends until the bend at the north of the site and changes as you turn the corner to head south along the main spine route through the site where building heights have increased to link into the design approach for parcel 2.

29) At parcel 2, as the site is reasonably set away from any defined form of development, the applicant has used more 3 storey units here to emphasise the main route through the site. This approach will be expected to continue as the parcels are brought forward for the future phases of the development as required by the design code.

30) For both parcels, the street width of this route is also wider than the other character areas in order to emphasise this principal route. The design choice for the dwellings themselves is reasonably consistent in order to allow future users to identify this as the main route through the site although there is some variety in detailing and building types to provide diversity in architectural styles.

31) The Neighbourhood Loop character area would provide a secondary circuit from the development parcel to the wider Shinfield West planning unit. This road is slightly narrower than the Main Street which would provide an indication of a change in street hierarchy. This is reinforced with the application of a different character area along this road with more variety in terms of building types. Building heights along this route are predominantly 2-2.5 stories although apartments have been located in key focal areas aiding wayfinding through this loop. The street hierarchy and design approach would set it apart from the Avenue Character area.

32) The Woodland Edge character area has been applied to the eastern boundary of the site in order to respond to the constraints of the existing woodland (High Moor Copse) located at this part of the site. Again a different approach has been applied to the design of the roads serving this part of the development with shared streets and private drives linking to the proposed dwellings for this area. The style of dwellings here is a more traditional form of design than the rest of the site and features for the building have been designed to provide a cottage type appearance. The units are predominantly two stories in height although there is the occasional use of two and a half storey units. This is considered to respond well to the edge of the site.

33) Similarly, the layout of the houses in this part of the site are more sinuous which defines it from the other character areas. Not only does this respond well to the edge of the woodland, but also to the edge of the settlement providing a transition between the centre of the development and the edge of the site adjacent to Hyde End Road.

34) The Greenway Edge character area has been applied along the areas of strategic landscaping within the site as established by the Primary Infrastructure Application. These will serve as an important function of providing landscaping within the development site and clear linkages between the development parcels. The predominant form of development for this character area is two storey detached houses which resembles a loose form of development adjacent to the Greenway Edge. There are the occasional semi and terraced units which are up to 2.5 stories but the length of terraces is shorter than in other character areas and sit well in the landscape. One apartment block is proposed, however, this has been sited towards what would ultimately be the district centre of the development. This would define the transition between the main residential area and the centre for future users through providing a landmark into the district centre.

35) The Internal Street character area has a less formal road hierarchy and shared surfaces are used to serve access to these areas across both parcel 1 and 2 of the site. The layout of housing within this part of the site is also less formal with short street runs (but well linked and permeable) and with more variety within the building line and unit types. Again the application of these design principles helps to provide a distinctive neighbourhood which would be clear to future occupants and users of the site.

36) Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style of the dwellings achieved through detailing such as rendering on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.

37) 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 together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

Masterplan – Density

38) 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.

39) The overall density proposed by the application is 31dph. The masterplan shows that density would be greater towards the centre of the site diminishing towards the edges. Higher density in the centre would define both the Main Street and Neighbourhood Loop character areas which would provide a good degree of legibility for these areas and the design code will ensure that this theme is continued as the other development parcels come forward. The application of lower density development towards the edges of the development provides a good transition between the existing built form and surrounding countryside which is an acceptable approach.

Masterplan - Landscaping

40) Much of the development site is open fields at present whilst there is not a huge presence of significant existing vegetation, the masterplan has carefully considered the landscape and incorporated this into the design. For parcel 2, there is a woodland adjacent to Hyde End Road which would be retained and appropriate buffers have been applied in the layout of the development to preserve this. This would help to soften the impact of the houses from the outset and provide screening of this parcel as you approach the development.

41) In the north at parcel 1, there is less significant vegetation although there is an existing established hedgerow that runs from east to west through the south of the site. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. This would also provide a degree of softening for when the future development parcels are brought forward. Although street planting is limited in some of the internal streets of the site, some key tree planting has been achieved with views through to green spaces and landscaping. This helps soften the development and there is also hedgerow planting to the front of the dwellings in front garden areas where space is limited for tree planting.

42) Within the development, landscaping is proposed throughout the character areas. Landscaping strips and SUDs have been established through the primary infrastructure and these will include tree planting. Along the Avenue character area a regular line of trees is proposed which, when established, will give this area an avenue type feel and also help distinguish it as part of the primary route for the site. More informal planting is proposed in the other character areas which include trees and low level planting. These measures together with the proposed boundary treatments would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the South of the M4 SPD.

43) The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. Where existing vegetation has been lost, this has been established at the outline planning stage. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by conditions 12-22 of the outline planning consent.

Masterplan conclusion

44) 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 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 design code within the layout and design choices. These principles will be expected to be brought forward into the wider Shinfield West planning unit when reserved matters applications are submitted for these development parcels.

45) 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

46) 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. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.

Nos 1- 5 Holder Close

47) There is between 22m and 28m back to back separation from Nos 1- 5 Holder Close and plots 508-514. This is in line with or exceeds the back to back separation standards outlined in the Borough Design Guide.

No 7 Holder Close

48) There is at least 16 m rear to flank relationship with plots 506 and 507. This is in excess of the standards outlined in the Borough Design Guide

No 8 Holder Close

49) There is between 18 and 21m flank to flank separation from No.8 to plot 503, this is well in excess of the standards outlined in the Borough Design Guide.

No21 Deardon Way

50) Whilst the Borough Design Guide does not have guidance for front to flank relationships, it is considered reasonable to apply the rear to flank separation distance as the relationship is in essence the same. There would be 12m front to flank separation from plot 517 to the boundary fence of no 21. This is in accordance with the 12m rear to flank relationship outlined in the Borough Design Guide

Nos 2 - 4 Maddock Close

51) The relationship with plots 515 and 516 Maddock close means that there is a 22m front to rear separation distance from the new houses to the main rear wall of Nos 2 and 4. Again although the borough design guide does not prescribe a distance for this relationship, the maximum rear to rear separation distance has been applied.

52) In terms of the relationship with the houses backing onto No.4, there is 25m separation to the flank elevation of No 4. This is well in excess of the standards outlined in the borough design guide. With regards to plot 407, there is over 22m separation from the rear of the new house to No.4. This is in excess of the 22m that would be common for a back to back relationship. In addition views would be oblique from the new dwelling to no.4.

Nos 1 – 5 Maddock Close

53) The houses here have a flank to front relationship. Again the Borough Design Guide does not have a specific figure for this although it is reasonable to apply the rear to flank separation distance as the relationship is in essence the same. From this there is between 16m and 21m separation from plots 240 and 241 respectively to the dwellings in Maddock Close. This combined with the level of the land which drops down from Maddock Close to the development site is considered to be an acceptable

relationship.

No 7 – 9 Teal Grove

54) The new houses would have a front to front or front to flank relationship with these dwellings. There is between 22m and 29m separation between the existing houses and the new houses which is in excess of the guidance within the Borough Design Guide.

Stantons

55) There is sufficient separation between Stantons and plot 250. The borough design guide calls for a 1 m flank to boundary separation and there is around 11m between each flank wall. Stantons is now used as a nursery although this relationship would be acceptable to a residential dwelling and would not prejudice the re use of the building as a dwelling.

Hyde End Road

56) Much of the site is reasonably isolated from Hyde End Road although there is some residential development located on the eastern boundary of the site on the other side of Hyde End Road. The presence of High Moor Copse however means that there would be at least 60m front to front separation from the proposed houses and existing dwellings. This is well in excess of the guidance outlined in the Borough Design Guide and the presence of High Moor copse will provide good screening for the existing residents.

57) 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. Given these factors and the onsite conditions, it is considered that there would be no significant issues arising in terms of loss of light, overbearing or overlooking. Planning conditions 12 - 16 will ensure that this relationship remains in the future.

58) Given these relationships and the onsite conditions, 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

59) 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 11 and 12 attached to the outline planning consent. 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: the amenity of future occupants of the development

60) The Borough Design Guide and MDD LP policy TB07 set out minimum thresholds for private amenity space and internal space standards which new residential development should be assessed against.

Private amenity space

61) The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted masterplan, in nearly all cases, the proposed layout complies with these requirements. In the cases where garden depths are under the 11m threshold, the plots are wide which compensates for the shorter garden depth. In these cases the gardens are generally 1m, short and the back to back relationships are maintained. Overall, with these relationships, it is considered the development will provide acceptable levels of private amenity space and privacy for the future occupants of the dwellings.

Internal Space Standards

62) With respect to internal floor space of the units, the Borough Design Guide and Policy TB07 of the MDD LP establish internal space standards for new dwellings, setting standards for both the gross internal area (GIA) and the minimum combined area of the living, kitchen and dining spaces for houses. All the proposed units either meet or exceed the minimum internal space standards and the combined living, kitchen and dining area specified in policy TB07. This will ensure an appropriate standard of living and amenity will be enjoyed by future occupiers of the dwellings.

Security

63) 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.

Noise

64) 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.

65) The Environmental Statement submitted for the outline planning permission established that the main source of noise is Hyde End Road. The buffer provided between the proposed houses from High Moor Copse ensures that the proposed houses would be set well back from Hyde End Road and would be within Noise Exposure Category A in the 2026 scenario. On this basis there should be no significant impacts to the occupants of the proposed dwellings. In terms of noise within the development, this would not be at a level that is unusual in a residential area.

Sustainable Design and Construction

66) 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.

67) 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 seeks to achieve on site renewables and as such, it is not necessary to duplicate a condition .

68) 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

69) The outline planning permission for Shinfield West established the access points to the site and was accompanied with a full Transport Assessment. This included modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application.

70) There has also been a detailed infrastructure planning application (ref number 160183) for Shinfield West, approved earlier this year in February 2016. This included the details of the key highways within the developments and included:

- The main access roads to the north onto Hollow Lane and south at Hyde End Road;
- The bus only link through the neighbourhood centre and onto the four arm roundabout with Hollow Lane;
- The Neighbourhood Loop roads and the sustainable bus link that connects with Spencers Wood;
- Cycle and pedestrian routes within and connecting with the development;
- Bus stops and bus service provision in a phased basis, associated with the South of M4 SDL bus strategy.

71) As much of the transport infrastructure has been approved in terms of highways, this application is mainly addressing the detailed layouts of the local access roads, car parking and cycle parking. The primary infrastructure application will deliver easy pedestrian and cycle routes to the surrounding area and is well linked to key access points surrounding the site.

Access and movement - Site layout

72) As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principal accesses to the site from the south would be off Hyde End Road and from the north off Deardon Way in accordance with the access agreed for the infrastructure consent. The Main Street has been designed to be 6.1m wide and the corner area towards the north of the site is widened to allow for two busses to pass simultaneously. In order to ensure good public transport to the site, a public transport strategy is required by condition 47 of the outline planning consent prior to the occupation of the development. Bus stops will also be located within the site to ensure good connectivity for the development site with public transport. Footpaths along the spine roads have been designed to be 2m wide on both sides in order to separate pedestrians from traffic movements and the Avenue includes a 3m footway and cycleway through the site.

73) The Neighbourhood Loop would provide the secondary access for the site. The public transport strategy does not require busses to run through this part of the site and accordingly the road width has been designed to be 4.8m wide. Pavements have been provided on both sides of this road for good pedestrian access within the site and future phases of development in the wider Shinfield West development parcel.

74) The Side Streets and Woodland edge would be served by a mixture of shared surfaces and private drives. These areas of road are short in length and have tight corners which will ensure low vehicle speeds within these zones. They have been checked that the tracking is acceptable for refuse vehicles.

Access and movement - Car parking

75) In line with Core Strategy Policy CP6, *Managing Travel Demand* and MDDL Policy CC07: *Parking*, condition 40 requires reserved matters to incorporate car and motorcycle parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated parking.

76) The application car parking numbers are summarised in the Table 1 below. This shows a gross total of 1461 parking spaces, almost three per dwelling (2.83), although this includes garages and visitor spaces. There are 1063 allocated spaces, 111 visitor spaces and 287 garages. Some 55% of dwellings (282) have a garage, with 5 double garages.

Table 2: Summary of Car Parking Provision

	nos	ratio of 517
Total Visitor	111	0.21
Total Allocated	1063	2.06
Total Garages	287	0.56
Total Allocate & Garages	1350	2.61
Total Visitor, allocated & garages	1461	2.83
Total Tandem Parking	303	0.59

77) Average allocated parking per plot is 2.33 with garage parking assumed to be used at 50%. This parking is in accordance with the WBC parking demand calculator (which assumes that garage accommodation accounts for 0.5 spaces per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The majority of parking is provided on plot with some designated parking spaces provided in bays. The proposed allocated parking within bays is located in relation to the dwelling it is intended to serve. Parking spaces on the driveways have been set out so if an additional vehicle parks then footways are unlikely to be blocked. Visitor parking is also well distributed through the development and this is provided in bays or shared surface areas which are off-set from the carriageway to reduce the level of on carriageway parking.

78) On this basis, the level of parking provided should limit demand for on street parking throughout the development.

Access and Movement – Pedestrian & Cycle Access

79) The layout provides for pedestrian access with 2m footways on both sides of the main access roads within the site. The side roads are either secondary streets which include footways that connect to other Shinfield phases or shared surface for the minor accesses. Connectivity is an important feature of Shinfield West with for example vehicle cul-de-sacs having a through route for pedestrians. Safe routes to school are identified which in this early phase will rely on a route out of the site along the segregated shared pedestrian & cycle link or the 2m footway onto and along the footway onto Hyde End Road to Shinfield village. In the longer term when the new primary school is open then a pedestrian and cycle route through the other Shinfield phases will be provided.

Access and Movement - Cycle storage

80) Consistent with Core Strategy Policies CP1, *Sustainable Development* and CP6, *Managing Travel Demand*, which expect development to make provision to support sustainable travel, Condition 41 of the outline planning consent requires cycle storage in line with the Council's standards at the time. These are set out in MDDL *Appendix 2*: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.

81) Cycle parking is provided on site either within garaging or sheds. The 282 dwellings with garages are a minimum of 3.0 by 7.0m dimension to allow for cycle parking. At the other 199 dwellings there are garden sheds of adequate size and a connection to a gate. At the 3 flatted developments, totalling 36 units there are dedicated cycle storage facilities. All dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements.

Access and Movement - Access to public transport

82) A South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency bus service that operates in a loop in and out of Reading along the A327 or A33 corridors. This frequency of service combined with high quality bus stop infrastructure and the bus priority that includes the bus only link between Shinfield and Spencers Wood is expected to make the bus an attractive service for many

destinations.

83) Before the bus only link between Shinfield and Spencers Wood is completed an interim bus strategy has been identified. Initially bus services will be accessed from Hyde End Road for the southern part of Phase 1. For connection to this a new bus stop will be placed on Hyde End Lane near to the site access. The northern part of the development will be accessed with the bus diverted through the development at Deardon Way. This service would be provided by initial service to Shinfield (starting this September) that will return to the A327 via the southern area and northwards along Deardon Way. The application has two pairs of bus stops located within the development which are well within 400m of all the proposed houses on the site. With a high frequency bus service, improved pedestrian and cycle connectivity and the delivery of the Council's My Journey Travel Planning initiative there are good sustainable alternative modes of transport available to the new residents other than the private car.

Flooding and Drainage

84) 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 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.

85) The site is 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. Furthermore, the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment.

86) The outline application was supported by a Flood Risk Assessments which assessed 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 (+30% for climate change) for the areas of residential development.

87) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage has been approved under 160183. This included 6 SUDs ponds in the strategic greenspace and 3 within the site. These will not only attenuate storm water on site and control the discharge but will also provide landscaping features.

88) The Flood Risk Assessment and proposed measures on site 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.

Thames Basin Heaths Special Protection Area

89) 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.

90) The development will be mitigated by the provision of the Loddon SANG which is now open and available for public use. This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Shinfield West development and some of the other SDL developments. Planning permission for the Loddon SANG has been granted under F/2010/1434 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 and the applicant has also agreed to provide SAMM payments to provide an overall SPA mitigation strategy.

Ecology

92) Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The applicant has demonstrated that there would be an adequate buffer zone from the proposed development to High Moor Copse. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Archaeology

93) Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Assessment for condition 35 was submitted which indicated that there is no evidence to support the presence of significant archaeological remains on the application site and a low potential for archaeological deposits on the site. Condition 31 relating to archaeology was attached to the outline permission for a written scheme of investigation prior to the commencement of development and this approach is supported by the Council's Archaeological Officer.

CONCLUSION

The reserved matters are consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and guidance for development within the South of the M4 SDL. It is considered that the applications will deliver high quality development in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

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